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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
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January 1, 1954

TO ALL LAW ENFORCEMENT OFFICIALS:

The tragic death of the victim in a recent kidnaping case which shocked the nation has rekindled the public fear in which this particularly vicious crime was once held. This latest tragedy, the first of its kind since 1938, is reminiscent of the nineteen-thirties when a series of abductions for ransom brought terror to many homes and disgrace to the entire nation. Is it also, considered in conjunction with a rising trend in violent crime, a signal of more violence to come?

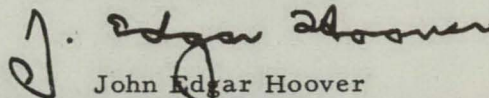
The menace of kidnaping for ransom will continue unabated so long as confirmed criminals are running loose in our streets. This conclusion is based on the FBI's experience of more than twenty years in the investigation of kidnapings committed in violation of the Federal Kidnaping Act, a period in which more than 460 cases have been investigated and only two remain unsolved. Most of the more detestable examples of the crime were committed by mature and experienced criminal offenders.

The FBI has issued a total of 62 Identification Orders seeking the apprehension of persons charged with kidnaping. Some of these fugitives were wanted for violation of the Federal Kidnaping Act, others for unlawful flight to avoid prosecution on state kidnaping charges. It is significant that the average age of these fugitives at the time the offense was committed was thirty years, their average age at the time of first conviction for any crime was almost twenty years, and during the intervening ten-year period they had been fingerprinted an average of nearly five times each on criminal charges. The crimes for which they had been arrested ran the gamut of violence from murder and robbery on down the scale. Approximately half of them had been arrested for robbery. Only two had never been arrested prior to the kidnaping charge.

It is also interesting to note that 32 of these fugitives, more than half of the total, had at some previous time received special treatment in the form of parole, probation, conditional release, leave of absence or pardon.

A part of the answer to the menace of kidnaping lies in vigorous investigation and prosecution, and effective punishment, for those who commit the crime. An equally important part, however, is the application of the same formula to crimes committed by confirmed criminals whose consistently anti-social conduct indicates a potential for this type of crime.

Very truly yours,

A handwritten signature in dark ink, appearing to read "J. Edgar Hoover", is written over the typed name.

John Edgar Hoover
Director



FEATURE ARTICLE

Police Functions Within the Port of New York Authority

*by INSPECTOR EDWARD M. JOSEPH, the Port of
New York Authority*

The port of New York, comprising the 1,500-square-mile area in New York and New Jersey which lies within a 25-mile radius of the Statue of Liberty, is one of the greatest natural harbors in the world. Some 12 million people live in the bistate port area, and at least 1 out of every 10 employed earns his living directly or indirectly from port industry.

Coupled with its natural assets for commerce and shipping, the port of New York enjoys a comprehensive network of transportation systems—railroads, water carriers, trucks and airlines. The increasing importance of transportation in the twentieth century brought to prominence the question of the best way to improve the handling of commerce in the port area. A bistate Harbor Development Commission was established by the Governors of New Jersey and New York in 1917 to study the entire problem. The commission brought in its report in 1920 and after considerable discussion, the legislatures of the two States authorized the signing of a port treaty on April 30, 1921, later ratified by Congress and the President.

The port treaty created a bistate agency, the Port of New York Authority, to deal with the planning and development of terminal and transportation facilities, and to improve and protect the commerce of the port district. A unique governmental agency, the port authority is a self-supporting nonpolitical regional agency of the two States, operating without burden to the taxpayer of either State.

Port authority commissioners, six from each State, are appointed by the Governors of New York and New Jersey. They serve without pay for overlapping terms of 6 years. These commissioners function like the directors of a business corporation, with an executive director and a career staff of some 3,700 employees to implement the port authority's great tasks.

The port authority tries to apply the best principles of sound business management to the financing, construction and operation of great

public transportation and terminal facilities required for the continuing development of the vital bistate port area. In a little more than three decades, we have financed or constructed 17 land, sea and air terminals in the port district. These include 4 bridges, 2 tunnels, 3 marine terminals, 2 truck terminals, a bus terminal, an inland railroad freight terminal and 4 airports. All have been built or leased by the port authority on its own credit, without tax support, and represent a total investment to date of over \$435,000,000.

At the same time, the Port Authority has engaged in a vigorous program of port promotion and protection in its efforts to maintain the position of the New Jersey-New York Port as the world's greatest port. In addition to a headquarters office in New York City, the Port Authority has established four trade promotion offices in this country and abroad at Chicago, Cleveland, Washington, and Rio de Janeiro, Brazil. We appear regularly before such regulatory agencies as the Interstate Commerce Commission, the Civil Aeronautics Board and the Federal Maritime Board in the interest of the unified harbor area.

Port Authority Facilities

In order to appreciate fully the great strides made by the Port Authority in the development of transportation and commerce in the port district since 1921, let us look at the record of its accomplishments.

The first Port Authority facilities were the Goethals Bridge and Outerbridge Crossing, completed in 1928 as a link between Staten Island and the New Jersey mainland. The Goethals Bridge joins Howland Hook, Staten Island, with Elizabeth, N. J., and the Outerbridge Crossing connects Tottenville, Staten Island, with Perth Amboy, N. J. In 1931, the Port Authority opened its third Staten Island crossing, the beautiful steel arch Bayonne Bridge between Port Richmond, Staten Island, and Bayonne, N. J.

Although Staten Island, with a population of

some 197,000 is sparsely populated as compared with the other four boroughs of Greater New York, a combined total of 39,196 vehicles used the three Staten Island bridges in a 24-hour period during 1952. A total of 7,006,196 vehicles crossed the bridges during the year.

The Holland Tunnel, connecting lower Manhattan with Jersey City, N. J., was acquired in 1930 by the Port Authority at the direction of the two States. The two-tube tunnel, the first long underwater tunnel for motor traffic, was opened in 1927 by the New York State Bridge and Tunnel Commission and the New Jersey Interstate Bridge and Tunnel Commission. Each tube consists of a two-lane roadway capable of handling over 2,000 vehicles per hour. In 1952, a total of 18,782,343 vehicles passed through the Holland Tunnel. A record total of 71,289 vehicles used the facility in a 24-hour period during the year.

The George Washington Bridge, one of the most beautiful structures of its kind in the world, was completed by the Port Authority in 1931. This bridge, linking West 178th Street in Manhattan with Fort Lee, N. J., is the second longest suspension bridge in the world. During 1952, a record total of 27,979,213 vehicles used the eight-lane George Washington Bridge. In a single 24-hour period during the year, 124,257 vehicles passed across the bridge.

The Lincoln Tunnel, similar to the Holland Tunnel in construction, links midtown Manhattan with Weehawken, N. J. The south tube of the Lincoln Tunnel was opened in 1937 and the north tube in 1945, following World War II. The total number of vehicles passing through the tunnel in 1952 was 19,577,039. A record total of 63,561 vehicles used the Lincoln Tunnel in a 24-hour period during the year. In September 1952, ground was broken in Manhattan for a \$90,000,000 third tube to the Lincoln Tunnel to be completed in 1957.

The Port Authority has constructed four inland terminals to provide for the more efficient handling of the district's freight and to facilitate the intercity flow of bus traffic. The Union Railroad Freight Terminal, since its completion by the Port Authority in 1932, has functioned as a post office for less-carload freight of eight Manhattan railroads. This terminal at Eighth Avenue and Fifteenth Street in Manhattan is housed in the 15-story Port Authority building which is the headquarters of the authority.



Inspector (formerly Captain) Edward M. Joseph.

In 1949, the Port Authority completed an entirely new type of terminal facility in lower Manhattan, the New York Union Motor Truck Terminal, designed as a consolidation point for over-the-road less-truckload freight. A second Union Motor Truck Terminal in Newark, N. J., the world's largest, was completed by the Port Authority in 1950.

The magnificent Port Authority Bus Terminal, only a block from Times Square, opened in 1950, is the world's largest bus terminal, accommodating 130,000 daily bus travelers and 5,000 bus movements on an average weekday.

We also operate the Port Authority Grain Terminal and Columbia Street Pier in the Gowanus Bay section of Brooklyn, which was acquired from the State of New York in 1944. In addition, we operate marine terminals in Newark and Hoboken, N. J. Port Newark was leased from the city of Newark in 1948 for a 50-year term, and the Hoboken-Port Authority Piers were leased from the Federal Government and the city of Hoboken in 1952.

The Port Authority also operates the metropolitan region's four major airports—New York

International and La Guardia Airports in New York City and Newark and Teterboro Airports in New Jersey. The two New York airports were leased to the Port Authority for a 50-year term in 1947 by the city of New York, and Newark Airport was leased to the authority by the city of Newark in 1948 under a similar long-term leasehold agreement. Teterboro Airport in Bergen County, N. J., was purchased outright by the authority in 1949. We are developing all four airports under a long-range regional program to meet the growing air transportation needs of the port district.

With the building of these huge facilities, over which millions of vehicles and people pass each year, it was necessary to establish laws and regulations to govern their conduct. These laws affecting vehicular crossings, in order to be workable, had to be enacted by both the States of New York and New Jersey, because the facilities lie in both States.

Laws are of little value unless they can be enforced. It was therefore necessary for the Port Authority to organize and train its own police force prior to the opening of its first facility. These policemen, in patrolling bridges and tunnels, for example, are required to pass back and forth across the State line many times a day in performing their normal patrol duties. In order

that these men may have police powers on both sides of the State line, special legislation was passed by both State legislatures which made members of the Port Authority police force peace officers in both States.

With the opening of the first Port Authority facility, the police force was a unit composed of only a small group of men. As the years passed and more and more facilities were built, the force grew in size until today it is composed of over 1,000 police officers.

Recruiting

The selection of candidates for the Port Authority police force is conducted with great care, and only those men who meet a very strict set of requirements are appointed to the force.

When the need arises for additional policemen, an announcement is placed in all of the leading newspapers in New York and New Jersey. Any male resident of either of the two States, between 21 and 29 years of age, may file an application for the position of traffic officer. Applicants must be at least 5 feet, 8 inches in height, at least 140 pounds in weight, have a vision of 20-20 in each eye without the use of eyeglasses, and must possess an operator's driving license. They must be in perfect physical condition and their reputa-



Emergency equipment for the Holland Tunnel.

tions must be above reproach, free from any type of criminal record. Candidates must possess a high-school education or an equivalent certificate. Thousands of young men file for this position.

After the closing date for the filing of entrance applications, the applicants must compete against each other in a written examination. Those who are successful then go before a staff of Port Authority medical doctors where they undergo a very strict medical examination. The men who successfully pass the medical examination are then given a physical examination which is designed to test their strength and agility. Of the thousands of young men who originally file for this position, many are eliminated in either the written, medical, or physical tests. Those who successfully pass all three examinations are placed on an eligible list according to the marks they attain in the tests, and are appointed from this list. The entire examination is competitive and the successful candidates are the best that can be obtained. Every successful candidate undergoes a careful character investigation by the Port Authority prior to his appointment.

As policemen are required by the Port Authority, men are selected according to their standing on the list. The size of the group appointed, which usually varies from 50 to 100 men, is dependent on the number of policemen needed at any one time. These men are sworn in as peace officers in both States after which they receive their police shields. They are then sent to the Port Authority Police Academy where they engage in 8 weeks of rigid training. Those who are unable to keep up with the training course are dismissed from the Police Academy.

Recruits are instructed in the laws of New York and New Jersey, law of arrest, police practices and procedures, court procedure, rules of evidence, testifying in court, judo, first aid, fire-fighting, police patrol, traffic duty, firearms, toll-collection, handling of disabled vehicles in tunnels, etc. Part of their training includes the performance of actual police duties at the various facilities under the guidance of experienced members of the force.

A police lieutenant, assisted by two sergeants and a civilian clerk, is in charge of the Police Academy. The police personnel at the academy act as instructors; however, their teachings are augmented by police experts, city magistrates and other guest instructors. Each police officer must maintain a notebook during his training course which reflects all phases of his training. These

books are inspected and rated, and awards are given to those men who maintain the best books.

At the completion of the training course, a colorful graduation ceremony is held, and the families and friends of the graduates are invited to attend. After graduation, the new probationary police officers are assigned to duty at the tunnels. They are on probation for a period of one year, and at the completion of the first year, they are eligible for duty at bridges, airports, and terminals. The reason for this method of assignment is that every man must become thoroughly experienced in the system of patrol at the tunnels before being transferred to other types of facilities. The proper patrol of tunnels can best be learned through actual experience.

Tunnel Patrol

The Holland and Lincoln Tunnels comprise eastbound and westbound tubes, each with two-lane highways. They are approximately 1½ miles in length, under the Hudson River, and connect New York City with the State of New Jersey. Traffic is separated at the tunnel entrance. Heavy commercial vehicles enter the right lane, while passenger cars, buses, and light trucks enter the left lane. The State line, which separates New York and New Jersey, is located in the center of each tunnel.

Six police officers patrol the eastbound tube and six police officers patrol the westbound tube of each tunnel on a tour of duty. Because Port Authority policemen are peace officers in both States, they are able to work part of their tour of duty in New York and part of their tour of duty in New Jersey. The police officers patrol the tunnels on foot on an elevated officers' walk adjacent to the left traffic lane.

The tunnels are illuminated with electric lights set in the walls near the ceiling. The tunnel walls are covered with white tile, which reflects the artificial lights and provides excellent lighting facilities at any time of the day or night. Giant fans, located in huge ventilation buildings, completely change the air in the tunnel every 1½ minutes. Fresh air is blown into the tunnels through air ducts located in the walls near the roadway, and exhaust air is drawn out via the tunnel ceilings through the use of exhaust fans.

Each tunnel is divided into six police posts. Telephones, police booths, fire extinguishers, water standpipes, sand, and signal control boxes are located on these posts. The signal control boxes



Inside the north tube of Holland Tunnel. Note officer on right.

consist of green, amber, and red lights, which can be turned on by the officer on post in cases of emergency. With more than 50,000 motor vehicles using these tunnels daily, and over 60,000 vehicles on Sundays and holidays, it is only natural that some of them will break down inside the tunnels. When this happens, the officer on post goes to the nearest signal control box and turns on the amber light signal, causing the amber caution lights to go on throughout the tunnel and at the tunnel entrance. The left lane is immediately closed at the entrance, and all traffic is sent into the right lane. The officers inside the tunnel leave the officers' walk and get into the tunnel roadway, where they direct all traffic into the right lane. This clears the left tunnel lane both in front and behind the point of stoppage.

The officer at the scene of the stoppage then telephones the supervisor in the tunnel control room, giving the location of the stoppage, the type of vehicle that has become disabled, and requests that the proper type of emergency apparatus be sent to the scene. If the disabled vehicle is stalled and its gross weight is less than 5 tons, the emergency jeep is sent. The jeep is similar to those used by the United States Army, and is equipped with 4-wheel drive. If, on the other hand, the disabled vehicle has a gross weight of more than 5 tons, or if a tire is flat, the emergency tractor is dispatched to the scene. The tractor is equipped with front and rear hoists that are used for lifting the front or rear end of disabled vehicles.

The emergency apparatus is housed in police emergency garages, one of which is located at each tunnel exit, and when summoned, responds to the scene in the left lane *against* traffic, which is cleared as soon as the amber lights are turned on in the tunnel. This is the most rapid means of getting to the scene.

In cases where a vehicle catches fire inside the tunnel, the officer at the scene turns in the fire alarm. Red lights go on from this point back to the tunnel entrance and all traffic is immediately halted. The fire alarm brings both the emergency tractor and jeep to the scene. As soon as the officer at the scene turns in the fire alarm, he removes either a 2½- or 5-gallon foamite fire extinguisher from the nearest niche. After removing the occupants from the burning vehicle, he starts fighting the fire. He continues to fight the fire, joined by the policemen on adjacent posts, until the arrival of the apparatus. Both the jeep and tractor are equipped with all types of tools, fire hose, liquid foam, water fog nozzles, flood lights, etc. In the event of a serious fire, where outside assistance is needed, the city fire departments can be summoned by means of direct communication.

There is never a charge for any type of emergency service rendered by our police.

During an 8-hour tour of duty, police officers work alternate 2-hour periods in the tunnel and outside the tunnel, where they patrol the tunnel approaches which include street intersections, school crossings, and entrance and exit plazas.

Many unusual things have occurred inside the tunnel. Livestock of all description is transported through the tunnels in trucks and trailers, and although these vehicles are secured, there have been times when animals have escaped from the confines of a truck. A few years ago, a steer ran loose in the Lincoln Tunnel. The officer on post summoned the emergency tractor and the police officers were required to rope the frightened animal and remove it from the tunnel. The following day the New York newspapers captioned their stories "Tunnel Police Stage Rodeo in Lincoln Tunnel." Poultry also escaped from trucks inside the tunnels and had to be caught and removed by the police. As a matter of fact, almost any type of commodity may be transported through the tunnels, as long as it meets the safety regulations, and does not exceed the height limitations of the tunnels.

Commodities which are considered dangerous, i. e. inflammables, poisonous or compressed gases, explosives, etc., are restricted. Police officers at the tunnel entrances continually inspect trucks, and those carrying this type of commodity are turned away and directed either to the George Washington Bridge or to special "fire" ferries which transport this type of cargo exclusively.

Vehicles found to be carrying dangerous commodities in violation of the New York or New Jersey State placarding laws are stopped, and both the corporation and truck operator are arrested or summoned. This action is also taken in the extremely rare cases when trucks carrying this type of commodity manage to escape detection at tunnel entrances and get into the tunnels. They are then stopped at the tunnel exits and proper police action is taken.

When a motorist violates Port Authority traffic regulations inside the tunnel, the officer who witnesses the violation telephones the officer at the exit and the vehicle is stopped as it emerges from the tunnel. If the violation is not of a serious nature, the motorist is served with a warning card which informs him of the violation and requests his cooperation with our rules in the future. In the event of a more serious traffic violation, the officer who witnessed the violation comes to the exit and serves the violator with a summons. The summons is returnable in either the New York or New Jersey traffic court, depending on which side of the State line the violation was committed.

The Port Authority police work in close cooperation with the city, county, and State police forces on both sides of the river, and with the FBI. Whenever a crime has been committed in either of the two States and it is believed that the wanted person or persons may attempt to flee that State, our tunnels and bridges are alerted, and a careful watch is maintained by Port Authority policemen.

As a result of this cooperation, some excellent arrests have been made. In one instance, a tavern in Jersey City, N. J., was held up and the robbers fled with over \$1,200. The police at the Holland Tunnel were alerted, and at the same moment that the alarm was being received, the getaway car was spotted as it entered the tunnel on the New Jersey side. A telephone call was made to the New York exit and when the wanted car arrived at the exit, the criminals found that our policemen were waiting for them. The stolen money was recovered as well as two loaded revolvers taken from the occupants and the stolen car used in the commission of the crime. A total of only 12 minutes had elapsed from the time the crime was committed until the criminals were apprehended. They were returned to New Jersey for trial.

In another instance, in 1948, a fugitive was captured at the Holland Tunnel after a thrilling



Portals of Lincoln Tunnel at New Jersey Plaza.

police chase. He was traveling in a "souped-up" Cadillac sedan, and his trail was picked up in New Jersey where he was returning from Pittsburgh, Pa. Word was flashed ahead to the Holland Tunnel, and as his car entered the tunnel, the police sealed off the Jersey side and reduced the two lanes of tunnel traffic to one. As the car emerged from the tunnel at the New York exit, Port Authority and city police were waiting, and both the fugitive and his companion, also an ex-convict, were captured. In the car were \$2,500 in jewels; the men had \$4,300 in cash on their persons.

In addition to the tunnel foot patrolmen, a highly efficient motorcycle squad constantly patrols Port Authority tunnels. Police patrol cars are also used to augment the foot patrolmen.

Bridges

The Port Authority owns and operates four bridges. Three of these bridges, the Bayonne Bridge, Goethals Bridge, and Outerbridge Crossing, connect Staten Island, N. Y., with three separate cities in New Jersey. The fourth, the George Washington Bridge, connects Fort Lee, N. J., with 178th Street, New York City. It is not necessary to keep foot patrolmen on the bridge spans. If a vehicle breaks down, the operator has only to pull his vehicle to the right hand curb and he can make necessary repairs or arrange to have the vehicle towed by a private towing company of his own choice.

The bridges are policed by patrol cars and police motorcycles. Foot patrolmen are used, however, on the plazas, and it is their responsibility to direct traffic safely and efficiently through the toll

lanes. As at the tunnels, police officers are assigned to the collection of tolls at the bridge plazas. Telephones are located at various points on the bridges for use by the public in emergencies.

The Staten Island bridges are all four-lane highways, two lanes in each direction. The George Washington Bridge is an eight-lane highway, with four traffic lanes in each direction. During heavy hours of traffic, the lanes on the George Washington Bridge can be changed, so that five lanes handle traffic in the direction of heaviest traffic, while three lanes handle traffic in the other direction.

Each type of facility has its individual problems, and the bridges are no exception. During the winter months, the ice and snow must be coped with, and trained crews use the very best and latest in snow removal equipment.

In order to combat the enemy of steel, "rust and corrosion," the bridges must be inspected and painted, this work being a continuous operation.

One of the prettiest sights is to stand at night and watch the thousands of motor vehicles crossing the George Washington Bridge with the network of electric lights which illuminate the bridge. The George Washington Bridge has been the model for many ambitious painters, both young and old, who endeavored to capture this spectacle of beauty on canvas.

As at the tunnels, the officers assigned to the bridges are the recipients of police alarms from both States, and arrests have been made of criminals who attempted to use these arteries as a means of escape from the scenes of their crimes.

Airports

The Port Authority operates La Guardia Airport and New York International Airport in New York, and Newark Airport and Teterboro Airport in New Jersey. Of these four airports, the Port Authority owns only one, Teterboro Airport. The other three airports are owned by their respective cities, but leased to the Port Authority, thus relieving the taxpayers of this burden.

The policing of airports differs from that of policing vehicular crossings, for at tunnels and bridges the officer is chiefly dealing with vehicles and their occupants, while at airports the police are dealing directly with people.

All of the police who are assigned to airport duty must be trained in emergency crew work. A fully manned police emergency garage which

houses the best in fire-fighting apparatus and equipment is located at each airport. The training of these policemen in fire-fighting includes hot fire drills which are scheduled at regular intervals. Since planes take off and land every two or three minutes, these men must know their job and be ready to go into action at a moment's notice. Their prime duty is to save people, and the extinguishing of fire is secondary though important. They must know the construction of every type of airplane, where the emergency doors are located, where gasoline is carried, location of switches, etc., for split-second training is the difference between life and death.

In addition to emergency crew work, the airport patrolman must enforce fire regulations in hangars, on taxiways, etc., in addition to policing busy terminals and observation decks which attract thousands of visitors daily. They must work in close cooperation with the United States customs and immigration authorities. They must enforce taxi regulations, prevent theft from the huge parking lots, be on the look-out for professional pickpockets who always operate at busy terminals, and enforce traffic regulations. Children who have become separated from their parents, many of whom speak little or no English, must be cared for. It is not uncommon for the police to receive a message to stand by for the arrival of a plane carrying someone who is to be taken into custody as soon as the plane lands.

The airports are actually cities within cities, and many business enterprises are located at these airports. Large restaurants, stores, and shops, handling thousands of dollars a day, carry on their business activities at the airports. These places of business must be protected as well as shipments of valuable cargoes.

An important function of the police is the protection of "V. I. P.'s" (Very Important Persons) who arrive at or leave the airports. Royalty from foreign countries, and important political and governmental persons from abroad and various parts of the United States arrive at La Guardia and New York International Airports almost daily, and these persons must be protected.

The police at our New York airports are the proud recipients of a commendation from President Dwight D. Eisenhower for the excellent manner in which he and his party were cared for during the recent presidential campaign. Gen. Douglas MacArthur likewise was high in his praise of the courteous and efficient treatment

afforded him and his party when he returned from Japan.

Terminals

The Port Authority Bus Terminal, which takes in a full city block, is located between 40th and 41st Streets and 8th and 9th Avenues in Manhattan. The terminal, which has direct ramp connections with the Lincoln Tunnel, was designed to take most interstate buses arriving in midtown Manhattan from New Jersey off New York City streets.

Like the airport terminals, the bus terminal houses many consumer services including restaurants, a barber shop, bakery and candy shops, clothing shops, flower shops, and one of the largest bowling alleys in the city of New York. Our police must patrol the bus loading platforms and waiting rooms, as well as provide protection for the merchants in the terminal. More than 5,000 buses use this great terminal daily, carrying 120,000 daily commuters and 10,000 long-distance bus travelers to and from the city of New York.

The Port Authority also built the Union Railroad Freight Terminal located in the ground and basement floors of the Port Authority Building at 111 Eighth Avenue, New York City. This building, 15 stories high, takes in an entire city block between 15th and 16th Streets and 8th and 9th Avenues. Here are located the executive offices of the Port Authority, as well as those of private corporations. At and below the street level of the building, huge truck bays and loading platforms are located, and these platforms are beehives of activity as trucks load and unload their shipments from morning till night. Our police direct the heavy traffic on the city streets outside the building, and when needed, are summoned inside to perform police functions. The terminal is leased by the Port Authority jointly to eight trunkline railroads.

Two truck terminals, one located in lower Manhattan and one in Newark, N. J., are leased to a private corporation and to the United States Army Air Force, respectively. Like the Grain Terminal and Columbia Street Pier, located in Brooklyn, N. Y., they are policed by our officers as required. Port Newark, which is located adjacent to Newark Airport, is policed by our officers on a "round-the-clock" basis. Port Newark is rapidly developing into one of the important seaports in the Port District.



Traffic on the George Washington Bridge.

Hoboken-Port Authority Piers

The Hoboken piers, which were taken over by the United States Government at the outset of World War I, were recently returned to the jurisdiction of the city of Hoboken in N. J. The piers, badly in need of rehabilitation, were leased to the Port of New York Authority and are presently being rebuilt. They are now being operated by the Port Authority and it is planned to make them a useful instrument of the port of New York.

While the rehabilitation work is going on, large ocean-going liners are docking at these piers and our policemen are assigned to protect life and property on this section of the waterfront.

The Port Authority policeman is a career man, and is a member of a department which is second to none. His success as a member of the Port Authority police is dependent solely upon his ability to make good, and he knows that he will go as far as his ability will carry him. The motto of the department, "Safety, Honesty, Courtesy, and Efficiency," is part of his daily life, and is reflected in the unsolicited letters which are received from satisfied users of our great facilities.

POLICE PERSONALITIES

City and county officials of Milwaukee, Wis., honored Hubert E. Dax, Inspector of Police, at a testimonial buffet dinner on April 8, 1953, commemorating the completion of his 35th year as a member of the Milwaukee Police Department on February 1, 1953.

Inspector Dax joined the Milwaukee Police Department February 1, 1918, as a patrolman, advancing through the ranks to his present position as Inspector of Police. While still a sergeant, he attended Marquette University Night Law School and in 1928 was admitted to the Wisconsin State Bar.

In 1935, after serving 2 years as Assistant Director of the Milwaukee Police Department training school, Inspector Dax was named director of that school. In 1942, he established the Law and Order School for Juvenile Bicycle Violators.

Inspector Dax's graduation from the FBI National Academy in Washington, D. C., in 1937, gave him the distinction of being the first Milwaukee police officer to be graduated from the

Testimonial Dinner Honors Milwaukee Police Inspector

Academy and the second graduate in the State of Wisconsin. Elected vice president of the FBI National Academy Associates in 1940, he was one of the founders of the FBI National Academy Associates of Wisconsin at a founding convention in 1945 at which he was elected the first president of the Wisconsin chapter.

One of the memorable incidents in his 35 years of police work which Inspector Dax recalls occurred in 1926. Then a sergeant, he was walking a night beat with a patrolman when they heard two shotgun blasts. Entering the house from which the sounds came, the officers discovered a body on the floor and an unidentified individual standing glowering over the body. As the officers entered the individual leveled the shotgun at Inspector Dax who commanded him to "drop it." Much to the Inspector's relief, the man complied.

In addition to his police duties, Inspector Dax is co-author of a book entitled "The Laws of Arrests, Searches and Seizures"—a book which is widely consulted as a textbook by numerous law enforcement agencies in the State of Wisconsin as well as in adjoining states.



Inspector and Mrs. Hubert E. Dax.

RADIOACTIVE MATERIAL

Suspected radioactive material should be examined by a competent radiologist. Prior to such examination, handling of the material should be kept to a minimum and all personnel kept out of the vicinity. Containers suspected of holding such material must not be opened. Spilled material should be handled in such a way that fumes from it will not be inhaled and neither the material nor the fumes will come in contact with an open wound.

BILLS OF LADING

It is a Federal crime to falsely make, alter, forge, counterfeit, utter, negotiate or transfer a bill of lading, for goods traveling in interstate or foreign commerce, with intent to defraud. Aiding or procuring these crimes is also a Federal offense. Violations should be reported to the FBI.

IDENTIFICATION

The California Division of the International Association for Identification met in annual conference during the last week in May in San Diego, Calif. The business sessions were highlighted by an outstanding array of speakers. Members found the several panel discussions on technical phases of identification work especially interesting and beneficial.

The exhibit committee, under the chairmanship of Lt. Brooks Whitney, identification division of the sheriff's office, San Diego, produced one of the best groups of identification exhibits ever seen at a divisional IAI Conference. One of the most unusual exhibits was contributed by the constabulary, St. Austell, Cornwall, England. It demonstrated a positive identification of a thief who had burglarized a tavern and stolen several bottles of beer. Near the scene of the crime was found a metal cap identified with those on the stolen bottles. The cap was scored with a small rectangular indentation across the top. When the suspect was located, impressions of his teeth were taken. Comparison tests revealed that one of his front teeth made the mark on the bottle cap. He confessed that he had "bitten off" that particular cap from the beer bottle with his teeth.

Prizes for the "Two Best Exhibits" were awarded: First prize to Mr. George McLean, Superintendent of the Identification Bureau, Police, Glasgow, Scotland, for development and identification of a toeprint used in the successful prosecution of a safe burglar; second award to Sgt. Arthur Lueckemann, Police Department, Davis, Calif., for an excellently arranged display of evidence in a criminal case.¹

The program and all events were under the general chairmanship of Lt. Walter Scott, Crime Laboratory, San Diego Police Department. An international note was provided by the appearance of Gen. Jose Perez Tejada, inspector-general of police, Baja California, Mexico, and Mr. Sherwood Roberts, inspector of United Provinces Po-

¹ Editor's Note: See "The Barefoot Burglar Makes a Prize Case," p. 12.

IAI Conference, Calif. Division, Held in San Diego

lice, of Lucknow, India. General Tejada spoke on International Cooperation of Law Enforcement and Inspector Roberts delivered an address on Police Methods in India.

Many aspects of the identification services of the Federal Bureau of Investigation were presented by Joseph F. Santoiana, Jr., and John F. Malone, Special Agents in Charge of the San Diego and Los Angeles Offices of the FBI, respectively.

Officers for the California Division of IAI for 1953-54 were elected as follows: James G. Brewer, California Highway Patrol, president; Capt. Roland E. Anderson, Police Department, Pasadena, vice president; Inspector Arthur J. McQuillan, Police Department, Oakland, second vice president. Carl J. Wallace, Police Department, Ventura, continues in his traditional post of secretary-treasurer.



Gen. Jose Perez Tejada.

The Barefoot Burglar Makes a Prize Case

On June 2, 1952, at 2:10 a. m., a call was received by the Davis Police Department, Davis, Calif., from a resident who complained that his home had just been entered while he was in bed asleep. Sgt. Arthur Lueckemann was assigned to investigate the report.

Interviews disclosed that both victims (husband and wife) were awakened by someone's moving the pillow on the bed. The burglar was frightened off. He apparently removed his shoes before entering through a French window at the front of the residence and had propped a rear door open as an escape route in case of alarm.

A latent fingerprint was found on one of the panes of the French windows at the point of entry. This print was lifted and preserved.

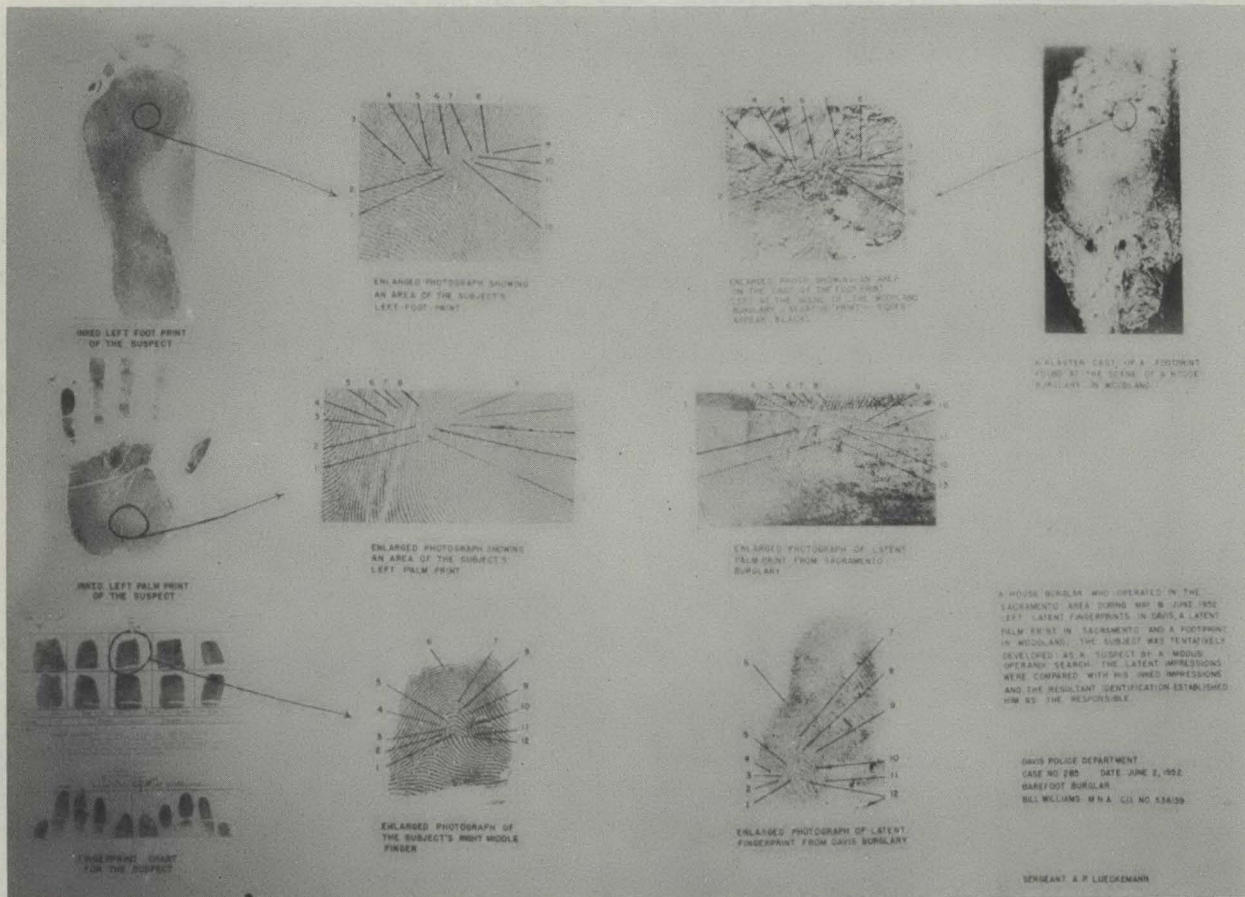
During the day of June 2, 1952, four more house burglaries were reported, all apparently committed in the same manner. In each case evidence was found of the suspect's having been barefooted.

A full report regarding all burglaries believed committed by the same suspect was submitted to the California State Bureau of Criminal Identification and Investigation in Sacramento along with the latent fingerprint lift from the French windows and a latent palm print lift from the scene of another burglary.

On June 12, Sergeant Lueckemann received a call from the CII Bureau stating that the latent fingerprint and the palm print submitted by the Davis Police Department had been identified as belonging to a man with a long record of burglary. The same suspect was believed responsible for two barefoot burglaries in Davis in 1951.

On the occasion of the 1951 burglaries the suspect had been interviewed at Contra Costa County Jail, Martinez, Calif., where he was in custody. He denied all knowledge of the burglaries. At that time, however, his finger, palm and foot prints were obtained and kept on file in the Davis Police Department for future reference.

On June 12, 1952, Captain Murphy of the Woodland, Calif., Police Department stopped at the



The Davis Exhibit.

Davis Police Department, stating that he was investigating a series of barefoot burglaries which occurred in Woodland shortly after those in Davis. The method of operation was very similar.

Investigators from Woodland were able to make a cast of a barefoot print found at the scene of one of their burglaries, but at that time they had no suspects. Captain Murphy was advised to submit the foot cast (which showed the ridge formation) to the CII Bureau at Sacramento for comparison with known footprints of the suspect in the Davis cases.

It was then learned that the city of Sacramento Police Department was also investigating several house burglaries possibly committed in the same manner as those in Davis and Woodland. Investigators at Sacramento had also obtained a partial palm print from the scene of one of their burglaries.

Also on June 12 the Davis Police Department sent copies of the suspect's palm and foot prints which they had taken in 1951 to the CII Bureau at Sacramento. The suspect's foot prints were then compared with the cast submitted by the Woodland Police Department and his palm prints were compared with those submitted by the Davis and Sacramento Police Departments. A definite identification was made in each case, resulting in tying the suspect definitely to the barefoot burglaries in each city.

On the afternoon of June 12 Sergeant Lueckemann drove to Sacramento where he met Detectives Englebrock and Weber of the Sacramento Police Department who stated that the suspect was believed to be living in a local hotel. All of the suspect's known Sacramento addresses were checked but police were unable to locate him. At 4:45 p. m., an all points bulletin was put out on the suspect and he was subsequently picked up by Sacramento police on the following day.

The suspect was tried in the superior court, Woodland, Calif., and entered a plea of guilty to first degree burglary in Davis and Woodland. He was sentenced to the State Penitentiary at San Quentin, Calif.

After the completion of the case, Sergeant Lueckemann prepared an exhibit depicting the several phases of identification employed in apprehending the burglary suspect. This exhibit was prepared with the assistance of the CII Bureau at Sacramento.

In May 1953, Sergeant Lueckemann was delegated to attend the annual Conference of the Cali-

fornia Division of The International Association for Identification at San Diego, Calif. The exhibit of the burglary case was placed on display along with scores of other exhibits. In the judging for the "Best Exhibit" the city of Davis received second place honors. Not only other cities, but other States and foreign countries as well had exhibits on display.

The Davis exhibit was outstanding in the fact that 12 points of similarity were established from the fingerprint in the burglary case by comparison with the known print of the suspect. Thirteen points of similarity were established in the palm print comparison and 12 points of similarity were established in the foot cast comparison.

Items to Remember

IN ACUTE POISONINGS the symptoms exhibited by an individual prior to death are indicative of the type of poison involved. This information may enable the toxicologist to determine rapidly and with minimum expense the actual poisonous substance causing death.

INFRARED AND ULTRAVIOLET LIGHT is used by the FBI Laboratory to search for stains made by body fluids. Chemical examinations show the kind of body fluid which caused the stain.

OBLITERATED AND ALTERED WRITING can be examined by the FBI Laboratory. Chemical treatment and the use of infrared and ultraviolet photography make it possible to detect additions and prepare a photographic copy of the document as it was originally prepared.

INFRARED PHOTOGRAPHY has many uses in the examination of evidence in the FBI Laboratory including the detection of forgeries and erasures, the development of writing on charred documents or those which have deteriorated as a result of age or the accumulation of dirt, examinations of faded documents, detection of altered serial numbers, the differentiation between inks, dyes and pigments which are visually identical, and the development of invisible inks and chemically bleached writing or writing which has been overwritten.



The Purpose and Function of Annual Police Reports

*by COL. HUGH F. EDWARDS, Superintendent,
Kansas Highway Patrol, Topeka, Kans.*

Adequate financing is necessary to the development and growth of efficient law enforcement agencies. The annual police report coupled with adequate preparation of the annual budget smooths the way with the governing bodies so that sufficient funds can be obtained. A properly prepared budget will reflect the use to which the requested funds will be applied.

The annual police report is the vehicle through which the Kansas Highway Patrol makes available, to legislators and to the general public, information concerning our past performance to the end that the request for future appropriations can be justified.

A Look at the Record

Annual reports should be factual and should not be devoted to bragging. The "truth will out" and the annual report simply makes the facts readily available to those interested and to those who can and will deliver the goods in behalf of a deserving law enforcement agency. I expect, and I believe that you should also expect, that our probable future will be estimated on the basis of past performance. If we have been efficient, honest, and careful in our expenditure of past monies and can show valuable and meritorious results through our annual reports, then we have every expectation of being allotted sufficient funds for normal growth and increase. If we are unable to show a good past record, we have no quarrel if the legislative councils consider our efforts of doubtful value.

Our organization has shown growth in stature and results as well as in numbers since its inception in 1933. Early in 1953 the Kansas Legislature at its biennial session adopted a million-dollar Kansas Highway Patrol budget for the fiscal year beginning last July 1 and the same amount for the following fiscal year. The State's lawmaking body also increased patrol membership by 20 men, put into effect a series of salary increases, and accepted virtually without change the entire program proposed by the patrol repre-

senting all we felt justified in asking for at that time. These conclusions were based on our prior productivity and efficiency.

Our annual report reflects that during the calendar year of 1952, the patrol was directly responsible for revenue and recoveries amounting to \$486,212.82 as contrasted to an appropriation in fiscal 1952 of \$660,220.12. For this difference of \$174,007.30 the State of Kansas received the services of the patrol in arresting 11,321 persons in all categories of violations of which only 473 or 4.1 percent were dismissed, the remainder being convicted or released to other officers; 13,988 motor carrier inspections; 14,360 motor vehicle inspections; 10,654 warnings issued; 11,656 light corrections; 2,241 safety talks to a total of 168,135 citizens of Kansas; 7,963 instances of services rendered to the motoring public; 3,804 accidents investigated; 45 instances in which first aid was rendered; 1,284 school bus inspections; and 11,194 special investigations. These results were accomplished with the expenditure of 254,881 man-hours patrolling 2,121,264 miles of Kansas highways. Apparently, the Kansas Legislature believes the patrol is worth the money and I think our performance and record merit this confidence.

Our annual report also reflects that 57,061 driver's license examinations were given by the driver's license examiners who are a part of our patrol. Of this number 29,392 were issued regular permits to drive and 18,668 were issued restricted permits. A total of 9,001 failed their examination and in these days of increasing traffic and accident costs I think this fact alone goes a long way toward establishing that we are "worth our salt." The value of the annual police report lies in having information available to show the results which have been accomplished.

An Administrative Aid

Our annual report also includes individual activity inasmuch as the statistical results accomplished by each member of the patrol are tabulated. In this way each man can evaluate his

accomplishments with relation to others and can take cognizance of his weaknesses so they may be corrected. The annual report also enables me, as superintendent, to discover failures in performance, to note instances in which statistics have decreased in certain categories since the past Annual Report and take appropriate remedial measures, and to locate areas and violations which need increased attention and enforcement. The annual report, used in conjunction with traffic flow information and accident statistics, furnishes a basis for assignment and reassignment of personnel. I consider the use of the annual police report in pinpointing deficiencies is even more valuable than in establishing our good deeds.

Our annual report is particularly valuable since the Kansas Legislature meets only once every 2 years, usually for about 3 months' duration. This means work under tremendous pressure and amid many conflicts. I have followed the policy of having each legislator visited at least once in advance of the legislative session. The procedure is followed no matter whether the legislator is an old timer or a freshman about to engage in his first lawmaking chore. I call on as many of them as possible and assign some patrol officer or trooper to contact the others. This practice has paid great dividends for the time and effort expended even though these contacts are made at the legislator's convenience at his home, farm, or place of business.

I want it strictly understood that I do not favor and do not practice lobbying with the Kansas legislators. The patrol never asks them to commit themselves on any bill or program affecting the patrol. However, out of these get acquainted sessions with them on an individual basis, comes an understanding of patrol problems and needs with the result that many of the legislators, upon reaching Topeka for formal sessions, vie with each other in supporting the patrol.

We enjoy excellent public relations because we respect and understand our legislators and they respect and understand us. The annual patrol report has assisted in this understanding. Naturally, the Kansas Highway Patrol could use more money, as any agency could. We prefer, however, to be practical and realistic; our approach is not designed to stampede legislators into appropriating money but rather to convince them that a certain sum is needed and that such monies will be expended wisely and will give the State of Kansas full value received. This involves



Col. Hugh F. Edwards.

solid, sound budgetmaking which will stand up under searching scrutiny. Preparing the budget is the responsibility of Lt. Col. Walter Dunn. He submits not just round figures but detailed breakdowns on everything which could be of interest to the legislators. One result is that the lawmakers think of the patrol in terms of human person-

ABOUT THE AUTHOR: Colonel Edwards was born near Hamilton, Kans., reared on a ranch and attended Emporia Teachers College for 3 years before entering military service April 12, 1917. He was commissioned a second lieutenant in November of that year; first lieutenant on August 12, 1918; and captain on October 27, 1918. Overseas from January 1, 1918 to August 1919, he was awarded the Distinguished Service Cross and numerous other high decorations of the American and French Governments.

Called back to service in World War II, his tour of duty included being safety officer in Iran and he returned home with the rank of major.

Except during his period of military service, Colonel Edwards has been with the Kansas Highway Patrol since it was instituted in April 1933. He became a patrol captain on September 13, 1939; was promoted to major on May 1, 1941; and in 1947 was promoted to colonel.

With a brother, he operates a 1,400-acre Hereford cattle ranch at the home place near Hamilton, Kans., and expects to give personal attention to the business there after his retirement from the patrol.

alities, of men doing difficult jobs, often under adverse conditions.

In anticipation of our request for additional personnel, Colonel Dunn began preparation of figures 2½ years ago, such figures showing the cost of adding every new man and maintaining him for a year. Individual equipment, for example, added up to \$466.22 and office equipment came to \$218.75. Car and equipment figured out at \$1,397.79, planning two men to each car. All told, legislators were informed, it would cost \$2,082.76 per fiscal year for every new man added to the patrol, not including salary.

The advantage of such a budget is obvious; when the Kansas Legislature expanded the patrol, it knew exactly what it was doing, how much it would cost, and how the money would be spent. The patrol was not in the position of hounding the legislature for funds. Instead, it merely presented a detailed and factual report of financial matters and the legislators themselves decided upon the investment as being desirable.

In addition to increasing patrol strength, the legislature authorized higher pay schedules for reasons including mounting living costs and the necessity of obtaining and holding career officers and troopers at a time of keen competition offered by other fields.

Unquestionably, many members of the patrol could command much higher salaries for other work but they have an interest in the patrol and a loyalty in its program which keeps them with us as long as the legislators maintain reasonably good pay schedules. The fact that the Kansas Legislature does this can be traced to a large degree to the factual approach outlined in this article.

Part of a Program

While this picture I have sketched may sound somewhat optimistic and overdrawn, it is invariably a true one. This is not because we have an exceptionally efficient patrol, although we certainly strive constantly for the highest standards of performance. Instead, it is because we have instituted and maintained our program of carefully cultivated personal relations with our law-makers and keeping them well and accurately informed—not just while they are sitting at their desk at the Statehouse, but all the year around in their homes and in their places of business.

As a matter of fact, the patrol knows from successful experience that the same attitude pays

dividends with respect to newspapers and radio stations, truckers and automobile drivers, and every citizen contacted in any way.

Our organization is departmentalized, with Maj. A. M. Scheibner in charge of the administration of the driver's license law and regulations affecting truckers. Maj. Lloyd Vincent, a graduate of the FBI National Academy, handles training and traffic. A summary of Kansas Highway Patrol activities is prepared also for each month with the scope of our work, and a man-by-man breakdown available for any legislator and the press to see exactly what each man does during the year in terms of arrests made, various duties carried out, hours on duty, miles patrolled, and all other pertinent information.

We of the Kansas Highway Patrol make no claim to superiority. We are conscious of our weaknesses and I hope we always shall be; otherwise, there could be no improvement. However, when you get right down to brass tacks our situation in Kansas is the same as in most other agencies. Specifically it is this: It is not enough to do a good job. It is not enough to budget wisely and well, with due regard to being able to justify each dollar expended. We must be able to convince the individual members of our appropriating bodies that our appropriations or authorizations for expenditure of money are not only justifiable but that they are also desirable.

So it boils down to this simple truth: If your legislatures are with you, you are all right. You can make them be with you through informing them of accomplishments and your needs through personal contacts on a year-round basis utilizing your annual police report.

MISPRISION OF FELONY

The Federal statute on misprision of felony states that "Whoever, having knowledge of the actual commission of a felony cognizable by a court of the United States, conceals and does not as soon as possible make known the same to some judge or other person in civil or military authority under the United States, shall be fined not more than \$500.00 or imprisoned not more than three years, or both." Information concerning this violation should be given to the FBI.

FALSE CLAIM OF CITIZENSHIP

Falsely claiming citizenship is a Federal crime under the investigative jurisdiction of the FBI.

CRIME PREVENTION

Nashville Police Develop a Youth Athletics Program

by SGT. HAROLD T. HORNBERGER, Police Department, Nashville, Tenn.

In November 1952, under the direction of Mayor Ben West, the city of Nashville began plans for a recreational program for the young men of the city through athletic events, with teams sponsored by the police and fire departments.

Through the cooperation of the Chief of Police, Mr. John Milliron, and former Chief of Police E. C. Burgess, officers of the police department were assigned to this project.

Assisting in this new project were Officers James McBride and W. B. Warren, who started work immediately looking toward the entry of a police team in the local Golden Gloves tournament scheduled in February 1953. An unused portion of the police building was made available and re-conditioned into a gym, where each afternoon boys from all walks of life were invited to come and participate in this program. Interest in the program spread as members of the police department invited various boys in their respective territories until some 50 boys appeared daily at the gym to

try out for a place on the team. In all, 30 boys were finally selected for the team and at the conclusion of the tournament, 3 entries from the police team won final awards. As soon as the Golden Gloves ended, officers began work for the organization of a baseball team to be entered in the Big Little League, which today has come into being and is affording an opportunity for the youngsters to play ball and enter into an athletic program which otherwise might have not been possible.

Through this program the police have come to know the young men of the city and to cooperate in helping solve some of their many problems. The results of this program have been seen in many ways and the officers assigned to it have received a great deal of pleasure and value from the work among the young boys of the city. Likewise the boys have exhibited heartfelt appreciation for this worthwhile opportunity to display their abilities as athletes, making the entire program well worth the time and money spent.



Nashville Golden Gloves team. Mayor Ben West, center, and Sergeant Hornberger, right, in uniform.

FIREARMS TRAINING

How We Built a Modern Firearms Range at Low Cost

by CAPT. JUSTUS M. TUCKER, *Police Department,
Winston-Salem, N. C.*

Thirteen years ago last May a small group of officers of the Winston-Salem Police Department formed a non-profit corporation and called it the Winston-Salem Police Pistol Club. This corporation was dedicated to the objective of obtaining a suitable range and clubhouse facilities. These few men were motivated by the conviction that competence in the handling of firearms and a high morale were essentials for a good officer and a good department. We also desired a place of our own for fellowship and recreation.

As we had no money or obvious source of funds for such an undertaking, the beginning was a modest one. The first pistol range was a railroad cut on borrowed property with two-by-fours driven in the ground to serve as target frames. A wooden shed was our target house and it provided some shelter for picnic tables. We dug a

barbecue pit near by and our original purpose became stronger in the aroma provided by hot dogs, hamburgers, and powder smoke.

Bylaws

We defined our objectives in the original bylaws, which have never been changed, and they read in part as follows:

The objects for which this corporation is formed are as follows: To encourage organized pistol shooting among members of the Winston-Salem, North Carolina Police Department; to educate the members in marksmanship and the safe handling and proper care of firearms; to promote among members the development of those characteristics of honesty, good fellowship, self-discipline, team-play and self-reliance, which are the essentials of good sportsmanship and the foundation of true patriotism; to purchase ammunition and shooting equipment and to sell



A winning team from the Winston-Salem Police Pistol Club poses with first-place trophies won at the Greensboro Invitational Tournament and the annual pistol match held by the North Carolina-South Carolina Law Enforcement Association. Left to right: Patrolman J. H. March, Detective-Sergeant R. E. Marshall, Patrolman C. R. Harris, Patrolman C. E. Cherry, Capt. J. M. Tucker (coach), Patrolman R. J. Slaydon, and Chief of Police James I. Waller.

the same to members at cost; to act as trustee of any fund or funds or properties which may be designed to promote the aforesaid objects.

It has been a cooperative effort from the very beginning by everyone, regardless of rank, each contributing his own specialized talents—and we found many specialized skills on which to call among our officers.

Necessary funds, with one exception, have come from voluntary monthly membership dues. This effort has been scrupulously divorced from the department's administration, the Chief having no more voice in the organization's affairs than any other member. Dues have been kept low, ranging from 25 cents to \$1 per month, depending on current needs, so as not to be burdensome to anyone or become in any way restrictive.

The one exception referred to above was a successful "Pistol Packer's Revue." It was staged by our members in May 1944, with the help of the local Little Theater and other volunteer civic and private organizations. Pistol club members worked and rehearsed their parts, such as ballet, singing, and comedy skits for weeks during their off-duty hours. Funds from this show, which is still remembered as a good one, gave us the initial lift enabling the first purchase of land—6 acres—and the beginning of a permanent range.

Since 1944 it has been a story of a little cash, spent wisely, and almost sacrificial effort by the members during their off-duty hours.

Equipment

First, we began to build a range and a concrete block target house. The range was designed so that it could be used for the FBI Practical Pistol Course, with paved walks from the sixty yard line to the targets and with necessary crosswalks at the 7-, 25-, 50-, and 60-yard lines. Twenty-five simultaneously movable targets were installed which were removable for the practical pistol course. When the range was usable, all members of the department were invited to make use of the facilities, as well as law enforcement officers in the other local agencies. The training division of the police department used the range for firearms training schools. During the war, auxiliary police and guards from essential war industries were trained there.

Additional property has been purchased from time to time until we now have a total of fifteen acres and a large well-lighted parking lot.

Our new clubhouse has just been finished, complete with kitchen, dining room, and recreational facilities. It is used primarily by the members and their families for social functions. However, some additional funds are being realized by the club from renting the clubhouse to civic organizations for their meetings and outings. On these occasions, qualified club members serve as cooks, waiters and dishwashers on their own time without compensation so that all profit made can go into the club treasury.

We now have plans for erection of a movable control tower with loudspeaker, automatic timer, and other equipment designed to make pistol matches and instructions run more smoothly and efficiently. We plan to build a small lake in front of the clubhouse, terrace the lawns and add shrubbery for beautification. Members of this club take pride and satisfaction in their accomplishments and point to the winning of first place in two regional pistol matches this year with average team scores of 97 and 94.3. Furthermore, the club is proud of the fact that all land was purchased, all buildings were constructed, and all improvements were made without one cent having

(Continued on page 22)



Patrolman Richard L. Dull preparing the steaks for a Pistol Club dinner.

OTHER TOPICS

"THIS BUILDING IS ERECTED BY AND FOR THE PEOPLE TO SECURE TO THEM LIBERTY AND JUSTICE UNDER THE LAW."

So reads the inscription on the Jackson, Miss., Municipal Court Building—a structure planned and designed solely for police purposes. The building is the result of study and planning for several years and was completed and accepted by the city of Jackson during January 1953. Dedication ceremonies were held on February 26, 1953.

The municipal courts and jail building had been in the preliminary planning stage for several years. Preliminary drawings were already made by the city engineer and the architect when Mayor Allen C. Thompson took office. At his recommendation, James T. Canizaro, the architect, and Chief of Police William D. Rayfield visited and inspected jails and municipal court structures in

New Municipal Court Building In Jackson, Miss.

various localities and contacted the Federal Bureau of Prisons in order that the best ideas gleaned could be incorporated into the present building. After interviews with the senior architect of the Bureau of Prisons, new preliminary drawings were made and after various changes a preliminary sketch was finally accepted by the authorities of the city of Jackson.

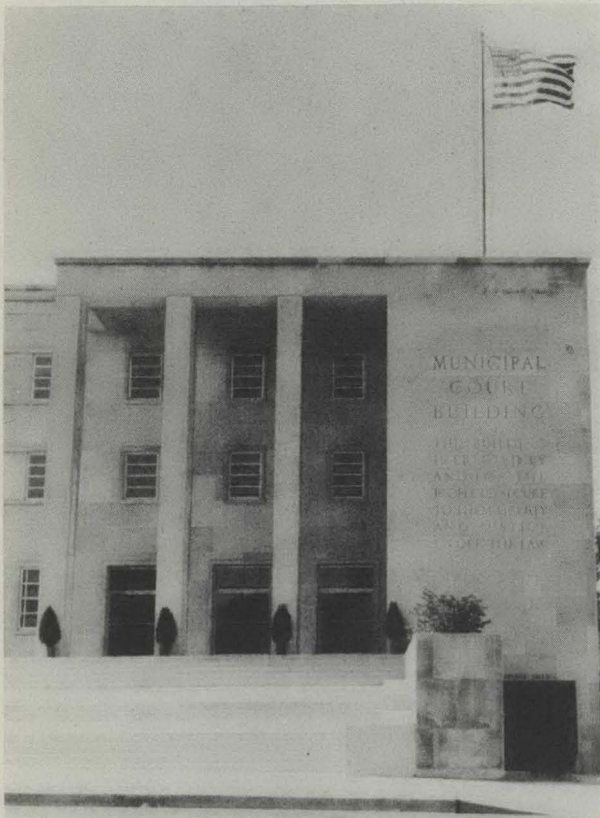
The building, of modern classic design, is constructed of limestone with the rear of matching brick. As a result of the study made by the architect and the chief of police, it was decided that the interior would consist of terrazzo floors and structural glazed facing tile for the walls in lieu of the plate metal partitions used in the older type constructions. This would cut down on maintenance and keep the building more sanitary at all times.

Layout of the Building

The first floor of this three-quarter million dollar structure consists of an entrance lobby, equipped with an information desk and telephone booths, a courtroom with a capacity of 150, the offices of the chief and other officers of the police department, two record and file rooms, four conference rooms for detectives' use, and an area for holding prisoners during court. In addition, there are offices for the claims attorney, the juvenile judge and the city judge. A roll call and classroom for uniformed police, with a connecting lounge, police locker room, shower room, locker area and arsenal are also located on the first floor. This floor is completely air-conditioned.

Women's Quarters Separate

The women's section of the jail is located on a separate floor, away from the rest of the jail. This section, on the second floor, is under the supervision of a matron and consists of adequate space for the matron's office and lounge, toilet facilities, four dormitories with four beds each and



Partial exterior view.

one with six beds. In addition, there are three prison cells, individual units, for single prisoners, and three detention cells for bad prisoners, or for use as a "drunk" area. This gives adequate space for adult women and juveniles.

None of the cell dormitories come in contact with the outside wall. Space has been provided for 24 women and, should it ever become necessary, space may be provided for 18 more by double-decking the beds in the dormitories.

In another wing of the second floor, are the kitchen, the doctor's medical office and examination room, the jailer's quarters, consisting of two offices, one large storage room for clothes and paraphernalia, a photographing department with dark room, a fingerprinting department and toilet facilities.

Also on this floor are two rooms known as "tank" rooms. These rooms are soundproof and specially ventilated and heated. The rooms have terrazzo floors with a terrazzo bench around the entire room which can be used for either sitting or lying down. The walls are of structural glazed tile and the ceilings are of metal perforated accoustical tile. These rooms are so constructed that they can be washed out with a hose within a few minutes each morning after the "drunks" have been taken out, given a shower and put in a fresh cell. Outside light is brought in from the exterior through brick glass that cannot be seen through from the outside. These bricks are clear and the occupants can see out. The "tank" rooms have a maximum capacity of 60 men.

Men's Quarters

The third floor is turned over completely to men. It has 6 dormitories—1 with 4 beds, 2 with 6 beds, 1 with 8 beds, and 2 with 10 beds. One 4-bed and one 6-bed dormitory are for juveniles. There are eight single cells to be used for prisoners who must be separated from others, or for Federal prisoners. There are three detention cells to be used for solitary confinement or for bad prisoners. At no place in this building can any prisoner see prisoners in other dormitories and cells. The only place where grilles are used is in front of the windows which form a corridor called the "guard's corridor." This corridor is used for inspection, particularly during the night. All dormitories have what is known as a "safety vestibule," shower, toilet and lavatory, using detention hardware throughout. Each dormitory is equipped

with a sleeping area and a day area, separated by iron grille work that can be automatically closed off or opened from the jailer's corridor. All doors inside the dormitory and all doors to single cells are automatically operated from the jailer's corridor. The jail facilities provide for a 55-man capacity, with the possibility of making room for 44 more by putting double-deck beds in the dormitories.

Security Measures

All plumbing facilities are accessible to the maintenance crew or plumbers without going into the cells; all pipes being accessible from the jailer's corridor. Each cell and dormitory has forced ventilation with fresh air coming in at all times, not only for the purpose of good ventilation but to eliminate odors, dampness, etc. As in the women's quarters, no cell dormitory comes in contact with the outside wall.

The second and third floors are equipped with radiant heating, with no pipes exposed. The heating is controlled by thermostat which is adjustable from the jailer's corridor. This eliminates the possibility of hazards from such things as radiators, convectors, or other such heating units in the jail area.



Chief W. D. Rayfield.

A jailer's desk, telephone, drinking fountain, linen storage and janitor's closet, and jailer's toilet facilities, all located in the corridor, make it unnecessary for the jailer to leave this area.

The prisoners are brought in from the basement where the police cars are driven right up to the elevator and the prisoners released directly in front of the elevators. They are then brought to the second floor to the jailer's office and quarters, where the prisoner is processed before being placed in a cell or dormitory. The keys which open the grille work on the first-floor stair hall are different from those that will allow the prisoners into the jail area on the second floor; therefore, the jailer cannot get out until the sergeant on the first floor releases him. This is to prevent a jail-break in the event prisoners happen to obtain the keys from the jailer.

Remaining Facilities

The basement is a garage, boiler room and stolen property area, radio repair area, washing and greasing area for police cars, special area for motorcycles and a release area for prisoners coming in police cars. The police cars enter the basement from the front of the building, the door being a roll-up type which operates automatically with a magic eye. There is also an automatic, electrically controlled door at the exit from the basement.

The top floor of the building contains an exercise room for police, a pistol range, toilet facilities, and a transmitter radio room, all of which are soundproof.

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THE IMPERSONATION AND "ILLEGAL WEARING" STATUTES

Police officers are requested to be alert to violations of the Federal Impersonation and Illegal Wearing of Uniform Statutes. FBI records reflect an increase in the number of such violations being reported; the importance of curbing this type of criminal activity cannot be overemphasized since violators of the Impersonation Statute cause a reflection to be cast upon all Government employees and those individuals who illegally wear the uniform of our armed services likewise adversely reflect upon our servicemen.

The Federal Impersonation Statute (sec. 912, title 18, U. S. Code) prohibits falsely representing

oneself as an official employee of the United States and in such pretended connection demanding or obtaining a thing of value, or acting in the role of the official or employee who has been impersonated. Section 913, title 18, United States Code specifically prohibits such impersonator to arrest, detain, or search a person, and section 915, title 18, United States Code similarly prohibits the impersonation of certain foreign diplomatic, or consular or other officials duly accredited to the United States Government. Impersonation of an agent or representative of any 4-H club, if done with intent to defraud, likewise constitutes a violation of Federal laws (sec. 916, title 18, U. S. Code).

The Illegal Wearing of Uniform Statutes (secs. 702, 703, and 704, title 18, U. S. Code) may be violated by any individual who, without authority, wears the uniform or distinctive part thereof or similar to the uniform of any of the Armed Forces or Public Health Service or any auxiliary of such, or wears the uniform of any naval, military, police, or other official uniform, decoration, or colorable imitation thereof, of a foreign Government with which the United States is at peace, and intends to deceive or mislead someone by the wearing of such foreign uniform. The wearing, manufacturing, or selling without authority of any decoration or medal authorized by Congress for the Armed Forces or awarded to the members of such forces is also such criminal violation.

Information which comes to your attention regarding the possible violation of any of the aforementioned statutes should be reported promptly to the Director, FBI, Washington 25, D. C., or to the nearest FBI field office.

WINSTON-SALEM RANGE

(Continued from page 19)

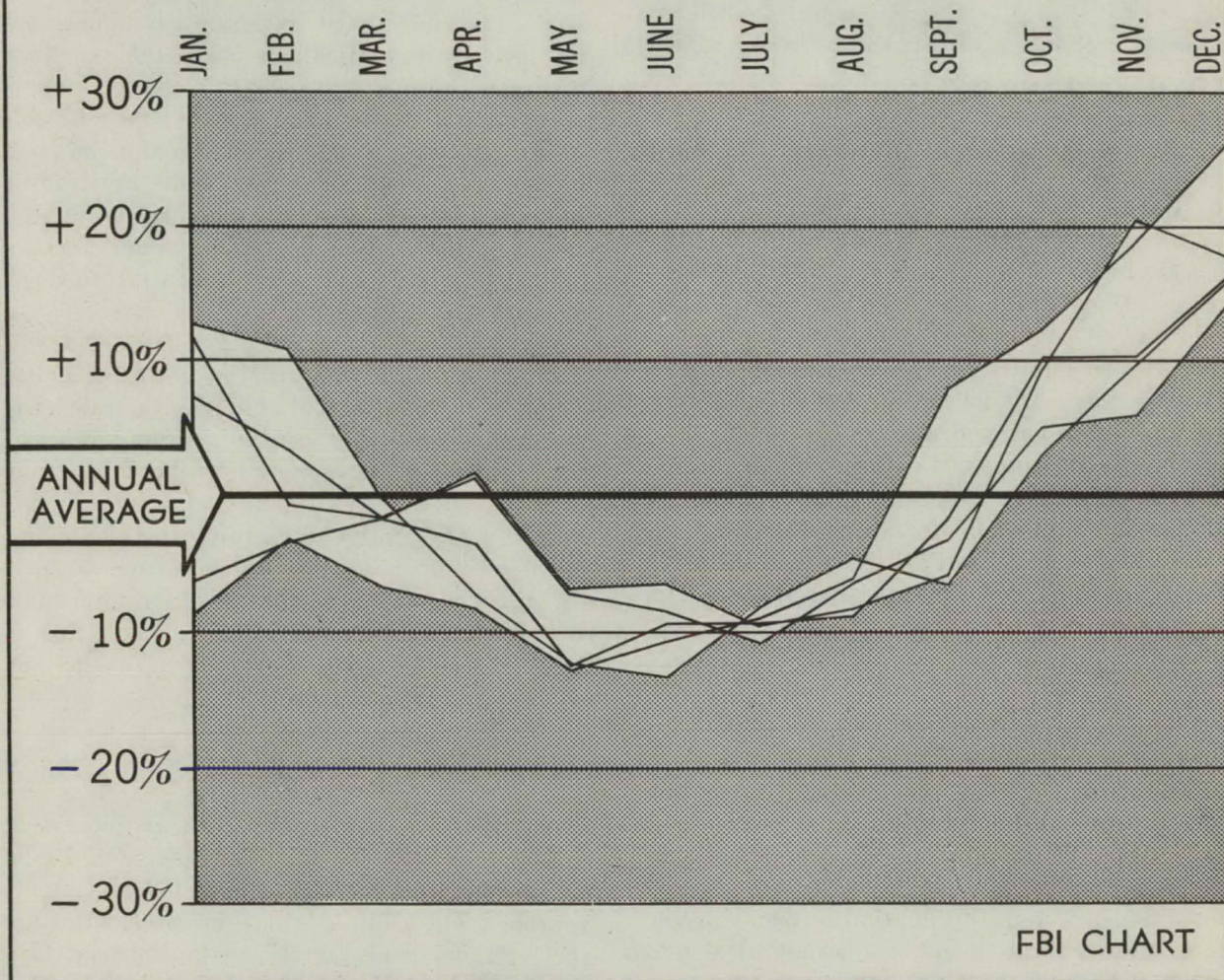
come from the taxpayers or from solicited contributions. It is estimated that the club facilities and range are worth approximately \$25,000.

In view of the fact that so much of the firearms training of the department has been shifted to the club's facilities, an arrangement has been made whereby the club has leased its facilities to the City of Winston-Salem for a nominal fee with the understanding that the city will assume much of the maintenance cost. The club house and recreational facilities will not be included under this lease.



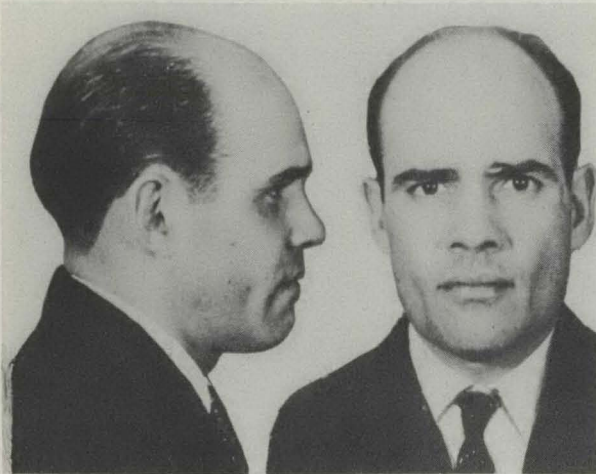
THEFTS FROM AUTOS

MONTHLY VARIATIONS
 PERCENT OF ANNUAL AVERAGES 1948-52
 310 URBAN POLICE AGENCIES
 TOTAL POPULATION 44,497,420



The chart shows the seasonal pattern traced by thefts from autos (larceny of suitcases, cameras and other articles from inside the automobile) during the years 1948-52, inclusive. This chart was prepared from data in the uniform crime reports sent to the FBI by 310 police agencies in urban communities having a total population of 44,497,420. While there is some variation from one year to another in the rate of theft by months, as shown by the thin black lines, the combined 5-year pattern shows clearly that the thefts of this type may be expected with higher than average frequency from September through February. Reports from the same cities show that thefts from autos increased steadily from 75,385 in 1948 to 92,866 in 1952.

WANTED BY THE FBI



LLOYD REED RUSSELL

Unlawful Flight to Avoid Confinement (Assault)

On May 22, 1953, seven inmates of the Michigan State Prison were engaged on a repair job inside the cell block of the Marquette branch of the prison. They obtained an acetylene torch, home-made knives, pipes and wrenches, and overpowered two guards. The seven prisoners then cut their way through the bars of a cell block window, jumped to the ground, and made their way into the nearby woods.

Posses immediately took up the search and in less than a month six of the escapees had been apprehended. The seventh, Lloyd Reed Russell, utilizing his youthful experiences as a woodsman, evaded capture.

Federal Process

Shortly after his escape Russell was reported seen in Wisconsin; consequently, on June 16, 1953, a complaint was filed before the United States Commissioner at Marquette, Mich., charging Lloyd Reed Russell with a violation of Title 18, United States Code, Section 1073, in that he fled from the State of Michigan to avoid confinement after conviction for the crime of assault.

Previous Escape

Russell's daring escape from Marquette was not his first. While serving a sentence of 3 to 37 years for burglary and grand larceny in the London, Ohio,

Prison Farm, Russell effected an escape on May 7, 1950. This escape was more spectacular; Russell and a companion went hand over hand on a high-tension wire from a prison dormitory to a point outside the walls, a distance of approximately 200 yards.

Russell and his fellow-escapee reached Toledo, Ohio, where they allegedly stole a car and later robbed and burglarized a post office and a grain elevator. Continuing their flight, the escaped prisoners drove to Sault Sainte Marie, Mich., where they took to the woods to evade capture by pursuing officers. Early training enabled Russell to exist in the forests where he and his cohort subsisted on small game.

Leaving the woods on May 20, 1950, the escapees stole a car and immediately ran a roadblock established by the Michigan State Police. Two Michigan State Police Officers chased the fugitives, but as they drew near the racing car Russell opened fire with a .30-30 rifle through the back window. One bullet penetrated the radiator of the police car and severely wounded one of the officers. Another roadblock was run and another gun battle waged as the prisoners dashed through Shingleton, Mich.

The fugitives were finally tracked down and captured by a large posse of Michigan State Police officers near Boot Lake, Mich. When arrested, the two escaped prisoners were in a swamp and had camouflaged themselves with branches from cedar trees.

Russell pled guilty to shooting the officer and on June 24, 1950, he was sentenced to a term of 9½ to 10 years following his conviction for assault to do great bodily harm, less than murder. It was this sentence which Russell was serving at the time of his escape from Marquette.

Background

Lloyd Reed Russell's criminal history dates back to December 13, 1938, when, at the age of 17, he was received at the Ohio State Reformatory, Mansfield, Ohio, to serve until he reached the age of 21 following his conviction for robbery. He was paroled on July 1, 1941, but was declared a parole violator on November 18, 1941. A month later he was returned to the reformatory at Mansfield following his sentencing to a term of 1 to 15 years for burglary and larceny. He was paroled on February 20, 1945, and released from parole on March 1, 1946.

Russell was arrested June 19, 1947, by the Toledo, Ohio, Police Department. A search of the trailer in which he was living uncovered a large store of firearms and ammunition. He was convicted of 3 counts of burglary and 1 count of grand larceny and received a total sentence of 3 to 37 years. Russell was serving this sentence when he escaped from the London Prison Farm.

Russell is an expert rifleman and an accomplished woodsman, having spent his early years in hunting, fishing and trapping in the woods surrounding the farm on which he was born. He is also a handball enthusiast.

Russell is probably armed and extreme caution should be exercised in attempting to apprehend him. He has escaped from custody twice, and once shot and wounded a police officer in fleeing from prison.

Description

Russell is described as follows:

Age	32, born December 24, 1921, Youngstown, Ohio (not verified).				
Height	5 feet 5½ inches.				
Weight	147 pounds.				
Build	Small.				
Hair	Brown, bald on top.				
Eyes	Brown.				
Complexion	Medium.				
Race	White.				
Nationality	American.				
Education	Eighth grade.				
Occupations	Stationary boiler fireman, farmer.				
Scars and marks	Two prominent scars, one 3½-inch ragged laceration in center of forehead, and one 3-inch cut on forehead above right eye (these scars resulted from injury received subsequent to date of photographs), noticeable scar left eyebrow near nose, cut scar right wrist inner.				
Remarks	Very broad nose.				
FBI No.	1,677,756.				
Fingerprint classification	22	M	25	W	000 17
		L	4	W	OOM

Notify FBI

Any person having information which may assist in locating Lloyd Reed Russell is requested to immediately notify the Director of the Federal Bureau of Investigation, United States Department of Justice, Washington 25, D. C., or the special agent in charge of the division of the FBI nearest his city.

One Lone Bullet

Early in 1952 two men entered a liquor store in Atlanta, Ga., and bought a half-pint of liquor. Whipping out a gun, one of the men announced that it was a "stick-up." When the liquor store employee only laughed, the gun went off and the two men fled. The dying man struggled to the alarm button and summoned help. Atlanta police officers rushed to the scene but the victim died before giving a description of his assailants. There were no witnesses.

An autopsy failed to locate the death bullet in the victim's body and a subsequent painstaking search of the store proved fruitless. It was finally located during a second examination of the body.

The bullet was forwarded to the FBI Laboratory which in turn furnished the Atlanta Police Department with a list of the types of guns which could have fired the fatal bullet. With nothing but this lone clue to work on, police officers began endless hours of methodical investigation. Pawn shops were visited and guns were obtained from possible suspects. In a month's time approximately 50 guns of the types listed by the FBI Laboratory were recovered.

Each gun was test fired and the sample bullets were sent to the FBI Laboratory for comparison examinations. A positive identification was made and the Atlanta officers were notified. The officers paid a return visit to the pawn shop where the murder weapon had been located and obtained the name of the man who pawned it. Arrested, the suspect denied any implication in the crime. Upon being shown the gun, however, he confessed but denied that he had been the "trigger man." He named a friend of his who, when confronted with the evidence, also confessed. At the subsequent trial both men were found guilty and sentenced to life imprisonment.

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IDENTIFYING MARIHUANA

"MARIHUANA, ITS IDENTIFICATION," is the title of a booklet prepared by the Bureau of Narcotics, U. S. Treasury Department, and available through the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 25 cents per copy. Funds must be sent with the request and checks or money orders should be made payable to the Superintendent of Documents.

The booklet contains text material and 31 photographs of the marihuana plant and its parts.

Superintendent
State Police
Salem, Oregon

Questionable Pattern



The pattern presented this month is classified as a double loop type whorl with an outer tracing. It has two separate loop formations, A and B. The left delta is located at D¹ and the right delta is on ending ridge D². The bifurcation to the right of D² is not used as the right delta since the arms of the bifurcation run parallel and diverge, forming type lines.