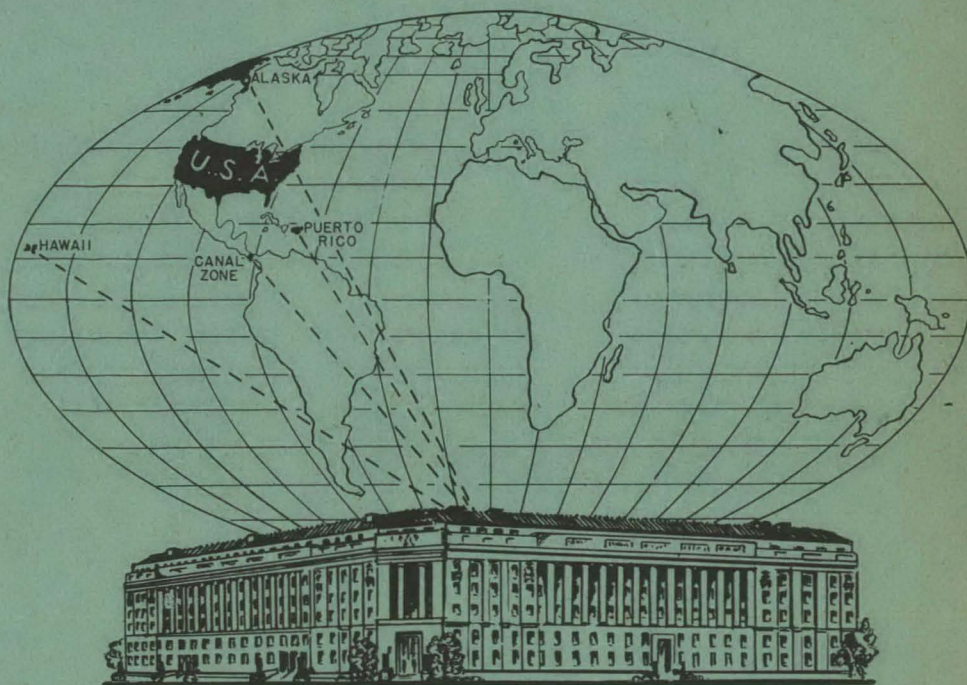


FBI LAW ENFORCEMENT BULLETIN

1945

July



HEADQUARTERS OF THE FBI,
DEPARTMENT OF JUSTICE BUILDING,
WASHINGTON, D.C.

Vol. 14

No. 7

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

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

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

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

Servicemen's Dependents Allowance Act of 1942

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

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

FBI
LAW ENFORCEMENT
BULLETIN

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JULY 1945

No. 7

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

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

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

INTRODUCTION

"COURTESY"

In selecting police personnel, many factors must be considered. It is highly important that we know everything concerning the man's background, from his cradle days, so to speak, up until the time of his application. This is a primary requisite. Considering that a man's background is flawless, we must then consider his education, integrity, intelligence, common sense, personality, courage, administrative ability, temperance and numerous other factors, the greatest of which is "COURTESY."

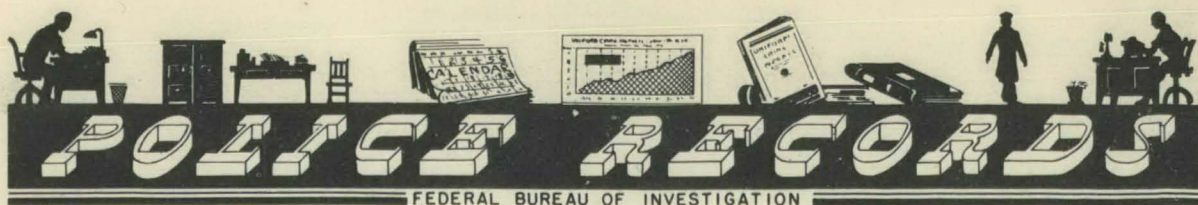
Courtesy deserves particular attention. Any police officer who lacks courtesy toward his fellow man and toward the citizens who pay his salary might drag the entire department down to his level in the eyes of the citizenry. It is my personal opinion that unless a police officer is endowed with the great asset known as courtesy he is a failure. When we think of the great men of our times, we think of courtesy. It is an outstanding trait of these men.

When we think of the men who made America a great Nation among all nations over 150 years ago we think of Washington, Franklin, Jefferson and others of their stature. They were men of courtesy. They were respected by statesmen of other countries and their names are written in tablets of stone for posterity.

The citizens of our respective communities deserve courteous treatment and unless they receive it from officers of the law they will look upon every man who wears a badge as a bully who glories in his authority. If, however, in our daily lives we practice courtesy toward all with whom we come in contact, we shall earn all citizens' respect and thereby build a greater profession.

In the chaotic world of today millions of men and women have lost faith in men of authority because of such organizations as the Gestapo and such demons in human form as Hitler and Mussolini. Some Americans have had close kin mishandled by members of the Gestapo in Europe during the past few years and therefore hold a deep resentment toward any law enforcement organization. The resentment might be dormant, but it is there. It will take years to heal such wounds, and it will be up to every police officer of America to conduct himself in such a manner that even immigrants who have been mistreated by the Gestapo in Europe will eventually look upon the police officers of America as courageous men who will go out of their way to be helpful. That is as it should be.

J. Edgar Hoover

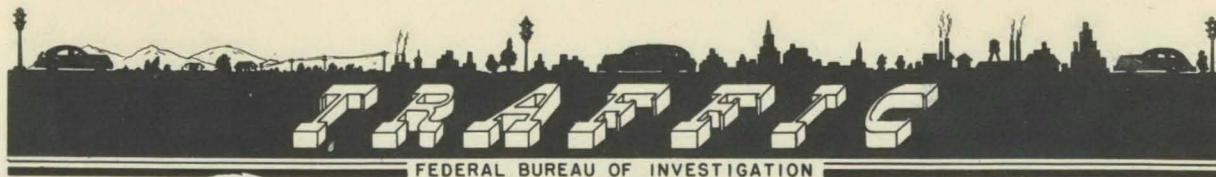


ANNUAL CRIME TRENDS
OFFENSES PER 100,000 INHABITANTS
CITIES OVER 25,000 IN POPULATION
JANUARY - APRIL, 1944 - 1945

Offense	1944	<u>April</u>		<u>January - April</u>		
		1945	% Change	1944	1945	% Change
Murder and Nonnegligent Manslaughter	0.45	0.48	+6.7	1.64	1.69	+3.0
Manslaughter by Negligence	0.35	0.34	-2.9	1.62	1.55	-4.3
Rape	0.89	1.11	+24.7	3.75	4.14	+10.4
Robbery	3.8	4.0	+5.3	16.7	17.5	+4.8
Aggravated Assault	5.0	6.1	+22.0	18.3	21.8	+19.1
Burglary - Breaking or Entering	28.1	32.0	+13.9	114.4	123.9	+8.3
Larceny - Theft	69.5	80.7	+16.1	270.7	291.9	+7.8
Auto Theft	<u>18.4</u>	<u>19.3</u>	<u>+4.9</u>	<u>76.2</u>	<u>74.2</u>	<u>-2.6</u>
TOTAL	126.6	144.0	+13.7	503.3	536.7	+6.6

Number of cities and population represented:

January - April, 1944 - 396 cities, population 51,820,383
 January - March, 1945 - 395 cities, population 51,447,486
 April, 1945 - 389 cities, population 50,449,778



TRAFFIC SURVEYS
Their Significance in Highway Planning
By
Thomas H. MacDonald*

The connection between motor vehicle traffic studies and law enforcement activities may not be apparent at first glance. It is obvious, however, that any interruption of the normal flow of traffic, no matter how necessary the interruption may be, inevitably creates problems which a traffic officer must handle; and since State highway patrolmen and municipal police officers frequently are asked to cooperate with State Highway Departments in conducting traffic surveys, a discussion of the purpose of these surveys and their importance in highway planning should be of interest to all traffic officers.

The years immediately following the war will witness a period of intense activity in highway construction, particularly in urban areas. Under provisions of the Federal-Aid Highway Act of 1944, which Congress approved last December, hundreds of millions of dollars in Federal funds and like amounts of State and local funds will be expended in the first three postwar years for the improvement of arterial routes in and near cities and for work on rural highways.

Expressways will be built to the downtown sections of cities and circumferential routes in outlying districts to relieve traffic congestion on city streets. Rural highways will be widened or rebuilt entirely, sharp curves will be eliminated and other improvements will be made to accommodate the increased volumes of traffic that will return to our highways when gasoline rationing and wartime restrictions on the use of automobiles are lifted.

This vast postwar roadbuilding program will entail numerous traffic surveys in the coming months to obtain essential data for planning and design.

Thorough engineering and economic studies must precede the improvement of roads and streets subjected to heavy travel. Before designs and specifications for highway projects are prepared, it should be factually established that the proposed improvements will serve the travel needs they are intended to serve, conveniently, safely and economically.

*Commissioner of Public Roads, Federal Works Agency, Washington, D. C.

Mere counting and classifying of vehicles on arterial routes furnish only a partial answer to the question as to where traffic demand exists. Systematic surveys must be conducted to determine the volume and type of traffic which, under present circumstances, would use a proposed facility, and the estimated amount of additional traffic that will be attracted by the superior quality of the new roadway. Studies also must be made to ascertain the pattern and probable density of traffic during the life of the improvement.

For example, let us assume that tentative plans are being considered for widening and otherwise improving in postwar years, a thoroughfare which at present carries large volumes of traffic. In order to arrive at sound conclusions concerning the extent of the improvements that should be made, it will be necessary to know the origin and destination of traffic using the thoroughfare. How many drivers are workers going to or from jobs in war plants that will be shut down when the war is over? How many are likely to continue to use the facility in spite of changing economic conditions in the postwar period?

Observation of traffic volumes and turning movements on city streets gives little indication of where vehicles come from and where they are going, and frequently is an untrustworthy basis for determining the kind and location of improvements needed. Drivers often travel a given street not so much because it is the logical route for them but because attractive and adequate facilities are not available on more convenient routes. Highway engineers long familiar with traffic conditions in urban areas have found their estimates of traffic requirements radically modified in some particulars after having studied the results of origin and destination surveys. Such surveys are the only means of obtaining an accurate index to present and potential traffic requirements.

Another illustration of the value of origin and destination studies is found in the experience of many cities where by-passes were provided for through traffic. In the middle years of highway construction it was assumed that cutoff or circumferential routes around cities would alleviate traffic congestion in downtown sections of the city. Data compiled from origin and destination surveys have generally revealed, however, that the demand is not so much for the accommodation of travel around or beyond the city as it is for travel into and out of various sections of the city.

This fact has been established by surveys conducted in many cities--surveys in which vehicles entering and leaving on main highways have been stopped at points on the outskirts of the city and their drivers questioned concerning the origin and destination of their trips, and intermediate stops.

The origin-destination surveys have demonstrated that, on highways approaching cities of 100,000 population or more, from 80 to more than 95 per cent of the traffic is bound for, returning from, or has made a necessary stop within the city.

On highways just outside of New Orleans, 99 per cent of the drivers questioned had their origin or destination within the city or were making stops there. By-passes would be little used by such traffic.

In several instances where by-passes were constructed without the benefit of origin and destination studies, subsequent disuse has attested to the folly of engaging in costly highway construction without accurately determining traffic needs.

The Public Roads Administration, in cooperation with the State Highway Departments, has been conducting traffic surveys on rural highways for more than 20 years. Since 1935 statewide planning surveys have been undertaken in all of the States. The information collected as a result of these surveys has been of inestimable value to both the State and Federal governments in the development of highway construction programs.

The need for origin and destination studies in the planning of important urban traffic arteries has been recognized for a long time, but satisfactory techniques for conducting traffic surveys in urban areas were not developed until recently.

In many respects urban traffic is much more complex and difficult to analyze than rural traffic. The principal reasons for this are the greater traffic volumes and the larger number of alternate routes of travel afforded by the grid street system. Vehicles frequently go considerable distances out of their way to use attractive thoroughfares and to avoid narrow, congested streets.

Various methods have been employed in the collection of origin-destination data in metropolitan areas. For example, the movements of vehicles on a typical weekday in the Chicago area were traced by recording the license numbers and the time of passing numerous stations located throughout the area. This was a large undertaking, requiring the services of thousands of traffic recorders and hundreds of supervisors. It was accomplished through the cooperation of the States, municipalities, counties and other jurisdictions involved, and with the assistance of the Boy Scouts of America.

In Cleveland, the daily movements of persons between their homes and places of work were determined from questionnaires distributed through employers and expanded on the basis of total employment in each zone. Similar surveys have been made in Schenectady and other cities.

In Detroit, information obtained from "swap-ride" questionnaires distributed by the local Office of War Transportation through employers in industrial areas, from similar questionnaires distributed through employers in the downtown district by the Street Railway Department, and from a study of the distribution of shoppers by zone of residence was combined to determine daily traffic movements. In addition, origin and destination information for special purposes was obtained by questioning motorists who had been stopped by traffic control signals.

The New York Port Authority has collected and used much origin and destination information gathered through interviews made at the ferries, bridges, and tunnels entering New York City. The methods used were those generally employed in origin-destination surveys on the outskirts of cities, and were made possible by the funneling of traffic through the facilities crossing the river.

In Washington, the Public Roads Administration conducted an origin-destination study of traffic crossing Key Bridge, Memorial Bridge and Highway Bridge, the three Potomac River spans serving traffic between the Nation's Capital and points South. The purpose of the survey was to determine whether the present Highway Bridge at the end of 14th Street, admittedly a bottleneck for southbound traffic out of Washington, should be replaced in postwar years by a single six-lane bridge or twin four-lane spans.

Motorists were halted as they approached the three bridges and given questionnaire cards which they were asked to fill in and return by mail, stating the origin and destination of the trip and indicating which of the three bridges the driver would have used had it been his desire to take the most direct route between his reported origin and destination.

Conclusions reached after a study of the answers received will have an important bearing on the decision as to whether the proposed bridge shall be designed as a single six-lane or twin four-lane structure.

It is difficult and frequently impossible to make origin and destination studies on congested city streets by stopping vehicles and obtaining from each driver information as to where his trip began and was to end, its purpose and other related data. This procedure at peak hours may create traffic jams that are no less annoying to traffic officers than they are to motorists.

Efforts to find a means of charting driving habits without the necessity of stopping drivers led to a review of procedures used in the various "public opinion" polls. It seemed reasonable to assume that if a community's political thinking, its buying habits or its postwar consumer needs could be determined by some interview technique, so also could its travel habits.

The Bureau of the Census, which has had considerable experience in sampling techniques, has found that a sample pre-selected on an area basis gave excellent results. Consequently, it was decided that if the area basis is adequate for general sampling, it should be even more effective for a study of traffic origin and destination.

In order to take advantage of their extensive experience in sampling and interviewing, the Bureau of the Census was asked to assist the Public Roads Administration in the development of procedures. After their suggestions were received, conferences were held among officials of several of the State Highway Departments, cities and the Public Roads

Administration, and a modified procedure combining the best of several features of other origin-destination studies and incorporating a sampling method on the area basis was adopted as the framework for urban traffic surveys.

This new procedure calls for home interviews in which selected residents in a given area are questioned concerning all trips made on the preceding day by automobile, bus or streetcar. It was first employed in experimental surveys which were conducted last year in several Southern and Midwestern cities, and proved to be so successful that it is now being used in cities throughout the country to obtain information needed for the development of plans for postwar highway projects. More than 30 surveys based upon the home interview method are now in progress from Boston, with over a million population, to Mason City, Iowa, with a population of about 30,000.

Transcription of the interview data to punch cards makes it possible to sort out trips of any given characteristics for any area within the city. Information relating to origins and destinations of trips, principal routes used, intermediate stops, parking locations and other facts pertinent to route selection and travel habits is readily available through a mechanized analysis planned for the conditions peculiar to the city under study.

The travel of commercial vehicles and taxis is studied in a different manner. Records of the trips made on a weekday are obtained for a representative sample of vehicles selected from license number lists. It has been found that a pre-selection made by taking vehicles at uniform intervals in the list, as for example, each fifth vehicle, correctly represents the industrial classifications. It is not necessary to complicate the procedure by selecting an exact percentage for each classification.

Traffic studies based upon the home interview method have many advantages over the older and more cumbersome procedure of stopping cars on city streets to question drivers about the origin and destination of their trips. Not the least of these advantages, from the traffic officer's point of view, is the fact that the new method is never a hindrance to the movement of traffic.

The method of roadside interviews will still have to be used, however, at external stations near the limits of urban areas in order to obtain information about the travel of people who do not live in the area.

State Highway Departments also will find it necessary to conduct traffic surveys on rural highways from time to time. The continued cooperation of traffic officers and highway patrolmen when it is necessary to stop drivers on the road to get the required information, will contribute to the success of these surveys.

THE ALTADENA JUVENILE COUNCIL PLAN*

A youngster in trouble because of bad environment caused by a broken home, lack of parental supervision or a similar cause needs a "big brother" or "big sister" to compensate for the domestic tragedy. With this thought in mind, upon the suggestion of a judge of the Los Angeles County Juvenile Court and the Crime Prevention Department of the Los Angeles County Sheriff's Office, the Juvenile Committee of the Kiwanis Club of Altadena organized the Altadena Juvenile Council Plan on September 8, 1943.

The Council is not a juvenile court and it should not by its acts or representations give the impression that it is serving as a court of law. No case is heard before the Altadena Juvenile Council unless the youngster has admitted his offense. The Juvenile Council serves as an assisting body to duly established law enforcement agencies and judicial organizations.

The Juvenile Council operates under the sponsorship of the local Kiwanis Club and the supervision of Mr. Cecil L. Whitehead, a Los Angeles attorney. He is assisted by a vice chairman, a secretary who is the wife of a member of the organization and four to six members of the sponsoring organization serve for short periods of time. Representatives of lay agencies, probation offices, and other governmental groups having responsibilities in the field of juvenile delinquency prevention and the treatment of offenders sit on the Council and act as advisers.

The purpose of the Council is to interview the offender, his parents, any other necessary individual, and attempt to prevent the youth from again committing a crime. Unless the youngster is fully cooperative the Council withdraws and he appears before the Juvenile Court.

Ordinarily a meeting of the Council follows a set procedure which commences with a call to order by the chairman. Two copies of type-written charges concerning the juvenile are handed to the secretary by the law enforcement officer in attendance. These charges are read to the members and the social service report obtained from the welfare officer is also discussed. The nature of the offense is explained by the chairman and the law which applies is pointed out. Following this preparation the juvenile offender is brought in, questioned, and his family background is determined. When the chairman has completed interviewing the youngster any member of the Council may proceed with additional questioning. When the youth leaves the room an informal discussion is held. Thereafter the parents or witnesses are brought in separately for questioning. A majority vote of the members of the Council determines the recommendations to be made to the law enforcement officer, to the juvenile and to his parents. The juvenile and his parents are brought in together to receive the Council's recommendations. This may consist of an admonition to both parents and juvenile given in no uncertain terms by the chairman. It may be a recommendation to the law enforcement officer to present the case to the proper department for filing

*As described by Cecil L. Whitehead, Director of the original Altadena plan..

in the juvenile court. It may also consist of a recommendation for the appointment of an advisory officer.

All hearings are held in closed session. Although the Council desires publicity and actually invites a reporter to attend, the information disseminated is in a crime prevention form but the name of any offender is not disclosed. Every effort is made by the Council to gain the confidence of the juvenile and help with his problems. When necessary a member of the medical staff is called in to give expert advice concerning physical or mental defects, traits of inferiority, or anti-social characteristics.

The questioning of the juvenile is not in the nature of an inquisition, but follows closely the pattern of a round table discussion where all are encouraged to express themselves freely and to ask questions. The advice of the law enforcement officer carries great weight because of the possibility that a personable youth of clean-cut, handsome demeanor and easy manners might win the Council's sympathy with an assumed appearance of contrition and innocence.

When necessary a responsible adult who is a member of the sponsoring organization serves as a big brother to the juvenile, maintains close contact with him, and attempts to steer him into the channels of good citizenship. The secretary of the Council reviews the reports of the advisory officer and ascertains that contacts are actually being made.

The Altadena Juvenile Council Plan has to date handled sixty-three (63) cases. These include one (1) youngster who was referred to the Juvenile Court, ten (10) youngsters who were given advisers, and fifty-two (52) youngsters who were otherwise disposed of. Out of this total of sixty-three (63) youngsters, only one (1) has subsequently appeared before the Juvenile Court for another offense.

The Altadena Juvenile Council Plan is being considered by a number of communities and has already been put into operation in its complete or modified form in the following communities:

El Sereno precinct of City of Los Angeles, by Kiwanis Club
Pasadena, California, by Junior Chamber of Commerce
La Verne, California, by Lions Club
East Pasadena, California, by Rotary Club
Temple City, California, by Lions Club
Norwalk, California, by Citizens Group
Firestone, California, by Citizens Group
Ontario, California, by Kiwanis Club
Gardena, California, by Kiwanis Club
Alhambra, California, by Kiwanis Club (for boys); a
council now being organized by Business & Professional Women's Club of Alhambra (for girls).

Corpus Christi, Texas, by several Service Clubs.

There are two Parents' Councils operating in the Pasadena school system.

The Plan is approved generally by the following officials, organizations and child psychiatrists: Judge A. A. Scott, Presiding Judge of the Juvenile Court of Los Angeles County; Fred N. Howser, District Attorney, Los Angeles County; Eugene Biscailuz, Sheriff of Los Angeles County; John M. Zuck, Chief Probation Officer, Los Angeles County. Kiwanis International has approved the Plan and is urging its 2,246 clubs in this country and Canada to organize Citizens' Juvenile Councils. Child Psychiatrists have approved the plan, namely: Drs. William Healy and Augusta F. Bronner, Judge Baker Guidance Center, Boston, Massachusetts and Dr. Edwin E. McNeil, adviser to the Juvenile Court of Los Angeles.

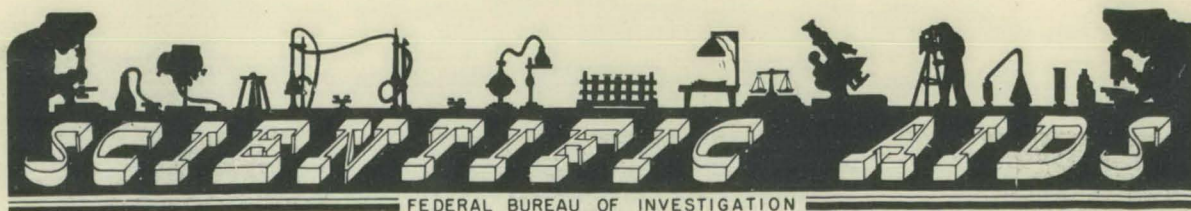
The Plan may be used effectively in large cities as well as small communities. Good results can be anticipated. A Manual has been prepared which outlines the procedure and forms for the organization and operation of a Citizens' Juvenile Council in any community, police precinct or school. The initiation and supervision of a Citizens' Council program are primarily the job of the Law Enforcement Department. A free copy of the Manual will be sent to anyone occupying an official position who sends his name and address to: Altadena Youth Plan, Room 318, 318 West 9th Street, Los Angeles, California.



PICTURED ABOVE ARE SEATED (left to right) MRS. HOWARD DINGLE, SECRETARY; CECIL WHITEHEAD OF ALTADENA, DIVISION LT. GOVERNOR OF KIWANIS INTERNATIONAL AND ORIGINATOR OF THE JUVENILE COUNCIL PROGRAM; W. W. MAJORS, HOBART R. ALTER, COUNCIL CHAIRMAN, AND MRS. RALPH HIGBY, SECRETARY. STANDING, CLIFFORD M. HUSTON, JOHN S. NIELSEN, ALBERT R. MOYER AND RALPH HIGBY.



F.B.I. JUVENILE CONTROL SCHOOL, SAN DIEGO POLICE DEPARTMENT, MARCH 12th - 16th, 1945.
(Inserts) SGT. C. E. DIBB - JUVENILE BUREAU S.D.P.D. SPECIAL AGENT H. J. LEAHY - F.B.I. INSTRUCTOR.



POLICE LABORATORY PROBLEM

THE PROBLEM:

There are very few law enforcement agencies, regardless of size, which have not at some time or other considered the problem of establishing a scientific crime detection laboratory in order to make the most of physical evidence recovered at the scenes of crime by police officers and detectives during the course of their investigations. The desire for a laboratory usually arises within the agency itself but in some instances, outside officials have initiated this movement or expressed a desire for such a laboratory within the police department.

It is only natural that any agency considering this question would want a well-equipped laboratory containing all up-to-date scientific instruments needed to perform the necessary examinations as well as scientifically trained personnel to conduct such examinations. The expense, however, is prohibitive in most instances as the agency cannot justify the tremendous expense involved for the volume of work handled in that respective agency. In an effort to overcome this primary objection and to reduce the cost and maintenance appropriation one of the first considerations is usually toward decreasing the quality and quantity of personnel and equipment. This is indeed undesirable since by so doing the potential accuracy and the value of the laboratory itself are decreased. A slightly different solution from this has been attempted by reducing certain fields of activities and concentrating on one specialist in one field, such as firearms identification, document examination or any particular field which constitutes the largest volume of work in that particular agency.

Because of the many demands made upon such a single laboratory employee there has, in the past, been a tendency to develop him into a "jack of all trades." This, of course, is a mistake as the single laboratory employee has been engaged to handle one type of examination in one specific scientific field and therefore is very probably incapable of handling other fields of scientific endeavor in which he might not have received proper training.

Over a period of years, a large number of attempts to establish laboratories similar to those described above have come to the attention of the Federal Bureau of Investigation and the ultimate results have frequently been the discontinuance of the laboratory with not only a great monetary loss but also a vast amount of criticism being made against the

police department because of errors made by unqualified personnel. Criticism has also been made against the laboratory employee who in his zealously to do a good job has strayed from the specific field in which he was thoroughly qualified to fields of scientific crime detection in which he was not trained and thereby the police agency concerned, as well as the entire field of scientific crime detection, has suffered. Many police laboratories which have been started in the past few years have for the reasons set forth above been completely abandoned.

NEED:

In attempting a solution of this important problem the first consideration must be given to what the agency actually needs. The needs of any particular agency will vary tremendously according to the size of the police department and its locality. If there is a sufficiently large volume of work requiring scientific examination or scientific analyses, and the department is justified in making unlimited expenditures in providing the best possible scientifically trained laboratory technicians and can afford to supply them with the most modern equipment, then by all means a laboratory is justified and there is no need to seek further for a solution for this type of department. This, however, is not frequently the case as the maintenance of a large technical laboratory involves a tremendous expense. If funds available dictate either a poorly equipped laboratory or an employee who is not properly trained in the particular field for which he is being hired, then no laboratory should be attempted.

SOLUTION:

There is more than one type of technical laboratory. The first type is one in which the type of examinations conducted must be by scientifically trained technicians specializing in particular fields. In this case there is no substitute for the educational background of science, and no amount of enthusiasm on the part of a prospective laboratory employee should be accepted in lieu of a sound scientific background. By the same token this scientific employee should not be expected to conduct scientific examinations with inferior equipment. To do a good job he must have the best equipment available.

The second type of technical laboratory is one in which skilled police employees may engage in activities not requiring the high degree of scientific training described above. This second type of laboratory could commonly be referred to as a "police laboratory." Because of the versatility and adaptability of this type of laboratory, let us consider it further as a solution to our problem.

POLICE LABORATORY:

The application of science and technical procedures in law enforcement have been adequately demonstrated during the past few years. As a result of training programs, a large percentage of contemporary law enforcement officers appreciate the value of scientific crime detection and these officers are anxious to take advantage of every assistance the scientific laboratory might offer them in solving their investigations. Although

not impossible, it is difficult to expect all law enforcement officers to be sufficiently trained to even know all of the scientific applications that can be applied to physical evidence which they recover, much less expect them to know how to make such examinations. It would therefore be desirable to have in each law enforcement agency one or more investigators who have had not only the training and experience of actual investigation but who also have special knowledge in the field of scientific crime detection and are fully cognizant of the possibilities of scientific examinations even though they may not be capable of performing these examinations themselves.

In addition, these "technical investigators" will, through special training, be enabled to apply certain technical procedures to any investigation they might handle. They could become proficient in many procedures, some of which might be applied at the scene of the crime or during the investigation but to accomplish this they must have specific training and practice although they would not need the high degree of scientific education required in handling certain types of scientific examinations in the technical laboratory. These endeavors might include:

1. The development of latent fingerprints.
2. Searching the scene of a crime and using special photography to preserve evidence.
3. Reproduction of footprints, tire treads, and other evidence at the scene of a crime which might otherwise become lost forever prior to the solution of the crime or the prosecution of the case.
4. Charting or mapping the scene of the crime.
5. The collection, identification, preservation and shipment of physical evidence recovered during the course of an investigation.

Besides this these "technical investigators," due to their special training, would know what scientific examinations could be applied to the evidence recovered and could therefore act as liaison officers between the field investigators and the technical laboratory. With this type of "police laboratory" it is obvious that size and expense could be governed by the volume of work without jeopardizing the entire field of scientific crime detection or opening the police agency to eventual criticism.

POLICE LABORATORY EQUIPMENT AND ORGANIZATION:

Equipment for the "police laboratory" described above can be divided into several different categories and the number of categories and the extent of the equipment will of course depend on the size of the laboratory and the number of persons assigned to it. There are listed below various types of equipment which have in the past proved to be of material assistance in making a permanent record of evidence found at the scene of the crime by the investigators. Most of the work performed is done right at the scene of the crime. This list could be supplemented with a photographic dark room in order that the investigators could develop and print

their own negatives although in many instances it might be desirable from the standpoint of space and equipment to have such work handled commercially.

1. Photographic Equipment:

The photographic equipment should consist of a view camera, together with a tripod and any supplementary lenses which are necessary. This would include a wide angle lens since in small rooms or confined areas, such a lens permits the entire scene to be included in one photograph rather than to be divided into a number of photographs. Flood lighting and flash equipment are very necessary parts of any photographic laboratory as in many instances at scenes of crime there is an insufficient amount of natural light or it might be necessary to take photographs at nighttime.

2. Dark Room Equipment:

This may or may not be desired depending upon the extent photographic equipment is used by the "technical investigators." A dark room can be quite small and is not necessarily an expensive affair. It must of course contain developing trays and tanks as well as chemicals necessary for mixing developers. A more elaborate dark room would call for printing and enlarging equipment.

3. Charting Equipment:

In addition to photographic records of the evidence found at scenes of crime it is always well to have a chart or drawing depicting the layout of the crime scene and the relative positions of specific items noted. This does not require a large amount of equipment but such items as a compass, measuring tape, scales, graph paper, drawing materials, etc., are very necessary.

4. Casting Materials:

It is frequently desired at a crime scene to show more than a photograph can reproduce or to preserve certain types of evidence which cannot be preserved merely through the art of photography. For example, impressions of tire treads and footprints in three-dimensional representation are desirable or in a burglary case an apple core might serve as the only evidence found at the scene of a crime. To preserve this for future identification of teeth marks it would be necessary to use a casting material such as moulage. For the reproduction of tire treads, however, plaster of Paris can be used and this material is easily obtained and easily handled. Experience soon trains the "technical investigator" in the proper use of these materials and of course in using them, pans or other convenient containers are necessary.

5. Cellophane Envelopes:

Cellophane envelopes of various sizes for documents or small objects. Cellophane envelopes are used to preserve any latent or patent fingerprints which might be contained on papers found at a crime scene.

6. Packing Boxes:

Pill boxes or similar small containers for the packing of bullets, soil or small objects found at the scene of the crime.

7. Vials and Bottles:

Vials and bottles which may be used to contain either soil specimens or liquids.

8. Wrapping Paper:

Wrapping paper, absorbent cotton or other similar material which might be used to protect samples recovered or samples shipped to the laboratory.

9. Identifying Marks:

A sharp pointed instrument to be used for the purpose of placing identifying marks upon objects recovered at crime scenes, as the investigator will have to identify the objects recovered by him at any subsequent trial.

10. Tags, etc:

Tags, labels and sealing material such as paraffin which might be used to identify objects upon which it is impossible to place marks on the objects themselves.

FINGERPRINT EQUIPMENT:

The "technical investigators" should be proficient in the development of latent fingerprints either at the scene of the crime or on any physical evidence which may be recovered and subsequently taken to the police laboratory. The equipment necessary for the handling of latent fingerprints would include a number of fingerprint powders, brushes, lifting tape and photographic equipment.

MISCELLANEOUS EQUIPMENT:

The "police laboratory" could of course be expanded materially depending upon the activity of the laboratory and the increase of work. It is possible to include the majority of all the material mentioned above in a single piece of luggage which might be kept in readiness to be taken by the "technical investigator" to the scene of a crime. The accompanying photographs reflect a kit prepared for the use of employees of the FBI's Laboratory acting in the capacity of "technical investigators" at the scenes of crimes and also show a trunk which contains supplementary equipment and enlarges the scope of "technical investigators" at the scenes of crime.

Where "technical investigators" serve large areas it may be desirable to have an automobile equipped to serve as a mobile laboratory. In that case consideration should be given to including in the equipment stakes and ropes which may be used in marking off the scene of a crime. Flood lights might also be included as well as hand flashlights for the assistance of the "technical investigators" in any nighttime operations which they find necessary. Warning signal lights could also be included with a view to the possibility that it might be necessary to barricade a road at night while investigating crimes on or near a public highway. The desirability of having a supply of tools such as saws, hammers, knives, and pliers should not be overlooked.



TRUNK USED BY FBI LABORATORY
PERSONNEL CONTAINING KIT AND
SUPPLEMENTAL EQUIPMENT.



KIT USED BY LABORATORY PER-
SONNEL COMPLETELY PACKED AND
SURROUNDED BY ITEMS IN TRUNK.



LABORATORY KIT USED BY FBI PERSONNEL AT CRIME SCENE.

HANDLING OF EVIDENCE:

No effort will be made here to consider in detail the advance types of evidence which might be found at the scene of a crime or which might be shipped to the technical laboratory as the various types of evidence and the proper packing of same for shipment were set forth in complete detail in the February, 1945, issue of this Bulletin. The subject of evidence is not only an important subject which should be known and appreciated by "technical investigators" but it is a subject which requires much study and for that reason no attempt will be made to cover this important topic within the pages of this Bulletin. It is a subject which requires not only experience but a great deal of outside reading. During the training of its Agents, the FBI devotes a large amount of time to the subject of evidence, the recognition of evidence at the scene of a crime, the appreciation of evidence on the part of the investigator, the handling of evidence and its packing and shipping. It is felt that all police officers assigned as "technical investigators" should either study the subject themselves or be thoroughly trained in all phases of evidence prior to their assignment.

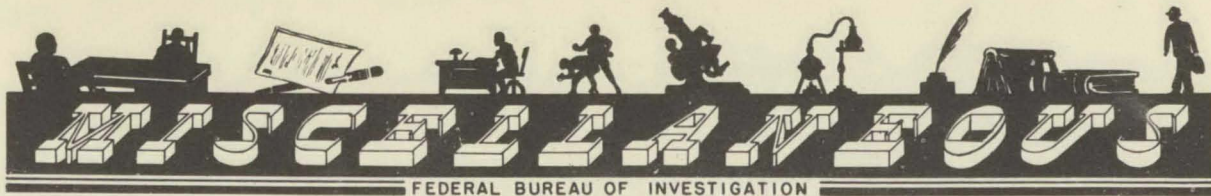
CONCLUSION:

As a solution to the police administrative problem of whether or not a scientific crime detection laboratory should be established in the department, the proposition of establishing a "police laboratory" first might be given consideration as the police laboratory can be expanded from time to time according to the needs of the agency and the volume of work handled until it is definitely ascertained that a scientific crime detection laboratory should be established and maintained in the police department.

A "police laboratory" arrangement would readily take care of the scientific investigation and any scientific examinations which must be made "on the spot" and will further provide the necessary facilities for the proper handling, packing, and shipping of evidence to a central laboratory for detailed scientific analyses.

The Federal Bureau of Investigation maintains the FBI Laboratory with 240 skilled technicians and modern scientific equipment valued at more than a million dollars. The facilities of this laboratory are available in criminal cases to all duly constituted law enforcement authorities throughout the country who desire to avail themselves of its services.

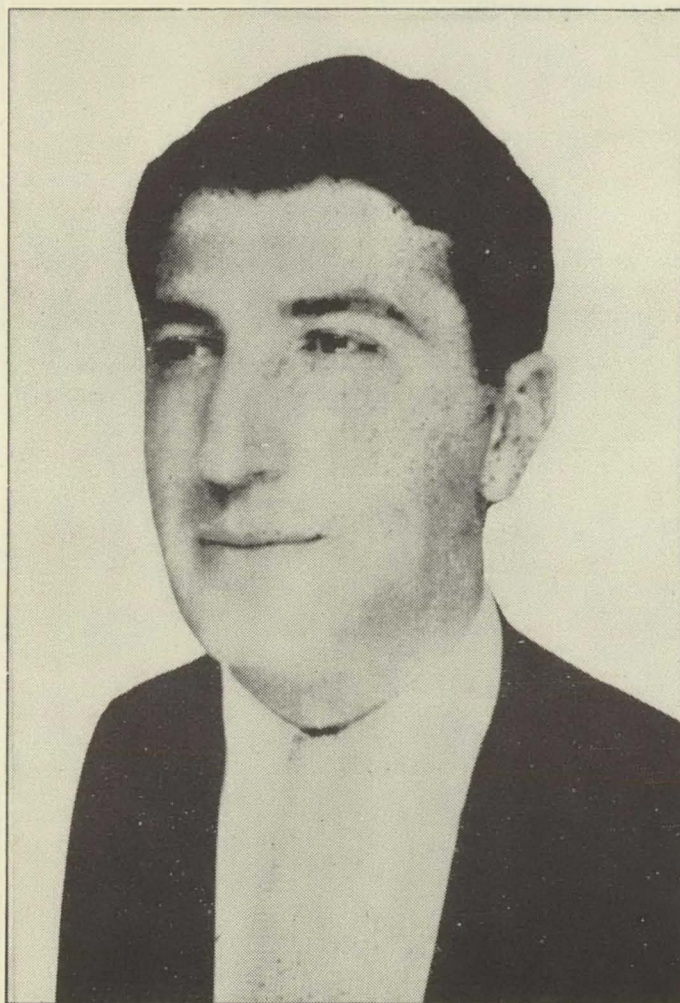
EVIDENCE MAY BE SENT TO THE FBI LABORATORY WITH A COVER LETTER EXPLAINING THE CASE AND THE TYPE OF EXAMINATION DESIRED. THIS LETTER SHOULD BE ADDRESSED TO THE DIRECTOR, FEDERAL BUREAU OF INVESTIGATION, UNITED STATES DEPARTMENT OF JUSTICE, WASHINGTON 25, D. C., AND MARKED "ATTENTION: FBI LABORATORY."



WANTED BY THE FBI

JOEL SAUL BERMAN, with aliases

UNLAWFUL FLIGHT TO AVOID PROSECUTION - MURDER



Detailed descriptive information on this person
will be found on pages 20 through 22.

WANTED BY THE FBI
JOEL SAUL BERMAN, with aliases
UNLAWFUL FLIGHT TO AVOID PROSECUTION - MURDER

In June, 1935, the manager of the Nix Garage at San Antonio, Texas, reported to the San Antonio Office of the Federal Bureau of Investigation that he had a car at his garage which had been abandoned there on December 15, 1934. The owner of the car had promised the manager of the Nix Garage that he would call back within a month for the car but he had failed to do so.

It was ascertained that the car was a 1934 Dodge sedan which had been left under the name of L. Stevens, and that this car had been stolen on November 25, 1934, in Columbus, Ohio, from Alvin A. Brunner, an itinerant diamond salesman who had been murdered in Columbus, Ohio, and whose body had been transported to Cincinnati, Ohio, in a barrel and abandoned in a private garage there.

Further investigation reflected that Alvin A. Brunner and a man by the name of J. Sidney Wolfe had conducted a jewelry auction at Lebanon, Indiana, during the first part of 1934. Brunner was in Columbus, Ohio, after November 15, 1934, where he arranged a jewelry auction sale at a jewelry store operated by Reinhard Merz. During this time, Brunner resided in a back room at this jewelry store. On November 17, 1934, Brunner made a trip to Shelbyville, Kentucky, and returned to Columbus on November 19, 1934. It was on this return trip that Brunner picked up a hitch-hiker whom he described in letters to friends as a "fine fellow" and whom he intended to hire as a secretary. This man was described as Joel Saul Berman by Reinhard Merz and subsequent investigation proved that the man picked up by Brunner and the man who transported Brunner's body to Cincinnati and placed it in a private garage was in fact Joel Saul Berman.

On the afternoon of Sunday, November 25, 1934, Berman contacted Merz and exhibited a telegram reportedly sent by Brunner from Dayton, Ohio, asking that Berman obtain Mr. Brunner's diamonds from Mr. Merz and bring them to Dayton. The diamonds were given to Berman by Mr. Merz.

The telegram was allegedly shown to Mr. Merz by Berman at 3 P.M. on the Sunday afternoon of November 25, 1934, and during the morning of the same day a Negro porter named John Howard who was employed by an electric company at Columbus, Ohio, assisted Berman in loading a barrel on the trunk rack of the stolen Dodge automobile of Alvin A. Brunner. This porter estimated the weight of the barrel at 200 pounds and said there was a cover over the top of the barrel which prevented his seeing what was inside. Berman had apparently shot and killed Brunner in the rear room of the jewelry store located in Columbus, Ohio, which room Berman had been occupying for sleeping purposes prior to the sales program he intended to carry on.

Investigation showed that about 9 P.M. on the same Sunday, November 25, 1934, Berman appeared in a bakery at Cincinnati, Ohio, and inquired as to where he might rent a private garage. The owner of the bakery

called a friend of his who he knew had a garage available and after talking with her, sent the stranger (Berman) to her home which was about three blocks from the bakery. As Berman indicated that he only wanted to rent the garage for four days, the woman rented it to him for the sum of \$2.00 which he promptly paid. As soon as the father of the woman who rented Berman the garage came home and learned the garage had been rented for the sum of \$2.00 for four days, he became suspicious, thinking that this was rather a large sum to be paid for four days' rental, and therefore he immediately inspected the garage and discovered a wooden barrel containing the corpse of a man.

The discovery of the unknown man's body in this garage was immediately reported to the Cincinnati Police Department. The officers of the Department discovered a pillow case and a piece of ribbon in the barrel containing the words, "R. Merz, 110 East Main Street." This was eventually traced to Reinhard Merz in Columbus, Ohio, who identified the body as being that of Alvin A. Brunner.

Harold Katz, a Cincinnati boy who was 18 years of age at the time, positively identified a photograph of Berman as being that of a man whom he directed to the garage where the body of Brunner was found after Berman had made an inquiry concerning a private garage in the bakery mentioned above.

Subsequently, the manager of the Nix Garage at San Antonio, Texas, identified a photograph of Berman as being very similar to the individual who stored the stolen Dodge sedan in the Garage on December 15, 1934.

During the course of the investigation conducted by the FBI during the past ten years looking toward the apprehension of Joel Saul Berman, it has been ascertained that he arrived in Omaha, Nebraska, in the spring of 1931 where he sold Puro-moth Preventive, raincoats and various specialties until August, 1931, at which time he went to work at a filling station where he worked from August, 1931, to February, 1932. For a short time he was a night cashier in the Ambassador Cafe in Omaha and sometime after February, 1932, became a salesman for an insurance company where he worked until April, 1933. From April, 1933, until January, 1934, he operated the Hamilton Cafe in Omaha and early in 1934 proceeded to Chicago, Illinois. Berman was discharged from the insurance company job because of shortages in his accounts.

The FBI has conducted a nationwide search for this fugitive with negative results. There are two warrants still outstanding against him. The State of Ohio holds a warrant against Berman charging him with murder and the Federal Government holds a warrant against him for unlawful flight to avoid prosecution. The Federal complaint was filed on June 19, 1936, before a U. S. Commissioner at Columbus, Ohio, charging Berman with unlawful flight from Columbus, Ohio, to San Antonio, Texas, to avoid prosecution for the murder of Alvin A. Brunner at Columbus, Ohio, on or about November 25, 1934.

Berman was arrested by the Police Department of Philadelphia, Pennsylvania, on November 30, 1931 and charged with false pretense and fraudulent conversion. He was subsequently discharged.

PHYSICAL DESCRIPTION

Name	Joel Saul BERMAN, with aliases, Joe S. Berman, Saul Berman, Joe Saladore, Al Stevens, L. Stevens
Age	44
Date of Birth	September 8, 1900
Place of Birth	Tulchin, Russia
Height	5'9"
Weight	140 pounds
Build	Medium slender
Hair	Black, wavy, very heavy, combed in a pompadour
Eyes	Dark, piercing and sharp
Eyebrows	Black and bushy
Complexion	Swarthy
Teeth	Noticeably white
Lips	Rather prominent
Nose	Roman, rather prominent
Occupation	Salesman
Scars	Cut scar corner of right eye
Characteristics	Uses hands frequently when talking, has prominent, thick black hair on back of hands and fingers. Makes a very flabby handshake, appears to be weak physically, speaks English, Hebrew and German.
Fingerprint Classification	17 L 1 R IIO 23 Ref: T M 1 R IIO R
Identification Order	#1406 issued July 24, 1936

IF YOU ARE IN POSSESSION OF ANY INFORMATION REGARDING THE WHEREABOUTS OF BERMAN, PLEASE CONTACT, BY TELEPHONE OR TELEGRAPH, JOHN EDGAR HOOVER, DIRECTOR, FEDERAL BUREAU OF INVESTIGATION, UNITED STATES DEPARTMENT OF JUSTICE, WASHINGTON, D. C., OR THE AGENT IN CHARGE OF ANY FBI FIELD OFFICE, THE ADDRESS OF WHICH MAY BE ASCERTAINED FROM THE INSIDE BACK COVER OF THIS BULLETIN.

WANTED BY HORNELL, NEW YORK, POLICE DEPARTMENT

FOR FORGERY AND GRAND LARCENY

WILLIAM JOSEPH SHERIDAN

Chief of Police Lowell T. George of the City of Hornell, New York, Police Department has requested the Federal Bureau of Investigation to publish information concerning William Joseph Sheridan who is wanted by that Department on charges of Forgery and Grand Larceny.

Chief George states that on March 3, 1945, Sheridan forged a check for \$1,000 which he passed at the Steuben Trust Company at Hornell, New York, by depositing it to his account and at the same time cashing a check for \$750. He states that Sheridan also passed approximately \$200.00 worth of fraudulent checks on that same date, sold his automobile for \$1,200 and borrowed a car from a local garage for the day by which he left the City on March 4, 1945.

Chief George has advised the FBI that he holds a warrant for William Joseph Sheridan and would appreciate any information in the possession of any police department throughout the country relative to this man.

The first record appearing in the files of the FBI indicates that William Joseph Sheridan was first arrested at Los Angeles, California, in 1926 on a charge of Grand Larceny and was sentenced to serve three years in San Quentin Prison.

On April 6, 1927, under the name of Bob Reilly, he was arrested by the Police Department of Seattle, Washington, on a charge of Forgery in the first degree. On April 12, 1927 he was received by the Sheriff's Office at Seattle, Washington, on a charge of Forgery in the first degree, carrying a sentence of from one to two years in the Washington State Reformatory.

On May 23, 1927, he was received at the State Reformatory at Monroe, Washington, and on that date was paroled to San Quentin Prison on a charge of Forgery. He was received by the Sheriff's Office at Los Angeles, California, on May 13, 1928, on the Forgery charge and was subsequently received at the State Prison, San Quentin, California, on July 7, 1928, to serve a sentence of from one to 14 years on the charge of Forgery. He was paroled from this institution on June 15, 1931. The Police Department of New York City arrested this man under the name of Joseph Sheridan on March 22, 1933 on a charge of Grand Larceny. No disposition is shown for this arrest but on April 20, 1933, an inquiry was made by the probation department of the Kings County Court at Brooklyn, New York, relative to the conviction of Joseph Sheridan on attempted Grand Larceny, second offense, carrying a two and one-half year sentence at Sing Sing Prison. He was received at Sing Sing Prison, Ossining, New York, on June 8, 1933, to serve his sentence of two years, 6 months.

PHYSICAL DESCRIPTION

Name	WILLIAM JOSEPH SHERIDAN, with aliases: Robert Reilly, Wil- liam J. Sheridan, B. J. Berry, B. Reilly, Bob Reilly, Wil- liam Sheridan, B. Riley, Jos- eph Sheridan and Joseph Wil- liam Sheridan
Date of Birth	December 2, 1903
Age	41 (1945)
Birthplace	New York City
Height	6'
Weight	134 pounds
Hair	Light chestnut
Eyes	Blue
Build	Tall, slim
Complexion	Medium
Nationality	American
Occupation	Painter, salesman
F.B.I. Number	116371
Fingerprint Classification	20 M 9 U OOM L 7 W MOI 11



WILLIAM JOSEPH SHERIDAN

WANTED BY THE HORNELL, N. Y., POLICE DEPARTMENT

FOR FORGERY AND GRAND LARCENY

ROBBERS OF RUBIN AND CHERRY SHOW FUNDS SENTENCED TO PRISON

On September 6, 1943, the Rubin and Cherry Exposition completed a ten-day stay at the Minnesota State Fair, St. Paul, Minnesota, and all day September 7, 1943, employees loaded their carnival equipment on flatcars. In the early hours of September 8, 1943, the show train left St. Paul, Minnesota, for Topeka, Kansas, where it arrived on September 10, 1943.

About 8:30 A.M. September 9, while the train was stopping at Al-lerton, Iowa, Walter H. DeVoyne, Secretary-Treasurer of the Rubin and Cherry Exposition, entered the office wagon, which was on a flatcar in the train, and discovered that the safe had been forcibly opened and that \$20,831.77 in cash and \$43,866.16 in drafts had been stolen. The cash consisted of bills of various denominations, including \$100 bills, \$500 bills and \$1,000 bills.

Upon discovery of this loss, Mr. DeVoyne immediately communicated by telephone with his attorney at St. Paul, Minnesota, and, inasmuch as the carnival train was traveling in interstate commerce, the case was immediately called to the attention of the Federal Bureau of Investigation at St. Paul, Minnesota, which began an investigation at once. Entrance was gained to the office wagon through a hole sawed in the floor. The dial had been battered off the safe and the combination punched out. The burglars had gained considerable time by replacing the sawed-out section of the floor as they left the car, thus delaying discovery of the loss.

While Special Agents of the FBI at St. Paul were checking on Minnesota angles, other Special Agents at Kansas City, Missouri were conducting inquiries among employees of the Rubin and Cherry Exposition at Topeka. It was suspected from the start that someone with the show was implicated.

The office of the Federal Bureau of Investigation at Springfield, Illinois, in December, 1943, received information which indicated that three unknown men had been in Madison, Illinois, and that one of them seemed to have a lot of money, including \$100 bills. The information was forwarded immediately to the headquarters of the FBI in Washington, D. C. There the report was considered as having some connection with the safe burglary because of the denomination of money involved. The St. Paul and Springfield offices were advised. As a result of much detailed and exhaustive investigation the Federal Bureau of Investigation offices at St. Paul, Minnesota, and Springfield, Illinois, were able to identify these three men as James Leonard DePriest, Thomas Tosci Stajdl, and another who had no connection with the burglary. After the identities of these three men were definitely determined, their past activities and whereabouts were checked discreetly in order that they would not know that the Federal Bureau of Investigation was interested in them.

Special Agents learned that James Leonard DePriest had purchased an automobile in the State of Illinois, and had paid for it with \$100 bills.

Investigation further reflected DePriest was accompanied at the time he purchased the car by Charles Wilbert Pullen. Then it was ascertained that Pullen had purchased an automobile in the fall of 1943 and had paid for it with \$100 bills. He had also purchased a home in East St. Louis, Illinois, and again \$100 bills were used to pay the purchase price.

Further investigation by Special Agents of the Federal Bureau of Investigation disclosed that Charles W. Pullen was residing in East St. Louis, Illinois, and that he had a small truck and was doing a little express work. Thomas Tosci Stajdl, who was originally from Madison, Illinois, had been living and working in Detroit, Michigan, both prior to and after September, 1943, and was employed in a restaurant there.

James Leonard DePriest, who had originally lived around Madison and East St. Louis, Illinois, had moved to Los Angeles, California, during the latter part of 1943, and was engaged in the core manufacturing business there. On October 7, 1944, after the FBI had completed its investigation, simultaneous pickups were made at Detroit, Springfield, and Los Angeles. Stajdl, Pullen and DePriest were interrogated concerning this burglary, and DePriest and Pullen admitted their complicity.

Further investigation disclosed that Charles Wilbert Pullen had been contacted in the early summer of 1943 by Stajdl and DePriest. He was requested to "case" the job, and accordingly, in July, 1943, Pullen, who had carnival experience, obtained a job on the "Mid-Camp" of the Rubin and Cherry Exposition. He remained with the show until the Rubin and Cherry Exposition left Topeka, Kansas, during the latter part of September, 1943. Investigation by Special Agents of the Federal Bureau of Investigation disclosed that Pullen had registered at a small hotel in Minneapolis, Minnesota, on August 24, 1943, and had checked out August 26, 1943. Between then and September 6, 1943, Pullen slept at the "Mid-Camp" of Rubin and Cherry Exposition at the Minnesota State Fairgrounds. It was further ascertained that on September 6, 1943, Pullen checked into another hotel in Minneapolis, Minnesota, and then on the morning of September 7, 1943, he left with two other individuals and drove to Topeka, Kansas, which clearly indicated that he did not actually assist in committing the burglary of the office wagon. During July, August, and September of 1943, Pullen was "casing" this burglary for Stajdl and DePriest.

Additional investigation reflected that both Stajdl and DePriest registered at a small hotel in Minneapolis, Minnesota, on September 4, 1943, and that both of them occupied the same room.

The FBI Laboratory was of great assistance in the case. Various hotel registration cards obtained at Minneapolis, Minnesota, and other cities in the United States were forwarded for comparison with the suspects' known writing. The document examiners positively identified the handwriting appearing on these various hotel registration cards as that of Pullen, Stajdl and DePriest, although assumed names were used in some instances.

Further investigation disclosed that after the burglary was committed on the early morning of September 8, 1943, somewhere between St. Paul and Farmington, Minnesota, DePriest and Stajdl returned by train to Minneapolis and there checked into a larger hotel and registered under fictitious names.

Two hundred twenty-eight hotel registration cards were obtained from this hotel and were forwarded to the Federal Bureau of Investigation Laboratory with the request that they be compared with the known handwriting of the suspects, and in this manner their aliases were determined.

After the burglary was committed, Thomas Tosci Stajdl visited Pullen at Topeka, inquiring as to what had been happening at the show, that is, whether there had been anyone arrested and whether officers had any suspects. Pullen told Stajdl that he had been arrested by the Federal Bureau of Investigation and questioned briefly but that he didn't tell anything. (Pullen had not been questioned at that time, as alleged). Stajdl asked Pullen why he did not show up for the burglary, and Pullen told Stajdl that he had been arrested for vagrancy at Minneapolis, Minnesota, on the morning of September 7, 1943, and that was why he did not appear as planned. (Pullen later stated this was not true).

Instead of remaining with the Rubin and Cherry Exposition for the balance of the 1943 season, as he was told to do by Stajdl and DePriest, Pullen suddenly left the show after it had completed its stand at Topeka, Kansas, in September, 1943, and returned to Madison, Illinois, where he met DePriest and Stajdl in a tavern. At that time, Stajdl was angry because Pullen had left the show and Stajdl stated that by doing so, he might attract attention and suspicion. Stajdl and DePriest wanted to give Pullen only a "tipster's end," which would have been 10 per cent. Pullen was not satisfied with this sum and Stajdl and DePriest had several conferences between themselves. They finally agreed to give Pullen \$5,000 as his share for "casing" the job. Pullen was given a \$1,000 bill, a \$500 bill, and numerous \$100 bills, and the following day, after receiving this money, Pullen went into a men's shop at East St. Louis with one of the stolen \$100 bills and immediately purchased new clothing. As mentioned before, he subsequently purchased an automobile and a home, and in addition he gambled away some of the money.

James Leonard DePriest claimed that he obtained as his share of the loot the sum of \$6,800 and the balance, with the exception of the \$5,000 given to Pullen, was Stajdl's share.

The criminal record of Thomas Tosci Stajdl showed that he had been in conflict with the law since June 1, 1923, when he was sentenced to serve three to twenty years in the State Reformatory at Pontiac, Illinois, for robbery. His criminal activities continued up to the time of the instant burglary and his record shows that on September 5, 1943, which was after the show train burglary, Stajdl was arrested by the United States Marshal at Danville, Illinois, on a stolen car charge and was placed on probation for three years as a result.

After Pullen, Stajdl and DePriest were arrested by Special Agents of the FBI on October 7, 1944, they were returned to St. Paul, Minnesota, where they were indicted and arraigned in Federal Court.

On December 27, 1944, Stajdl and DePriest were each sentenced to serve a term of eight years in a Federal Penitentiary and on January 22, 1945, Charles Wilbert Pullen was sentenced to serve 3½ years in a penitentiary.

ANNOUNCEMENT - "DISARMING METHODS" -

REPRINTS NOW AVAILABLE

IN THE MARCH AND MAY, 1945, ISSUES OF THE FBI LAW ENFORCEMENT BULLETIN THERE APPEARED PARTS I AND II OF THE ARTICLE ENTITLED, "DISARMING METHODS." THESE TWO PARTS HAVE NOW BEEN COMBINED IN BOOKLET FORM AS A REPRINT FROM THE FBI LAW ENFORCEMENT BULLETIN AND ARE AVAILABLE UPON REQUEST BY DULY CONSTITUTED LAW ENFORCEMENT OFFICIALS OR AGENCIES. ANY OFFICIAL OR AGENCY DESIRING COPIES OF THIS REPRINT SHOULD DIRECT A LETTER ON THE OFFICIAL STATIONERY OF THE AGENCY TO THE DIRECTOR, FEDERAL BUREAU OF INVESTIGATION, WASHINGTON, D. C., STATING THEREIN THE NUMBER OF REPRINTS DESIRED AND THE REPRINTS WILL BE FORWARDED IMMEDIATELY.

SPECIAL ANNOUNCEMENT

RE: STANDARD ABBREVIATIONS ON CRIMINAL RECORDS

THE FBI HAS NOTED FROM TIME TO TIME ON FINGERPRINT CARDS SENT IN TO THE IDENTIFICATION DIVISION BY POLICE AGENCIES THAT CERTAIN ABBREVIATIONS ARE USED WHICH ARE NOT LISTED ON THE STANDARD ABBREVIATIONS DISTRIBUTED TO POLICE AGENCIES THROUGHOUT THE PAGES OF THIS BULLETIN IN THE PAST. SUCH ABBREVIATIONS AS D.I.K., D.S., AND T.U.P.P. ARE TYPICAL OF THE UNKNOWN ABBREVIATIONS WHICH HAVE APPEARED ON FINGERPRINT CARDS RECEIVED IN THE FBI. IT IS IMPERATIVE THAT ALL LAW ENFORCEMENT AGENCIES USE THE SAME STANDARDIZED ABBREVIATIONS SO OTHER POLICE AGENCIES MIGHT BE ABLE TO UNDERSTAND THE CRIMINAL CHARGE SET FORTH IN CRIMINAL RECORDS. AN UNKNOWN ABBREVIATION RECEIVED ON A FINGERPRINT CARD RECEIVES THE SAME STATUS IN THE FBI AS IF NO CHARGE WERE MADE ON THE FINGERPRINT CARD AT ALL. ANY AGENCY DESIRING A COMPLETE LIST OF STANDARD ABBREVIATIONS MAY OBTAIN SAME BY WRITING TO THE DIRECTOR, FEDERAL BUREAU OF INVESTIGATION, WASHINGTON, D. C. IF AT ANY TIME A CHARGE IN A PARTICULAR COMMUNITY IS PLACED AGAINST A MAN FOR WHICH THERE IS NO STANDARD ABBREVIATION INCLUDED IN THE FBI LIST, IT IS SUGGESTED THAT THE COMPLETE CHARGE BE WRITTEN OUT SO THAT FUTURE LISTS PREPARED BY THE FBI WILL CONTAIN A STANDARDIZED ABBREVIATION FOR SUCH CHARGE.

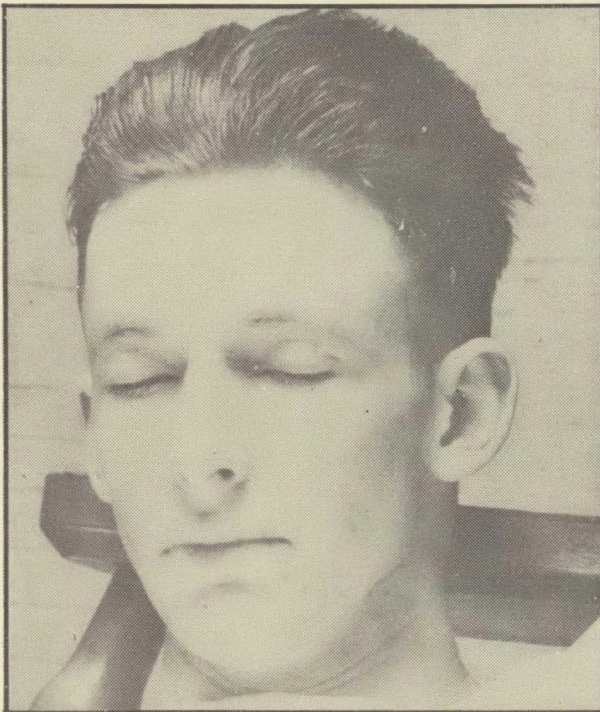
UNKNOWN DECEASED

The Detective Bureau of the Montgomery County Police located at Rockville, Maryland, has requested the Federal Bureau of Investigation to assist in the identification of an unknown white man whose nude body was found on the railroad tracks at Boyd, Maryland, at 6:15 A.M. on May 7, 1945.

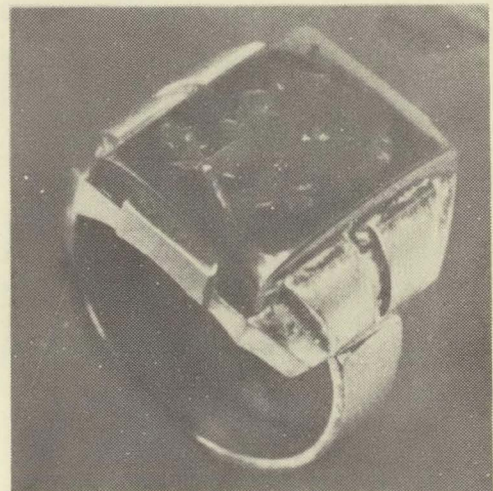
This individual appeared to be twenty to twenty-five years of age, 6'1" in height and weighed 165 pounds. He possessed a medium build, medium complexion, chestnut brown hair, grey eyes, good teeth and was neat in appearance. He was clean shaven and his hair was trained back.

A black onyx ring with a gold background was found on his person and a photograph of this ring appears below.

A photograph of this unknown deceased as well as the photograph of the ring was furnished to the FBI by Lt. Frank A. Lane and Corporal G. W. Linthicum of the Montgomery County Police Department, and they requested that any information concerning this individual in the possession of law enforcement agencies throughout the country be forwarded immediately to the Detective Bureau, Montgomery County Police Department, Rockville, Maryland.



PHOTOGRAPH OF UNKNOWN DECEASED
DESCRIBED ABOVE.



BLACK ONYX RING FOUND ON UNKNOWN
DECEASED PERSON DESCRIBED ABOVE.



BODY IN RIVER IDENTIFIED AS ESCAPED WAR PRISONER

On the night of July 3, 1944, Helmut Haeberlein, 31, escaped from a prisoner of war camp at Wilmington, North Carolina. He left a letter for the camp commanding officer in which he apologized for escaping. "According to the great philosopher Spinoza, every man has to seek happiness," Haeberlein also wrote. "Having not found it in this camp of war prisoners I must go somewhere else."

He added that since the commanding officer of the camp was not in a position to grant him a furlough that he was assuming the initiative and taking one himself. He also said in his note that he had been told that two weeks in the United States as a free man would make him "never want to return home." He said he wanted to test that claim, promised he would not do anything to hurt the United States while he was at liberty and said he would return voluntarily if not caught.

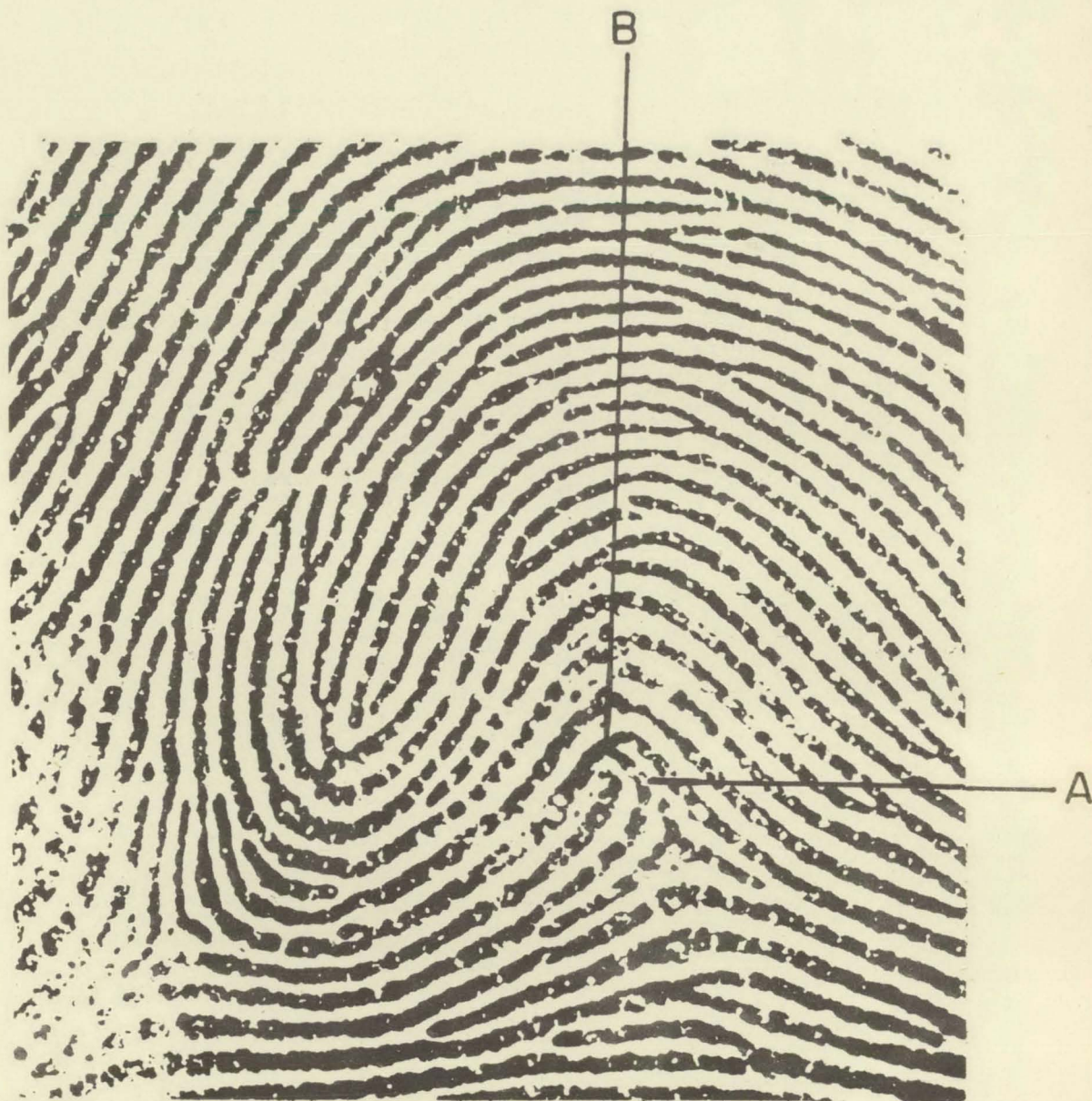
Haeberlein was a corporal in the German Army and prior to the war he worked as a weaver.

The Federal Bureau of Investigation began looking for him immediately after his escape was reported and it was suspected that he might have gone to the New York metropolitan area.

On October 3, 1944, the Jersey City, New Jersey, Police Department recovered the body of an unknown man from the Hudson River at Jersey City. There was no evidence of foul play and the body was identified tentatively as Haeberlein. Fingerprints then were taken and were forwarded to the Identification Division of the FBI. As soon as the card arrived the prints of the dead man were compared with those of Haeberlein and a positive identification was established.

QUESTIONABLE PATTERN

The fingerprint pattern illustrated below is a whorl with a "Meeting" tracing. The question arises as to the particular type of whorl.



It is noted that recurving ridge (A) is joined by an appendage at point (B). However, since this appendage does not abut upon ridge (A) at right angles, there is a sufficient recurve. Since there are two separate loop formations and two deltas, this pattern would be classified as a double loop type whorl. A reference search would be conducted as an accidental whorl.

NOTICE

IN FORWARDING FINGERPRINT CARDS FOR SEARCH AND FILING IN THE IDENTIFICATION DIVISION OF THE FBI, LAW ENFORCEMENT OFFICERS ARE REQUESTED TO FURNISH IN EVERY INSTANCE WHERE AVAILABLE, THE FBI NUMBER, LOCAL POLICE NUMBERS, AND ALL AVAILABLE INFORMATION AS TO PREVIOUS CRIMINAL HISTORY. SUCH INFORMATION NOT ONLY ASSISTS THE IDENTIFICATION DIVISION BUT IT MAKES MORE COMPLETE INFORMATION AVAILABLE TO ALL LAW ENFORCEMENT.

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

CITY	AGENT IN CHARGE	TELEPHONE NUMBER	BUILDING ADDRESS (Letters or Telegrams)
Albany 7, New York	Starke, J. J.	5-7551	707 National Savings Bank
Anchorage, Alaska	McConnell, H. L.	Main 521	Federal Building
Atlanta 3, Georgia	Smith, R. E.	Walnut 3605	501 Healey
Baltimore 2, Maryland	Hallford, Fred	Lexington 6700	800 Court Square
Birmingham 3, Alabama	Abbatichio, R. J.	4-1877	300 Martin Building
Boston 9, Massachusetts	Soucy, E. A.	Liberty 5533	100 Milk Street
Buffalo 2, New York	Wilcox, J. B.	Madison 1200	400 U. S. Court House
Butte, Montana	Banister, W. G.	2-2304	302 Federal
Charlotte 2, N. C.	Scheidt, E.	3-4127	914 Johnston
Chicago 3, Illinois	Drayton, S. J.	Randolph 2150	1900 Bankers'
Cincinnati 2, Ohio	Holloman, F. C.	Cherry 7127	637 U. S. Post Office & Court House
Cleveland 13, Ohio	Fletcher, H. B.	Prospect 3550	900 Standard
Dallas, Texas	Kitchin, A. P.	Riverside 6101	1318 Mercantile Bank Building
Denver 2, Colorado	Kramer, R. P.	Main 4335	518 Railway Exchange
Des Moines 9, Iowa	Kuhnel, E. E.	3-8618	739 Insurance Exchange
Detroit 26, Michigan	Guerin, R. A.	Randolph 2905	906 Federal Building
El Paso, Texas	Suran, R. C.	Main 1711	202 U. S. Court House
Grand Rapids 2, Michigan	Bobbitt, H. I.	6-5337	715 Grand Rapids National Bank
Honolulu 16, Hawaii	Stein, C. W.	4977	206 Dillingham
Houston 2, Texas	McSwain, G. R.	Charter 4-6061	1221 Niels Esperson Bldg.
Huntington, W. Va.	Dalton, J. L.	2-9366	700 West Virginia
Indianapolis 4, Indiana	Wyly, P.	Market 6415	327 Federal Building
Jackson 1, Mississippi	Lopez, J. M.	3-5221	700 Mississippi Tower
Kansas City 6, Missouri	Brantley, D.	Victor 4686	707 U. S. Court House
Knoxville 02, Tennessee	Ruggles, J. R.	4-2721	407 Hamilton National Bank
Little Rock, Arkansas	Morley, D. R.	2-3158	445 Federal
Los Angeles 13, Calif.	Hood, R. B.	Madison 7241	900 Security
Louisville 2, Kentucky	McFarlin, M. W.	Wabash 8851	633 Federal
Memphis 3, Tennessee	Hosletter, D. S.	5-7373	2401 Sterick
Miami 32, Florida	Danner, R. G.	9-2421	1300 Biscayne
Milwaukee 2, Wisconsin	Johnson, H. K.	Daly 4684	735 U. S. P. O., Customs & Court House
Newark 2, New Jersey	McKee, S. K.	Market 2-5613	1836 Raymond-Commerce
New Haven 10, Conn.	Gleason, R. F.	7-1217	510 The Trust Company
New Orleans 12, La.	Weeks, C. E.	Canal 4671	1308 Masonic Temple
New York 7, New York	Conroy, E. E.	Rector 2-3515	234 U. S. Court House, Foley Square
Norfolk 10, Virginia	Kimball, H. M.	4-5441	411 Flatiron
Oklahoma City 2, Okla.	Bryce, D. A.	2-8186	940 First National
Omaha 2, Nebraska	Logan, K.	Jackson 8220	629 First National Bank
Philadelphia 7, Pa.	Sears, J. F.	Rittenhouse 5300	500 Widener Building
Phoenix, Arizona	Duffey, H. R.	4-7133	307 W. C. Ellis
Pittsburgh 19, Pa.	O'Connor, H. T.	Grant 2000	620 New Federal
Portland 5, Oregon	Thornton, J. E.	Broadway 1167	411 U. S. Court House
Providence 3, R. I.	Laughlin, Leo L.	Dexter 1991	510 Industrial Trust Company
Richmond 19, Virginia	Nathan, H.	7-2631	601 Richmond Trust
St. Louis 1, Missouri	Norris, G. B.	Chestnut 5357	423 U. S. Court House & Custom House
St. Paul 1, Minnesota	Rhodes, M. B.	Garfield 7509	404 New York
Salt Lake City 1, Utah	Newman, J. C.	5-7521	301 Continental Bank
San Antonio 6, Texas	Acers, M. W.	Garfield 4216	478 Federal
San Diego 1, California	Murphy, W. A.	Main 3044	728 San Diego Trust & Savings Bank
San Francisco 4, Calif.	Pieper, N. J. L.	Sutter 6367	One Eleven Sutter, Room 1729
San Juan 21, Puerto Rico	Schlenker, A. C.	2-0125	508 Banco Popular
Savannah, Georgia	Brown, D. K.	3-3026	305 Realty
Seattle 4, Washington	Boardman, L. V.	Main 0460	407 U. S. Court House
Sioux Falls, S. D.	Hanni, W.	2885	400 Northwest Security National Bank
Springfield, Illinois	Traynor, D. L.	2-9675	1107 Illinois
Syracuse 2, New York	Cornelius, A.	2-0141	708 Loew Building
Washington 25, D. C.	Hottel, G.	Republic 5226	1435-37 K Street, N. W.

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

Communications concerning fingerprint identification or crime statistics matters should be addressed to:-

Director
Federal Bureau of Investigation
United States Department of Justice
Pennsylvania Avenue at 9th Street, N. W.
Washington, D. C.

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

TELEPHONE NUMBER:
EMERGENCY (KIDNAPING)

EXECUTIVE 7100
NATIONAL 7117

WANTED BY THE FBI . . .



JOEL SAUL BERMAN, with aliases

UNLAWFUL FLIGHT TO AVOID PROSECUTION - MURDER

Detailed descriptive information on this person
will be found on pages 20 through 22.