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J. Edgar Hoover, Director

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

July 1, 1949

TO ALL LAW ENFORCEMENT OFFICIALS:

The appellation "cop" is unbecoming to the dignity and the responsibilities of an officer of the law.

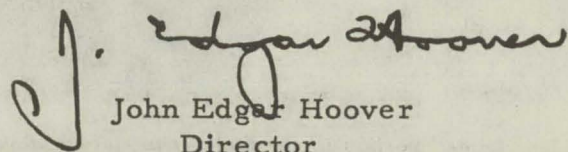
The power of words cannot be over-estimated. Words can march a people off to war. They can gird a nation to all-out action, or they can characterize a group. They may be favorable or unfavorable, but their influence is profound. Think for a moment of the effect of "Make the world safe for Democracy," and "Remember Pearl Harbor." And what comes to mind when one hears the words, "boondogglers," "political machine," "shyster," "cops"?

The term "cop" is associated with a stock character from the comic strips, a choleric, rather dull-witted individual who ambles into a scene as a small boy shouts, "Cheese it, the cops."

The word labels the officer of the law. It takes him out of the realm of modern enforcement and consigns him to an era long past. It coincides with that other obnoxious tag, "flatfoot." It connotes force--brawn over brain. It implies officiousness and discourtesy. Even when it is used casually it carries the stigma of condescension.

The term is as dated as the type of conduct of which it is indicative, but if it is to be relegated to the oblivion which it deserves, the initiative must be taken by the profession itself. Representatives of law enforcement agencies are officers, not "cops."

Very truly yours,


John Edgar Hoover
Director

IDENTIFICATION

Twenty-five Years of Fingerprint Identification

The Identification Division of the FBI has been in existence 25 years this month. From 810,000 records in 1924, the files have grown until they presently reflect nearly 112,000,000 fingerprints.

The role of the Identification Division as a service agency is unquestionably a factor in welding local, State, and Federal law enforcement agencies into a smoothly functioning, cooperative unit. The fingerprints sent in from an Arizona county may trap a fugitive wanted for murder in New York.

Why are fingerprints important? They offer an infallible means of personal identification. Because of this fact they have supplanted all other means of identification. Fingerprints do not change. Other personal characteristics do.

Personal identification has been a problem

through the centuries. Branding, maiming, and tattooing were utilized by earlier civilizations—and some modern ones—for identification purposes. Photography had a definite place, and still has—but personal appearances change. The system of recording the dimensions of certain bony parts of the body, devised by the French anthropologist, Alphonse Bertillon, was utilized for approximately 30 years, but the case of "Will West" lessened its validity as a sound method of identification.

In 1903 one Will West was sentenced to the United States Penitentiary at Leavenworth, Kans. West denied previous imprisonment in the institution, but the record clerk ran the Bertillon instruments over him anyway. When the clerk referred to the formula derived from the man's



A small portion of the fingerprint classification unit in the FBI Identification Division.

Bertillon measurements, he located the file of one William West whose measurements were practically identical. The photograph in file also appeared to be that of the new prisoner. The record card, however, reflected that William West was already in the penitentiary, serving a life sentence for murder.

A comparison revealed that Will West and William West looked enough alike to be twin brothers, although the two men are not known to have been related.

Fingerprints of the two men were impressed and compared. The patterns bore no resemblance.

This one case revealed the fallibility of three systems of personal identification—photographs, Bertillon measurements, and names. The value of fingerprints as a means of identification was even more firmly established.

Among the hundreds of millions of finger impressions on the tens of millions of fingerprint cards received and examined, FBI technicians have never found two fingerprint ridge patterns exactly alike in all details unless they were both

made by the same finger.

When the first group of fingerprint records were transmitted to Washington in 1924, it became necessary to adopt a filing system. Obviously each incoming print could not be compared individually with every print in file. A system which would segregate prints with similar ridge patterns in corresponding fingers into groups was needed.

The classification system devised by Sir Edward Henry, later Commissioner of London's Scotland Yard, was selected. This system forms the basis of the great majority of systems employed in English-speaking countries.

The Henry system divides fingerprint patterns into eight basic types. The 10 fingers are considered as a unit to obtain the complete classification. This classification, symbolized in a formula consisting of a combination of letters and numerals, reflects the general characteristics of the patterns in all fingers. This numeral and letter classification permits filing in numerical and alphabetical sequence for ready reference.



The noncriminal card index section of the FBI Identification Division.

TWENTY-FIVE YEARS

1924 ▮ 810,188

1928 ▮ 1,440,767

1933 □ 3,780,584

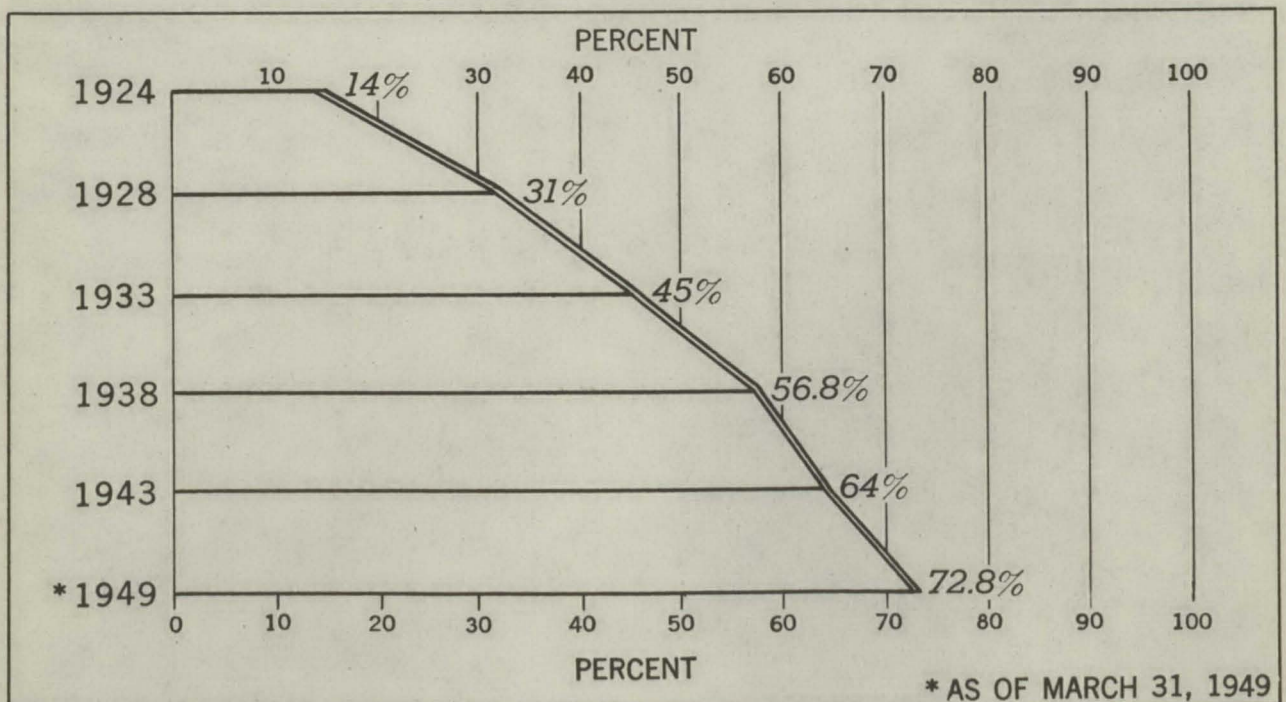
1938 ▭ 8,927,728

1943 ▮ 69,644,540

*1949 ▮ 111,466,729

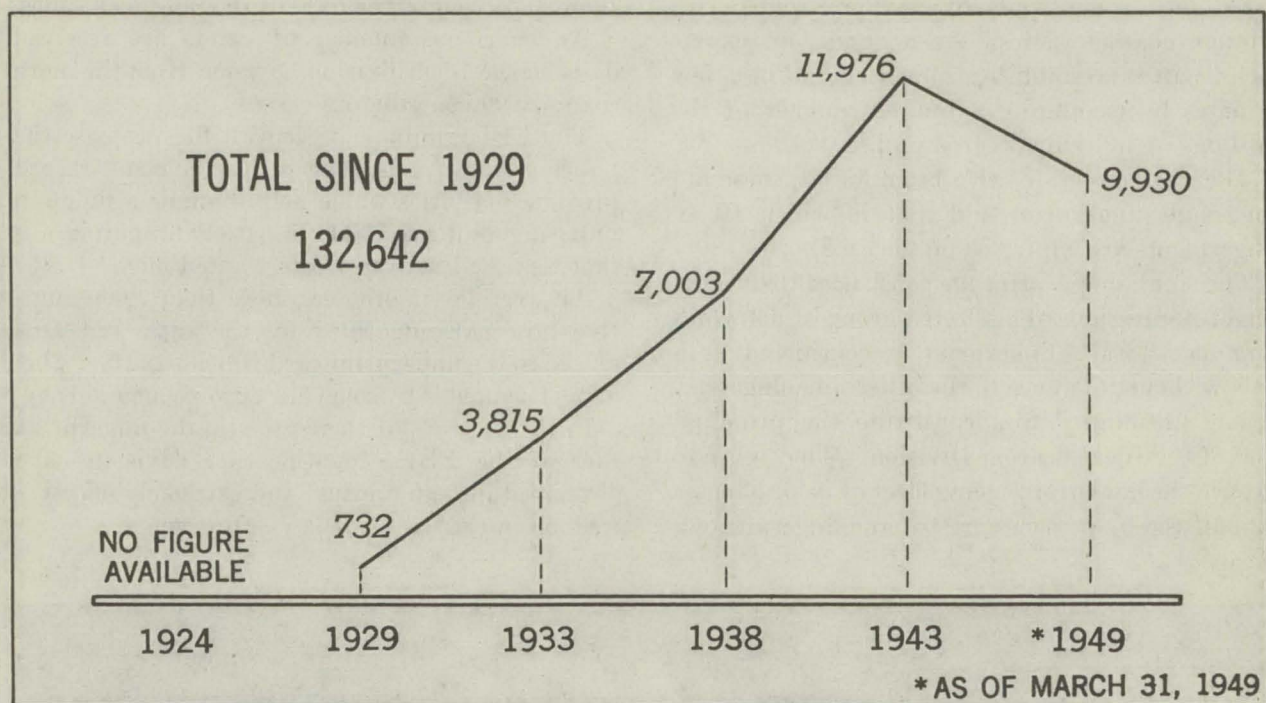
* AS OF MARCH 31, 1949

Total fingerprint cards in possession.

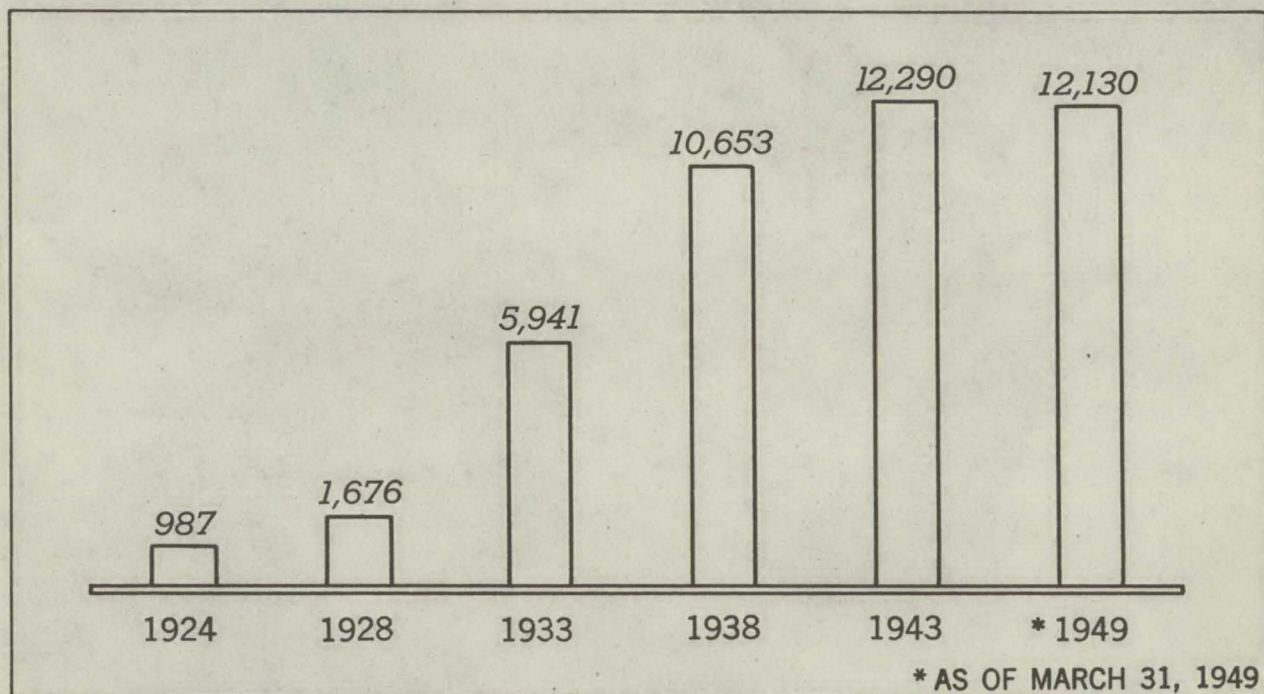


Percentage of identifications in criminal files.

OF IDENTIFICATION



Fugitives identified in criminal files (based on fiscal year).



Total number of contributors.

While the Henry system is the basic one employed by the FBI, it has been necessary to amplify and extend it into additional subdivisions. The voluminous fingerprint files thus have been separated into a multitude of smaller groups with similar characteristics. As a result, an expert technician can establish an identity within a few minutes by examining a limited number of the millions of individual cards on file.

The FBI maintains two basic files. These are the single fingerprint and that in which all 10 fingerprints are impressed on the card.

The single-fingerprint file consists of the single-finger impressions of a selected group of notorious criminals. Each fingerprint is considered as a unit without reference to the other nine fingers.

The "10-finger" files constitute the principal files of the Identification Division. They serve to inform the law enforcement officer of prior offenses committed by persons arrested and fingerprinted.

They also help to identify missing persons, amnesia victims, and unknown dead.

The criminal files are the most active identification files in the FBI, although they represent less than 20 percent of the total of the "10-finger" files.

An enormous number of prints are received daily in the Identification Division from the more than 12,000 contributors.

The FBI criminal fingerprint files apprise the police officer of a prisoner's prior arrests; record previous activities which help to guide a judge in imposing sentence; aid probation or parole authorities; and help to locate wanted men.

An average month sees more than 1,000 fugitive criminals identified by the little red tabs affixed to the fingerprint card which signify, "This man is wanted!" by some law enforcement agency.

In the 25 years of their growth, the fingerprint files of the FBI's Identification Division have developed into an unusual and extremely effective weapon in the hands of law enforcement.



A fingerprint expert is shown verifying an identification in the assembly section of the FBI identification division.

SCIENTIFIC AIDS

Introduction

Two questions frequently arise in the investigation of crimes of violence involving firearms. One is the distance the firearm was held from the victim at the time of discharge. The other is whether or not a suspected person has discharged a firearm within a pertinent period of time.

When these questions arise, a laboratory examination of evidence recovered may yield results which will enable the investigating officer to distinguish between murder, suicide, or accidental shooting. It may also yield information as to the possibility of the victim grappling for a weapon at the time of the discharge—a contention frequently faced when the allegation of self-defense arises.

The various tests performed in the FBI Laboratory in connection with burned and unburned residues, limitations of such tests, and conclusions which can be drawn from the results obtained, together with information on shot patterns, are discussed in this article.

To understand the mechanics of the tests performed, one must recognize the elements which make the tests possible, factors involved and the steps to be taken. These are listed and will be discussed separately.

1. Powder.
2. Powder residues.
3. Factors affecting powder residues.
4. The laboratory test for powder residues—microscopic and chemical.
5. Ascertaining the distance between muzzle and victim by comparative test.
6. Interpretation of the results obtained.
7. Testimony of the examiner.
8. Evidence for examination and proper handling.
9. On-the-spot examinations for investigative purposes.
10. The diphenylamine test for nitrates or nitrites.
11. Comparison of shot patterns on a victim with test patterns obtained in the laboratory with the suspected shotgun.

Gunpowder Tests

Powder

Generally speaking, the commercial ammunition available on today's market is loaded with smokeless powder. This type of powder was originated at about the turn of the century and in the ensuing years it has practically replaced black powder.

Certain products of combustion are formed from the burning of smokeless powder. These powder residues may also include partially burned powder particles. They may assist materially in the investigation of a case.

Powder Residues

Burned residues and partially burned powder particles will be deposited on a target in a definite pattern depending on the certain definite distance it was from the muzzle when the weapon in question was fired. The size and density of a pattern are principal factors in ascertaining the distance between the muzzle of the weapon and the victim at the time of discharge.

A gaping entrance hole will be noted in the case of contact or near contact shots. One may also detect some singeing of cloth at the entrance hole. When the weapon is held very close to the victim there is not sufficient distance between the end of the barrel and the victim to permit the gases to expand freely. The victim receives the full force of the expanding gases in a small concentrated area. The residues from such a shot also will be confined to a small area surrounding the entrance hole. Often the residues will be carried with the expanding gases through the outer garment to inner garments, or even directly into the wound itself. In order to make a complete test when conditions point to a contact shot, all of the garments in the path of the bullet should be examined.

As the distance between gun muzzle and victim increases, the pattern size increases until the maximum distance at which no residues will be deposited on a target is reached. The pattern obtained at varying distances between muzzle and target which is comparable to the pattern found on

the victim's clothing indicates the distance from which the shot was fired.

It would seem logical to assume, therefore, that the absence of burned residue or unburned powder particles on the victim's clothing indicates that the shot was fired at maximum distance, or beyond maximum distance (for a particular weapon) at which no residues will be deposited on the victim's clothing. This is not always the case since there are a number of factors affecting the retention of powder residues on clothing. One of these is profuse bleeding which may wash residues away. Another is rough handling in removing clothing from the victim. Residues clinging loosely to the garments are easily dislodged. This is true, also, if the clothing to be tested is wadded into a ball or loosely packed for shipment.

Factors Affecting Powder Residues

The amount of powder residues will depend on a number of factors. These include the type of ammunition, length of gun barrel, distance from muzzle to target, humidity, wind velocity, direction in which the shot is fired (vertically or horizontally) and nature of the material into which it is fired.

It is imperative in making a test for powder patterns that the same type of ammunition as that used in the shooting be used for the test. Powders manufactured by different companies will vary ballistically. It is possible, therefore, that different types of ammunition fired in the same weapon from the same distance may give different patterns.

It is highly desirable that tests, when conducted on a comparative basis, conform as nearly as possible to conditions as they actually existed in the original shooting.

The length of the gun barrel will have an effect upon the amount of powder residues deposited. A weapon with a 2-inch barrel will deposit residues over a larger area than will a weapon having a 5-inch barrel, even though they are fired from the same distance with the same type of ammunition being used.

The elements, such as humidity and wind velocity, must be taken into consideration when evaluating the results of a comparative test for residues. Humidity affects the speed with which powders burn and has a consequent direct effect upon residues obtained. Powders containing the lesser amount of moisture will burn more rapidly

and more completely within a given time, thus yielding the greater amount of residue. Varying wind velocities also have an effect upon the amount of powder residues deposited. In high winds the residues will be blown in the direction of the wind yielding a scattered pattern in comparison to patterns obtained if the shooting occurs at a time when there is little or no wind. Test firing for patterns in the FBI laboratory is conducted on an indoor range and patterns obtained there would hardly be comparable to those appearing on the victim's clothing if it were windy when the shooting occurred.

Powder residues obtained while standing vertically over a target will be slightly greater than those obtained when firing at a target horizontally from the same distance. Powder residues have weight and will tend to fall in an arc from the muzzle of the weapon to the target. When the weapon is fired downward or vertically, all of the residues will fall in a vertical line and, literally speaking, will all reach the target. When it is fired horizontally from the same distance, some of the residues are likely to fall short of the target. A pattern comparable to that found on the victim's clothing, obtained when test fired horizontally, may be misleading if it were developed that the shot was, in fact, fired from a vertical position or varying degrees of elevation.

Test for Powder Residues—Microscopic

The garment to be tested is first examined under the microscope for visible indications as to the distance from which the shot was fired.

Indications of a contact or near contact shot are: gaping hole where fabric is badly torn, blackened area surrounding the bullet hole, singeing of fibres at the entrance hole, and presence of partially burned powder particles surrounding the entrance hole.

The absence of any of those mentioned above is not necessarily an indication that powder residues are not present. Sometimes they embed themselves in the fabric of the garment and are so microscopic in character as not to be detected. It is necessary, therefore, before arriving at any conclusions, to make an analysis by chemical processes. Even then, if no pattern is obtained, there is still the possibility that any particles or residue which may have been present originally have since become dislodged by rough handling

of the garment, or may have been blown into the wound or washed away by profuse bleeding.

Unless, by chemically processing a garment containing a bullet hole, powder residues in the form of a pattern are found, it would be impossible to determine the distance from which the weapon was fired.

Test for Powder Residues—Chemical

Smokeless powder consists of nitrocellulose, obtained from cotton linters or wood fibres, which has been treated with nitric acid. It is, therefore, rich in what is chemically referred to as "nitrates." When smokeless powder burns or the powder grains partially burn, the residues will contain what is chemically referred to as "nitrites."

The chemical reactions which take place in the test for nitrites are based on the conversion of the nitrites to a dye. Photographic paper which has been desensitized by photographic hypo (removes the silver nitrate from the paper leaving only a gelatin coated paper) is treated with a 0.5 percent solution of sulfanilic acid in water and dried. The dried paper is then treated with a 0.5 percent solution of alpha naphthylamine in absolute alcohol and again dried. The entrance hole in the garment is placed directly over, and next to, the gelatine side of the treated photographic paper. The nitrites from the burned or partially burned powder particles present on the garment are transferred to the desensitized and treated photographic paper by pressing the garment with a hot iron using a pressing cloth dampened in a 25 percent solution of acetic acid in water. The sulfanilic acid is diazotized by nitrous acid, formed by the break-down of the nitrite by the acetic acid. This diazo compound couples with alpha naphthylamine to form an orange-red azo dye. This reaction will not occur unless nitrites are present and the reaction must occur in the presence of an acid.

The burned or partially burned powder particles present originally on the garment will have been transferred to the paper in the form of orange-red dye specks. The pattern of the dye specks on the paper will be the same as the pattern of burned or partially burned powder particles on the garment before it was tested.

The density of the pattern obtained with respect to the entrance hole, will vary in size depending upon the distance between the muzzle and garment

at the time of discharge. The size and density of the pattern are the bases for determining the distance between muzzle and victim at the time of discharge.

Ascertaining the Distance Between Muzzle and Victim

When a garment is received in the laboratory with the request that it be processed in an effort to ascertain the distance from which the wearer was shot, it is first microscopically examined for visible powder residues, singeing, etc., and then chemically processed for a pattern. If a pattern is obtained there is a possibility that the approximate distance from the muzzle to the garment can be ascertained.

Test shots are fired at various distances from muzzle to test cloth, ranging from contact to that distance for the particular weapon being fired at which no residues will reach the cloth. The cloth at each distance is chemically processed and the pattern obtained is compared for size and density with the pattern obtained from the victim's clothing. The distance at which the test pattern more closely resembles the pattern obtained from the victim's garment in size and density, is the approximate distance from which the shot was fired.

Interpretation of the Results Obtained

Because of the numerous variables already mentioned in connection with the comparative test, the distance from muzzle to victim obtained by this method is only an approximation.

The absence of a powder pattern indicates that the muzzle of the gun was at or beyond the maximum distance for the particular weapon at which no residues are obtained, providing, of course, that powder present originally had not become dislodged, washed away by profuse bleeding or blown into the wound as in contact shots.

Testimony of the Examiner

Testimony offered by the examiner at court proceedings relative to the results of powder pattern tests conducted is limited. He can testify only to the distance that a comparable powder pattern to that found on the victim's clothing was obtained. In the event no powder pattern was found on the victim's clothing, his testimony would be

limited to a simple statement that due to the absence of any powder residues, it would not be possible to approximate the distance from which the victim was shot, pointing out the maximum distance for the particular weapon in question at which no powder residues would be deposited on the victim's clothing based on his tests conducted in the laboratory.

Evidence for Examination and Proper Handling

All of the clothing through which the bullet passed should be examined. It is possible, particularly when the muzzle was held at contact or near contact, for some residues to escape through the outer garment to inner garments.

If, when a victim was shot, the bullet hole was near the edge of a garment, a powder pattern on that garment alone would not necessarily be an accurate pattern upon which to base a comparative test. Likewise, if a man is shot in the chest and the bullet passes through his vest, but just above the neckline of his suitcoat, a comparative test based on the pattern obtained from the vest alone would be inaccurate.

The importance of using the same type of ammunition was previously discussed. Whenever possible, if there is ammunition available similar to that used in the actual shooting, it should be made available for test purposes. Ammunition of the same type may be found in the cylinder or clip of the suspect weapon, in possession of the suspect himself, or it may be obtained through proper search from among his belongings.

The necessary information relative to the type of ammunition used may be obtained through an examination of cartridge cases remaining in the cylinder of a suspect revolver or found at the scene of the shooting. If it is not possible to determine what type of ammunition was used, a laboratory examination of the bullet removed from the victim's body can identify it as to type, provided the bullet is not too deformed or mutilated.

For accurate comparative test, it is necessary to use the suspect weapon for conducting tests. If an accurate description of the suspect weapon is furnished and one is available in the Laboratory's Reference Collection of Firearms, a comparison can be made. Tests with a duplicate weapon should be avoided if the suspect weapon is avail-

able, for some courts may exclude tests made with other than the actual weapon used, on the basis that the test is only hypothetical and does not adhere to the facts as they actually existed.

Clothing removed from a victim should be cautiously and carefully handled to prevent any loose powder residues from becoming dislodged. As large an area as possible surrounding the bullet should be made available for test.

A suggested method for transmitting clothing to the laboratory for powder-pattern tests is to secure the area for testing between two layers of heavy cardboard fastened together tightly to prevent the garment from becoming jostled about in transit. Each garment submitted should be wrapped separately.

Clothing containing large quantities of blood should be thoroughly dried before transmitting. If wet, they may become mildewed or stick together in such a way that they will be unsuitable for test.

A letter of transmittal containing all information as to the existing circumstances and conditions known to the investigating officers will be very helpful in conducting the test on as close a comparative basis as possible.

On-the-Spot Examinations for Investigative Purposes

Much information for investigative purposes can be gained from an on-the-spot examination of wounds relative to the distance from which a shot was fired.

Wounds of entrance will be comparable in size to the diameter of the bullet. This may vary somewhat depending on the part of the body struck. The skin is elastic and when the bullet penetrates skin over loose tissue it has more of a tendency to stretch on impact and then shrink to normal. The bullet hole in such a case may be smaller than the diameter of the bullet. Wounds in tissue covering bony parts of the body may have openings which exceed the diameter of the bullet.

In contact or near-contact shots, the edges of the wound may be scorched or even contain visible particles of burned or partially burned powder. Sometimes lubricated lead bullets will deposit a grease ring about the entrance wound. Care should be exercised that this is not mistaken for powder residue.

(To Be Continued in the August Issue)



TRAFFIC

Introduction

The term "special events," as used in the traffic field, relates to all occasions which attract large crowds and produce additional enforcement problems because of the increased volume of traffic.

Law enforcement agencies are responsible for the handling of traffic on the streets and highways leading to and from such events. It is, then, appropriate that some consideration be given to the police problems thus created. In the following discussion we shall consider some of the underlying principles of planning and handling traffic which may be applied to many of these occasions.

Every police officer and administrator should realize that the efficient handling of traffic on special occasions, when thousands of people are gathered into one area, creates an excellent opportunity to "meet" the public and develop good will through personal contact and good public relations. If traffic is moved in an orderly and expeditious manner under the direction of well-trained officers, the public is favorably impressed. Public officials and community leaders are pleased because they take pride in the good work done by their law enforcement agencies.

More important is the opportunity to render valuable public service. On these occasions it is therefore particularly important that careful plans be made, that officers be fully acquainted with such plans, and that every officer exert a special effort to represent his department at its best.

Types of Special Events

Some of the common types of events which attract large crowds and increase the volume of traffic are sports events, parades, conventions, and public emergencies. Most special events can be classified into three groups: (1) fixed events, (2) mobile events, and (3) emergencies and disasters. All these make heavy demands upon the personnel of law enforcement agencies. Because of the limited personnel in small city, town, or county agencies, the problems of handling special events are just

Supervision of Traffic at Special Events

as great as in large cities, even though the events may be much smaller.

Objectives of Traffic Control at Special Events

Generally speaking, the same objectives exist for all special events, excepting possibly those which result from serious disasters and emergency situations. In special events of the usual type, the primary purposes of traffic control are to protect and safeguard life and property and to move traffic quickly and safely. The principal concern of all persons going to and from special events is to do so without delay or danger and with as little inconvenience as possible. The duty of the police is to see that these objectives are realized. Police should recognize that tempers flare quickly when delays occur. The average motorist may not make allowance for the delays created by congested traffic when he and thousands of others are in a hurry. A calm, efficient officer can do much to keep order on such occasions and ease the tension which is created by such conditions.

Advance Planning

Advance planning is the key to the successful handling of special events. When time permits, detailed plans should be developed, and these should be made available in typewritten or printed form to all responsible authorities. Occasionally, events will occur without advance notice or time for planning. When this happens, action must be taken immediately. If all plans and records of past events are maintained, the police executive can refer to a previous plan and use this as a reference in making tentative plans for the event at hand. If a record is made of problems as they are encountered, many of the difficulties which might otherwise occur may be prevented.

Police have found that a large city map showing all the major streets, alternate routes, bypasses, and one-way streets is especially helpful in planning for special events. Stadiums, field houses, circus areas, race tracks, and other similar places

where special event may be held should be appropriately marked. The map should show the location of all possible scenes of emergencies or disasters, such as industrial plants, gasoline and oil refineries, flood areas, penitentiaries, hospitals, schools and similar places. Tentative plans should be developed and should be on file to meet emergencies which may occur at these locations. Streets which can be converted to one-way movement should be known. Intersections requiring officer control should be marked. Plans should be made to meet possible needs for fire-fighting equipment, ambulances, and hospital space and supplies. Not all the details need be developed in every plan, but the basic elements of the plan should be worked out in advance. Some of the facts which should be known about the street system are as follows:

1. Condition of roadways—possible points of bottle-necks, steep hills, curves, and other possible hazards.
2. Volume and character of normal traffic.
3. Traffic control system—signs and signals.
4. Railroad grade crossings, narrow bridges, underpasses, dead ends, and junctions with major routes.
5. Possible points of rerouting or bypassing.
6. Accident experience of streets in the control plan.

Many of the larger cities have already prepared a file on emergency plans. This includes plans for funerals, circuses, fires in the heart of the business districts, fires in production plants, theater fires, baseball games, arrival or departure of celebrities, and other similar events. Many of these cities have parade and funeral routes mapped out, and parade officials are required to follow these plans. In some cities, officers have been trained for special duties on these occasions.

During the past several years a comprehensive plan has been developed and followed in the control of traffic to and from the Indianapolis Speedway for the 500-mile race on Memorial Day. Figure 1 is a map of the major routes leading to and from the speedway. This map was widely distributed in advance to many of the race fans by the Indiana State Police. A detailed bulletin of instructions was prepared for this event by the Indianapolis Police Department. This bulletin began with a statement that officials of Indianapolis hoped the city would be remembered by every visitor as the "World's Most Hospitable City." Police were instructed to greet visitors in this

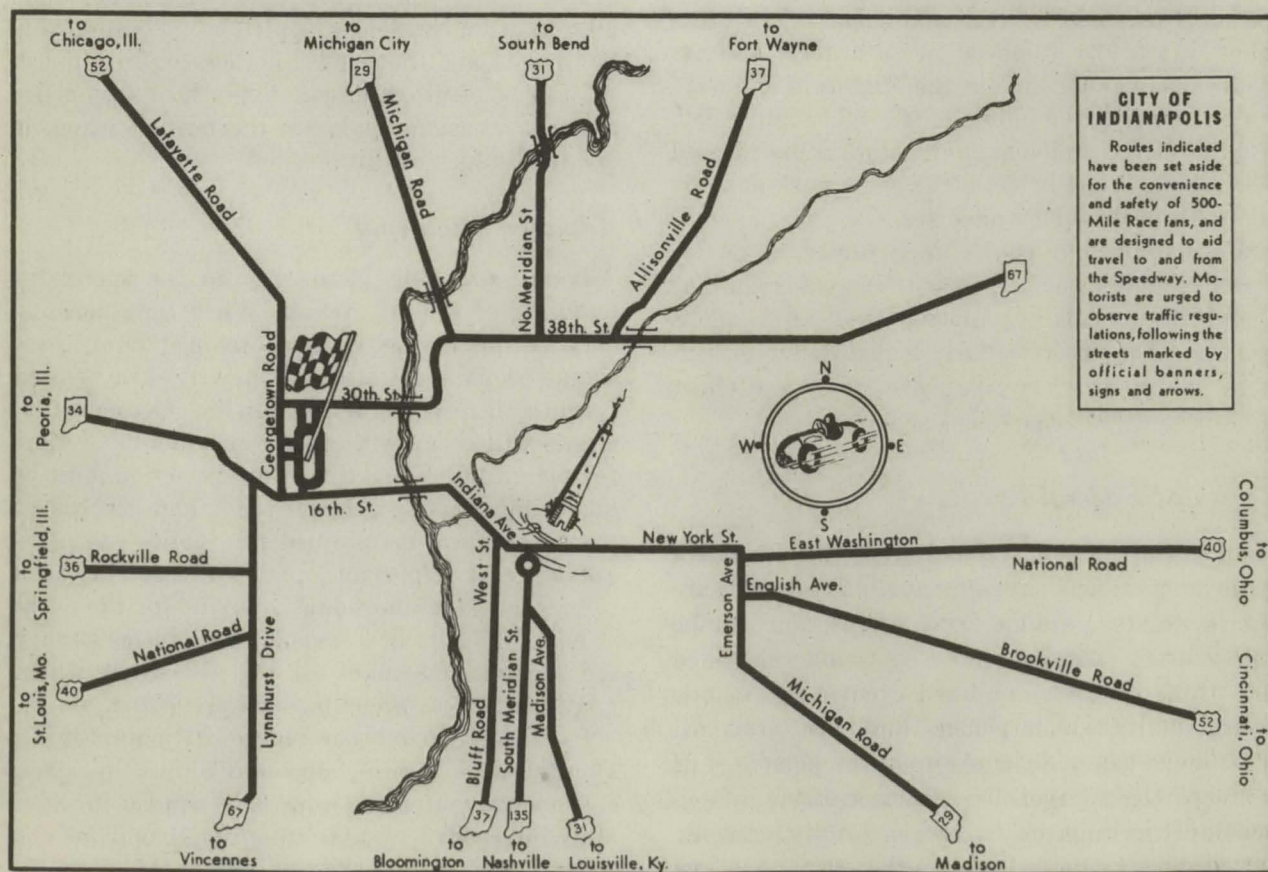


Figure 1.

spirit and do everything within reason to make their visit enjoyable. Courtesy badges were issued and were worn by every member of the department. The bulletin gave instructions under the following headings: The Speedway Detail, Transportation, Uniforms, Patrol Wagons for Prisoners, Confiscated Property, Gambling, Rackets, Pickpockets, and Ticket Scalpers, Taxicab and Bus Routes, Prohibited Parking Areas, and Roads Blocked. Individual assignments of officers by squads were then set forth, giving location, time of assignment, and duties. The above headings give an indication of items which should ordinarily be planned in advance.

Suggestions on Planning

As soon as it is known that a special event is to take place, the head of the law enforcement agency, or his designated representative, should confer with the chairman of the event. If the city has a traffic engineer, he should attend this conference. In this early meeting specific information concerning the nature of the special event, the time, location, expected attendance, and special problems should be considered. Routing and parking of vehicles should be discussed. If parking is to be on private lots or areas operated by private individuals or the committee in charge of the event, plans must be made to coordinate the parking of vehicles and the control of traffic so that a bottleneck is not created.

Usually the police chief will have to take the initiative for this early planning because those in charge of the events may fail to think about traffic plans. In small cities, the full responsibility for organizing the details of these plans is often left to the police chief. Every effort should be made to develop plans early so that there is ample time for notices and publication of instructions which would help to reduce last-minute difficulties. One of the phases of the early planning should be to make a preliminary survey of all routes, parking areas, and points of possible bottlenecks. From this preliminary survey a sketch or map may be prepared to show the routes, bypasses, detours, and points at which officers should be stationed.

If more than one law enforcement agency is to assist in the supervision of traffic, their efforts must be coordinated, and plans for that coordination must be made early so that there will not be any conflict between the two agencies. Unless

this is done, areas which should be handled by officers may be left without control, while at other locations there may be duplication of personnel. General instructions should be printed for all officers of the department if officer control is needed over a period of many hours and covering a large area. These instructions should contain a detailed schedule of squad assignments, commanders, stations of assignment, hours of duty, and relief details. Careful planning will avoid many difficulties in putting these instructions into effect on the day of the event.

Fixed Events

Fortunately, in the case of "fixed events" there is usually advance notice as to the date and the exact nature of the event. This helps the police department in planning and making the appropriate arrangement for traffic control. In many communities, the city or town government will issue a license or permit for the holding of public gatherings. This will officially give notice to the proper authorities that an event is to be expected, and coordination of effort for handling the event can be undertaken. The most frequent of the fixed category are athletic events. Even the smallest community has its local school football, basketball, or baseball team, and attendance at home games creates problems in traffic. Other fixed events may include political meetings and conventions, miscellaneous speeches and meetings, as well as holiday celebrations and festivals. Most of these no longer offer a serious problem in the larger cities since plans have been developed and used.

If the event is expected to attract a large attendance, it may be necessary to prohibit parking on the principal streets leading to and from the site of the event. If this is required, "Emergency—No Parking" signs may be posted on both sides of the streets on which parking is prohibited. These may be temporary cardboard signs which can be tied or wired to signs, trees, or light poles. Usually, it will be necessary to post these signs early in the morning so that all-day parkers are forewarned. Some departments post these signs on the day preceding the event with the warning—"No Parking after — on —."

If two-way streets are to be converted to one-way movement, portable signs should be erected at all entrances where traffic is to be prohibited from entering during the temporary one-way

movement. All existing permanent signs which give directions contrary to those under the temporary regulations must be covered or removed. Likewise it may be necessary to prohibit certain turning movements and to eliminate cross traffic by proper direction of traffic on side streets. When changes in signs and regulations are made, special enforcement measures will be necessary to see that the public observes the temporary measures.

Special bus routes may be necessary for the handling of mass transportation carriers taking spectators to and from the special events. Locations should be designated for the loading and unloading of passengers at the site of the event. Parking places for buses and taxis will be another essential item.

The parking of cars at the site of the event will be one of the problems to consider. Officers or parking lot attendants will have to be on hand to see that all cars are parked in orderly fashion. Certain parking areas may be designated for official cars and those bearing participants, the infirm, crippled persons, and others.

All immediate entrances and exits of the parking area must be kept free of parked vehicles. This will require additional enforcement by officers on mobile assignment who are able to move from place to place.

Arrangements for pedestrian control in the immediate area of activity may make it necessary to close off certain areas to moving traffic. However, there will be less friction if the closed space is held to an absolute minimum. Barricades are valuable in assisting officers in this regard. Places where pedestrians must cross moving traffic should be clearly marked with painted pedestrian lanes, or portable signs which may be placed in the middle of the road. If the event occurs at night, adequate lighting should be provided for each pedestrian crossing and at all entrances and exits.

If the event is of such a nature that acts of violence or disturbances might occur during or following it, the police department should plan to have adequate reserves on hand at a nearby post so that they can be called on if necessary. If the event is likely to attract pickpockets and other similar criminals, plain clothesmen should be on duty in the crowd to detect and apprehend these operators.

The dispersion of outgoing traffic is often as great a problem as the handling of incoming traf-

fic. The same attention must be given to the protection of pedestrian movements. Here again, special temporary signs and barricades will be of particular value if they are used properly. Before the spectators' cars are parked, plans must be made for their dispersion at the end of the event. If this is overlooked in the advance plans, congestion and accidents may occur when the cars are leaving the parking area. One helpful measure in this regard is to have cars parked so that they are headed away from stadium, field or other location.

In the dispersion of the traffic, one matter which must be given careful attention is that the major traffic streams should not be permitted to fan out until the traffic is far enough from the scene of the event to spread into minor streets without creating bottlenecks. If traffic is allowed to fan out on minor streets near the scene of the event, it will congest them, and the backwash of traffic from them will obstruct the flow of traffic on the major streets.

After the rush traffic has cleared, police must remove temporary signs and barricades, and restore the normal flow of traffic.

Some techniques which have been found helpful in certain situations are as follows:

1. The use of a Central Traffic Room at headquarters, with two-way radio cars and motorcycles in constant contact to advise of traffic conditions. A survey of the area map at headquarters will enable the men in the Central Traffic Room to advise the officers in the area of the special event what streets or routes can be opened quickly and effectively to relieve the congestion.

2. A public-address system has on occasions helped considerably in directing foot traffic in a congested area.

3. The airplane and autogyro have been very effective in handling heavy traffic over a wide area during daylight hours. Such planes, through radio communication with cruisers and motorcycles, can guide police vehicles in breaking up bottlenecks, speeding the flow of traffic and rerouting traffic from overcongested arteries. If the direction of traffic is being supervised from a Central Control Traffic Room at headquarters, the work of the aircraft can be integrated from that point with that of the radio cars, motorcycles and foot traffic men.

4. The wide publication of advance planning for both driver and foot traffic, as well as the distributing of handbills on the day of the event.

Mobile Events

Mobile events, which include parades and processions, also offer many problems in traffic control. There will be advance notice given of almost all parades and processions. Advance planning is thus possible. In many cities parade routes will already be charted and planned, and little effort will be required to modify them to meet the needs of the event at hand. The responsibility for making plans will usually rest largely with the chief of police. He should consult with parade authorities and other interested officials to obtain all the details covering the event. He should work closely with the city traffic engineer, if there is such an official, in developing traffic control plans. He should then prepare instructions and assignments for all the officers who are to assist in the control plan. The following action should be taken:

1. Streetcars and busses should be stopped or rerouted. If this is necessary transit officials must be advised so that they can make the necessary adjustments in their schedules.

2. Arrangements should be made to stop or barricade streets entering into the parade route. Ordinarily this should be done on the parallel streets one block to either side of the route.

3. Advance provisions for prohibiting parking on the parade route should be made, as previously described for fixed events. Temporary parking prohibition signs should be erected before the early morning parkers begin to arrive.

4. Special traffic signs and barricades should be erected to divert the normal flow of traffic where this is necessary to meet the special conditions imposed by the parade or procession. If two-way streets are to be converted to one-way use, the necessary signs must be erected, and other conflicting signs must be covered or removed.

5. All special provisions should receive added police attention to make them effective, and officers should be assigned to all critical points.

6. When there is not adequate personnel to cover all locations some officers may be shifted from their first assigned locations to other points as the parade moves on. An officer detailed to one of these assignments works at one intersection until the procession has passed and then shifts down the line of march to a predetermined location ahead of the procession.

7. Special attention must be given to pedestrian traffic. Ropes and barricades may have to be erected along the parade route.

8. Provisions should be made for an assembly area at the beginning of the parade route where vehicles, floats and other units may fall into line in proper order. This area should be free of moving vehicles. Likewise a disbanding area must be provided at the end of the route. This and the assembly area may be on side streets or in open areas adjacent to the terminals of the parade route.

Emergencies and Disasters

The third, and probably the most difficult type of special event to handle, is that created by public emergencies and disasters, such as those resulting from fire, flood, explosions, tornadoes, earthquakes and hurricanes. The handling of traffic under these conditions is only one of the many activities which must be assumed by the police department. Depending upon the circumstances, it may be one of the minor police tasks on such occasions. The biggest problem at such times is the care of the injured and the safety of those in and near the disaster area. When traffic control is vital to the attainment of those ends, it takes on added importance.

No attempt will be made here to discuss the general police problems involved in handling public emergencies and disasters. To do this would require far more space than can be allotted to this subject. Our discussion will therefore be limited to those matters which relate principally to advance planning from the standpoint of traffic control.

When such emergencies occur, it is too late to make detailed plans. The full strength of a department will be required in meeting the immediate problems then at hand. During the recent war many cities developed plans for the supervision of traffic and the removal of persons to unaffected areas, in case enemy action made such steps necessary. Many departments have modified these plans so that they could be used if a public disaster should occur. Other departments which made similar plans during the early years of World War II may find in them much information helpful in making plans for other emergencies.

The following list of public and private facilities suggests places where disasters are most likely to occur, and should therefore receive consideration when a law-enforcement agency draws up its plans: Schools and universities, hospitals, hotels, stadiums, theaters, fuel storage plants,

arsenals, prisons, power plants, possible flood areas, amusement areas, and large industrial and manufacturing establishments.

When a great disaster occurs, police from several nearby cities, county police, and State police may be called upon for assistance. With several such agencies participating, one of the immediate problems is to coordinate and properly supervise the work of all officers. This requires that a central authority be established, and that all officers assigned to the disaster be supervised by this central authority. Usually this will be the police chief of the jurisdiction in which the disaster occurs, or it may be a specially designated State official who has been requested and approved by the city department. One executive must, however, be given complete control of all police forces assigned to the disaster. Unless this is done, confusion will arise. Since fire departments and other public agencies have official responsibility in such disasters, there must also be full coordination with these agencies.

One of the first things which must be done at the time of disaster is to block entrances to the affected areas to all except those having official

duties to perform. Officers should be assigned to strategic locations to keep curiosity seekers out of the area, and to assure free movement of official traffic in and out of the area. If the disaster area is small, ropes and barricades may be used to prevent people from entering the affected area. Officer control will also be necessary on the principal streets and routes leading from the affected area to hospitals and other points where the injured and dead would be handled. During some past disasters there has been so much congestion on strategic streets that ambulances and official vehicles have had difficulty in moving.

Commercial radio stations have been called upon in some cities to announce periodically, when a disaster had occurred, that all cars were being stopped on approaches to the scene and that motorists should keep away from arterials being used by ambulances and other emergency equipment.

Whenever a route is cleared of normal traffic to permit the free movement of ambulances and emergency vehicles, the normal traffic must be diverted to streets which by-pass the area. These bypasses, and particularly the points at which traffic is diverted from the normal routes, should have officer control.



Auto Thefts and Registrations

In 1948 the third most common criminal offense was auto theft, exceeded only by burglary and larceny. The most recent statistics reveal that an estimated total of 169,540 cars were stolen during the year—463 for each day, and about 19 every hour.¹ Assuming an average appraisal of \$850, the total valuation of the cars stolen last year would amount to more than \$144,000,000.

Although the 1948 figure represents a slight decrease from the 184,730 cars reported stolen in

1947, this crime continues to be a major police problem.

One of the most important aids in locating a stolen car is accurate and complete information regarding the rightful owner. The investigating officer must obtain this information from the State or county agency which records the registration of all motor vehicles. The value of information recorded in registrations is directly dependent upon its completeness and accuracy.

Officials charged with the responsibility of recording motor vehicle registrations should see that care is exercised in recording the full name—first, middle, and last—and correct address of the rightful owner.

¹ Uniform Crime reports, Annual Bulletin, Vol. XX, No. 2, 1948.

Coronado Traffic Analysis

Chief J. W. Jordan of the Coronado, Calif., Police Department, has prepared a chart analyzing the causes of the 111 accidents which occurred in his city during 1948.

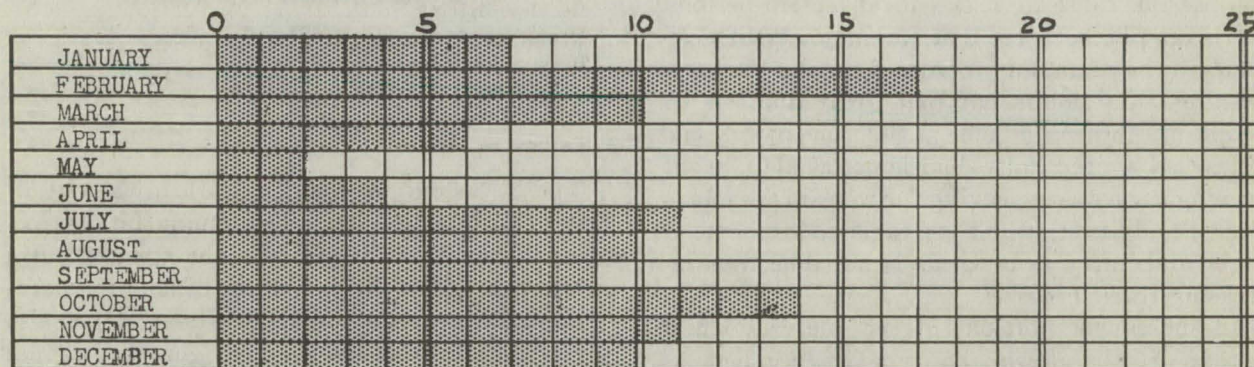
This excellently prepared analysis is particularly noteworthy because of the fact that it may

serve as a model for communities whose accident rate falls within the 100 to 150 range.

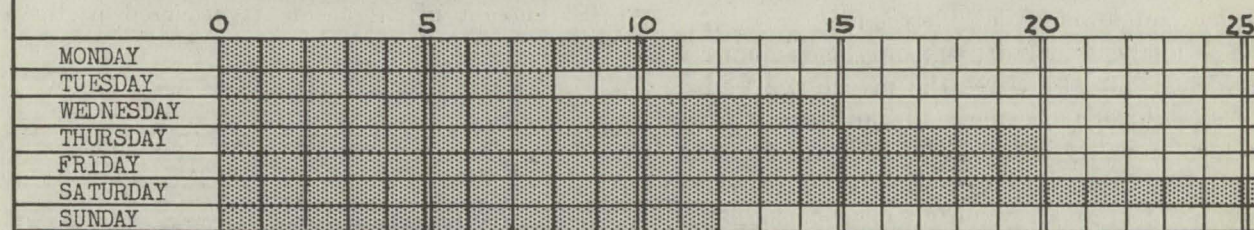
The report is broken down into different categories. These include time frequency by month, day of week, and by hours.

Chief Jordan makes additional tabulations as

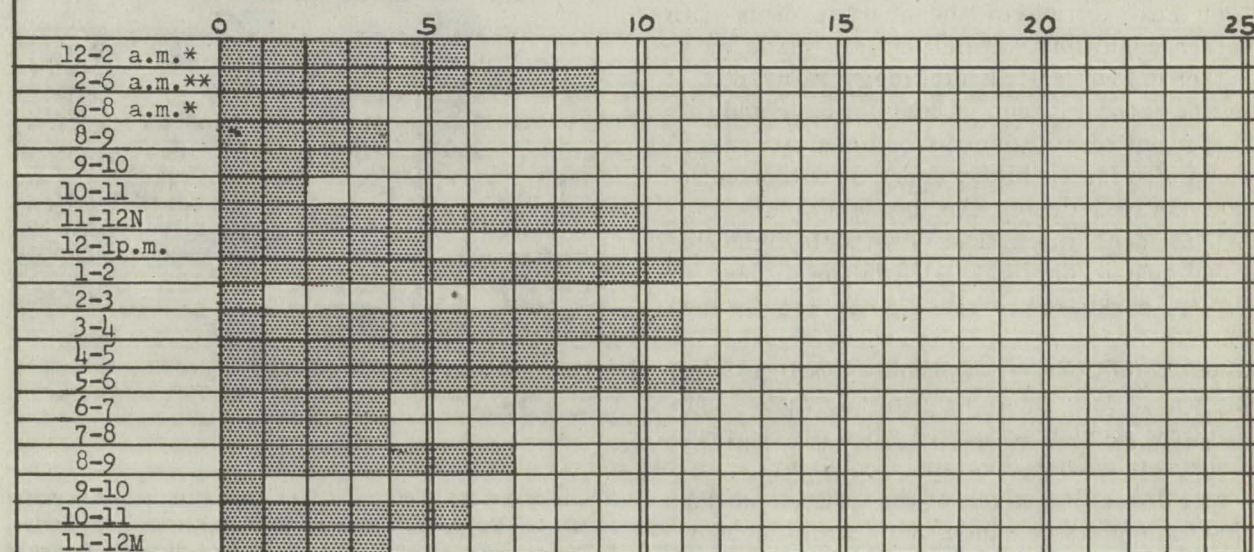
TIME FREQUENCY, BY MONTHS



TIME FREQUENCY, BY DAYS OF WEEK



TIME FREQUENCY, BY HOURS



*Two-hour period

**Four-hour period

Figure 1.

to types of accidents, locality, weather, light and road conditions, sex of driver, driver's origin (local, out of town, service personnel), location of the accident, and cause of the accident.

Figure 1 is taken from the analysis. It illustrates plainly a system of traffic tabulation which should be of great value for small communities.

In addition to the above illustration, Chief Jordan gives an analysis of each chart from which he is enabled to draw certain conclusions indicating possible cause for accidents at certain periods. For example, he notes that the majority of accidents in the community occurred during the early evening. He points out that great numbers of people are returning home at this time of day and notes that a tired individual is not as alert in the evening as he was on leaving for work in the morning. In addition, people are eager to get home at night and hurry as much as is possible, thus increasing traffic hazards.

In subsequent portions of the analysis, Chief Jordan breaks down the type of accident as follows: automobile-automobile, automobile-stationary, automobile-miscellaneous, automobile-bicycle, and automobile-pedestrian.

The analysis includes not only the number of accidents, but also gives the percentage figures.

Chief Jordan continues the analysis with an accident locality break-down. These are: residential sections, business, school and recreation centers, open areas, manufacturing or industrial centers, etc. Here, also, he reveals numbers and percentages.

The next section of the analysis deals with weather conditions. Notations are made as to whether it was clear, cloudy, foggy, rainy, etc., at the time of the accident. Chief Jordan noted that 76.5 percent of all accidents occurred under conditions of clear visibility, and that 60 percent of them occurred during the daylight hours.

All accidents are broken down as to light conditions, that is, daylight, artificial light, dusk, or complete darkness prevailing when the accident occurred.

Road conditions at the time of each accident come next. It is interesting to note that 91 percent of the accidents occurred when the road conditions were described as "dry."

Chief Jordan's analysis of the traffic conditions in his community concludes with break-downs regarding the section of the city in which the accident occurred. The sex of the driver and information as to whether he is a local person, from out

of town or a member of one of the Armed Services is in the final break-down, as is causes of accidents.

The list of causes and number of resultant accidents follow:

<i>Causes</i>	<i>Number</i>
Excessive speed.....	15
Improper judgment.....	12
Failure to yield right-of-way.....	12
Unknown.....	10
Improper turn.....	9
Inattention.....	6
Reckless driving.....	5
Drunk driving.....	3
Passing too close.....	3
Child, bike, turning in front of car.....	3
Lost control.....	3
Failure to give signal.....	2

There was only one traffic death in the city of Coronado during 1948. This single fatality occurred when a child ran into the street from a driveway. Chief Jordan, in the concluding paragraph of his excellent analysis, states: "It is also plainly indicated that a more vigorous program should be initiated in the matter of enforcement in the residential districts, bearing in mind that 60.3 percent of all accidents occurred in these areas."

★ ★ ★



(L. to R.) G. A. Golding, Chief of Police, Safford, Ariz.; Alfred Burdette, Chief of Indian Police, San Carlos, Ariz.; and H. "Skeet" Bowman, Sheriff, Graham County, Safford, Ariz., exhibit contrasts in firepower. The weapons: Shotgun, bow and arrow, and machine gun.

POLICE TRAINING

I. PERTINENT POLICE TECHNIQUES (Continued)

2. Out of Chair

(a) *Pressure under ears (mastoid process)—with “bar hammer lock.”* Approach adversary from the rear and place the tips of your thumbs under his ears directly behind the jaw. Apply pressure inward, forward and upward (fig. 182). Immediately apply a “bar hammer lock” by grasping his right wrist with your right hand (thumb down) as you strike a “heel-of-hand” blow under his elbow with your left hand (figs. 183 and 184). (See G-2 (c) for detailed explanation.)



Figure 182.

¹ This is the seventeenth in a series of articles which will be continued in a subsequent issue. In studying the various methods employed you should constantly refer to the January 1948 Bulletin which sets forth general instructions and safety precautions.

Defensive Tactics¹



Figure 183.

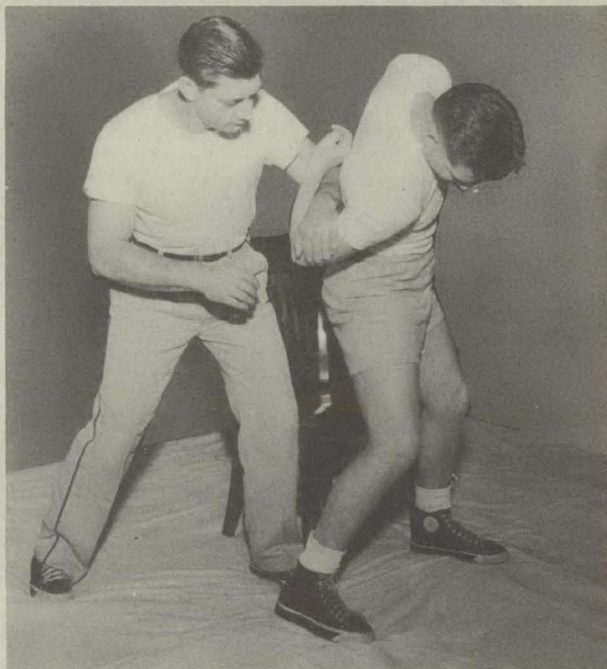


Figure 184.

(b) *Lip grasp—with "finger lock."* Approach adversary from his right side and grasp the back of his arm directly above the elbow with your left hand (your right foot should be forward to afford protection against a surprise blow to the region of the groin), and at the same time grasp his upper lip at the base of the nose (or lower lip) with your right hand and apply pressure as you pull upward (figs. 185 and 186). Immediately apply a "finger lock" by grasping the ring and middle fingers (or any finger) of adversary's right hand with your right hand (fig. 187). (See I-1 (e) 2 for detailed explanation.)

(c) *Feint blow—"Bar hammer lock."* Approach adversary from his right side (your right foot should be forward) and feint a blow to his face with your right hand (fig. 188). As adver-



Figure 187.



Figure 185.



Figure 188.



Figure 186.



Figure 189.

sary raises his right arm to ward off the blow, apply a "bar hammer lock" by grasping his wrist with your right hand and twisting his arm clockwise as you step in with your left foot and strike a "heel-of-hand" blow under his elbow with your left hand (fig. 189). (See G-2 (c) for detailed explanation.)

If adversary does not raise his arm when you feint the blow, immediately shift to the technique described above in (b).

Up from floor

(a) *Pressure under ears (mastoid process).*—Grasp under adversary's head with both of your hands (fig. 190), and lift him to a sitting position. Get adversary to his feet by placing the tips of your thumbs under his ears directly behind the jaw and applying pressure inward, forward and upward (fig. 191).



Figure 190.



Figure 191.

(b) *Thumb and forefinger.*—Grasp adversary's right arm with your right hand and lift it slightly from the floor as you insert the thumb of you left hand (palm up) between his fore and middle fingers and firmly grasp his thumb and forefinger. His hand should immediately be forced back toward his forearm (fig. 192). Pull upward with your right hand and turn his hand toward his body as you step forward with your left foot. Pain is inflicted by forcing his hand back toward his forearm and by twisting it toward you (fig. 193). Continue pulling upward and forcing his hand back toward his forearm until he reaches his feet (fig. 194; also, see I-1 (d)).

(c) *Finger lock.*—Approach adversary from his right side, placing your right foot forward (fig. 195). Immediately grasp the fingers of his right hand with your right hand and turn his hand so that the palm faces upward. At the same

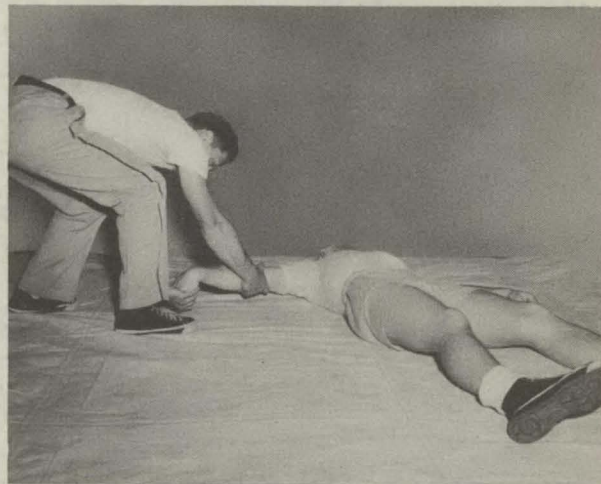


Figure 192.



Figure 193.

time step forward with your left foot and grasp the back of his elbow with your left hand. Pain is inflicted by forcing his fingers downward and back toward his elbow (fig. 196). Adversary is brought to his feet by continuing pressure on his fingers as you pull upward with your left hand (fig. 197; also, see I-1 (e) 2).

(Defensive tactics will be continued in an ensuing issue of the Law Enforcement Bulletin.)



Figure 194.



Figure 195.



Figure 196.



Figure 197.

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Forgetful

Recently an individual making application for a position as mess attendant at a Veterans Administration Center in Wisconsin, in answering the query as to arrests, wrote on the fingerprint card that he had been arrested once in Washington, D. C., in 1941 for a misdemeanor for which he obtained personal bond and had received no fine. He added that he had been arrested twice, also in Washington, in 1948 for intoxication and had been fined.

A check of the FBI fingerprint files revealed that the applicant had been fairly reticent about his past. The record reflected that he had been arrested not three times but fifty-two times since 1936. Fifty of the arrests were in connection with intoxication, one for investigation, and one for investigation of attempted rape.

MISCELLANEOUS

Radar in Traffic Control

In May 1948, Columbus, Ohio, officials decided that the new radar speed meter could be used in ways other than that of merely checking speeders in high-speed areas.

Safety Director C. C. Cole, Traffic Engineer Harry Turner, Police Chief Frank L. Harrison, and Capt. Clem Owens, head of the Traffic Division of the Police Department, mapped out a course which has proved valuable in Columbus' speed control program.

It was decided to use the radar equipment to prosecute speed violators and at the same time to attempt some psychological control over other drivers prone to speed. The equipment is used only to supplement other enforcement tactics.

The plan and purpose of operation are as follows:

1. To establish well-marked "Police Speed Control Zones" on those high speed area streets which an analysis of accident reports showed to be an important accident cause. At the present time, 17 such zones have been established. These are well marked by signs and painted lines to eliminate any "speed trap" criticism.

2. To convince the court of the accuracy of radar in determining speed, judges and the traffic prosecutor were given "on the scene" tests to demonstrate the operation procedure which the department intended to use. Newspaper representatives attended the demonstration.

3. To start a publicity campaign to educate the driving public on the use of radar in checking speeds and the proposed plan. This was done in order to make drivers aware of the plan and to prevail upon them to slow down excessive speeds when warned by control zone signs. This was the major purpose of the plan—to attempt some control over speeding drivers by giving them a reminder of the excessive speed at which they might be traveling. Numerous articles and pictures were printed in daily and weekly papers. These were augmented by a 6-week warning program in which all speeding drivers stopped by the radar

squad were warned of their speed and were given an explanation by the officers on the manner in which the device was operated.

4. Arrests in flagrant speeding violations and frequent newspaper publicity on these cases. This kept the public aware that a serious effort was being made to halt speeding and to develop a sound enforcement program. It was felt that if no arrests were made or if those made were not sufficiently publicized, the public would soon become aware that only warnings were given and the effect of the "Police Speed Control Zone" signs would be lost.

At the present time only one radar unit is in operation. The unit consists of two marked (as required by State laws) cars, both of which are equipped with three-way radios and only one with radar equipment. The pick-up box is fastened to the rear of this car which is stationed in the zone. Each zone is operated about 1 hour each day and at different periods daily. The other car is parked on the same street approximately two blocks ahead of the radar.

When a speeder enters the radar zone, the officer reads the meter and transmits the license number and speed to the car ahead whose driver flags down the speeding violator. It is believed that the surprise effect of the officer's knowing the speed of the violator without following and checking is also beneficial in achieving the desired psychological effect.

This plan, of course, is only workable during daylight hours when license numbers can be distinguished with ease. During the night, the radar car is operated singly by two men. When a speeder is picked up by radar, the officers must give chase to stop the violator.



Control Zone in operation

WANTED BY THE FBI

ORBA ELMER JACKSON

with aliases, Blackie Jackson, Orba Elman Jackson, Orba Ed. Jackson, Orby Jackson, Frank Zamorano, Harry Zamarono, Frank Zamoriano, Harry Zamoriano, and Frank Zimmerman

Escaped Federal Prisoner

Federal Escape Act

Orba Jackson is an escaped Federal prisoner. At 1 p. m. on September 18, 1947, he was found to be missing from an honor farm of the United States Penitentiary at Leavenworth, Kans., located in Platte County, Mo.

Jackson was sentenced on April 8, 1936, to serve 25 years on a conviction of assault and armed robbery of a United States post office. In the process of robbing a small grocery store near Poplar Bluff, Mo., which also served as a United States post office, Jackson and an accomplice had severely beaten an elderly man who operated the store.

On April 10, 1936, Jackson began to serve his 25-year prison term inside the walls of the Leavenworth prison. In ensuing years the prisoner established a good record. On the basis of good behavior he was transferred to an honor farm outside the prison walls on September 3, 1947. He was serving as a trusty when he made his escape the following September 18.

Jackson was born May 20, 1906, into a farming family in Barry County, Mo. It is not known exactly when he first became a violator of the law. His first recorded offense, however, was in 1924, when he was convicted at Joplin, Mo., on a charge of grand larceny of an automobile. For this offense he was sentenced in State court to serve 6 years in the Missouri State Penitentiary at Jefferson City. He was released in 1928, after serving a portion of his sentence. Later that same year, he violated the National Motor Vehicle Theft Act and was subsequently sentenced in Federal court to serve 3 years. He was received at the Leavenworth Penitentiary to serve sentence. He was later released but was to return again in 1936.

Orba Jackson was indicted by the Federal Grand Jury at Kansas City, Mo., on March 18, 1949, on the charge that he did unlawfully and feloniously escape from the custody of the attorney general at the Honor Farm of the United



Orba Elmer Jackson.

States Penitentiary, Leavenworth, Kans., located in Platte County, Mo.

Jackson is believed to be armed and is considered dangerous. His description is as follows: Age, 43; born, May 20, 1906, Barry County, Mo.; height, 5 feet 11½ inches; weight, 166 pounds; eyes, hazel or gray; hair, dark brown; complexion, medium dark; build, slender; race, white; nationality, American; occupations, shoemaker, barber, mechanic, laborer; scars and marks, faint 1-inch scar third joint left middle finger.

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

Policing a Resort Town

The population of Virginia Beach, Va., varies from slightly under 5,000 inhabitants during the winter months to an estimated 50,000 when the summer vacation period is at its height.

Such a fluctuating population causes a variety of problems, none of which is more difficult than that placed in the hands of the police department.

Chief of Police Reeves E. Johnson, a National Academy graduate, finds a complex and difficult task on his hands during the summer; in winter the regular force of 15 employees handles the police problem without difficulty. In fact, the size of the force during the regular winter months exceeds in numbers the average for a city of comparable size.

Each year prior to the tourist season, Chief Johnson makes detailed plans to handle the police problem when the city's population will be increased tenfold. Last year five patrolmen were added to the force as temporary employees during the tourist season.

To obtain effective performance on the part of the new employees, as well as the experienced men on the force, Chief Johnson sponsored a police training school in cooperation with the FBI. Each new man was trained under the supervision of experienced police officers prior to the opening of the tourist season.

The effectiveness of the training program is borne out by the fact that during the 2 years just past there has not been a single traffic fatality in the city. There have been hourly police problems, however, as evidenced by the fact that in 1948, 1,215 arrests were made and 12,632 complaints were received.

Virginia Beach has its share of transient criminals—one of whom had the bad judgment to try to victimize the wife of the chief.

In the fall of 1948, an individual called at the home of Chief Johnson and obtained an order to have a photograph of the chief retouched in color. The solicitor insisted on payment in advance and went to the police department to secure the money. The chief saw that the man fitted the description of a check artist who had victimized a local restaurant owner a short time before. The solicitor was promptly taken into custody and charged with cashing fraudulent checks.

The techniques of crime detection learned in training school are constantly utilized by the Virginia Beach Police Department.

In one instance following a burglary in the area, attention was focused on a man found hiding in an alley and who had a wire cutter and pry bar in his possession.

Fresh footprints were found at the scene of the burglary. Chief Johnson made a plaster of Paris cast and observed that it was strikingly similar



Chief Johnson.

to the shoe found on the suspect. He noted that the nail holes in the heel of the footprint were all clear with the exception of one, in which it appeared that a stone had been lodged.

A check revealed that a stone was lodged in the heel of the suspect's shoe.

Chief Johnson then pointed out to the suspect that the pry bar in his possession contained flakes of blue paint which appeared to be similar to the blue paint near the window which had been broken to enter the burglarized store.

Confronted with this physical evidence, the suspect admitted his guilt and in addition confessed to committing eight other burglaries at Virginia Beach.

Alert officers and progressive training enable the Virginia Beach Police Department to meet the problems of policing a resort town capably and efficiently.

REMINDER

To all National Academy Graduates still in Law Enforcement:

The Annual Retraining Session will be held
September 26-30, 1949, in Washington, D. C.

Questionable Pattern

FINGERPRINTS



This pattern possesses a sufficient recurve and a delta but lacks the ridge count necessary for a loop type pattern. The imaginary line drawn between the delta and the core strikes the recurving ridge directly at the core and

crosses no intervening ridges.

The pattern is a tented arch of the type possessing two of the requirements of a loop. A reference search should be conducted as a loop.