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FBI Law Enforcement Bulletin

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June 1, 1954

TO ALL LAW ENFORCEMENT OFFICIALS:

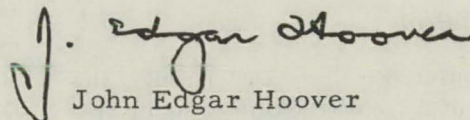
For the protection of the millions of children being let out of school this month a new approach to the problem of juvenile crime prevention might be suggested - remove some of the easy, everyday temptations with which they are constantly being confronted by adult carelessness.

The aggregate amount of juvenile crime which could be prevented by a moment's thought on the part of adults is amazing. For example, note what could be done in the case of auto thefts. The latest Uniform Crime Reports bulletin shows that during 1953 an estimated total of 226,530 automobiles were stolen and that in 1,174 cities where complete records were kept over half of the arrests for auto theft were made among juveniles 17 years of age or less. With these figures in mind, note an official statement made by one of the nation's large police departments that 90 per cent of all cars stolen were left with the keys in the ignition or the switch unlocked. On the basis of these figures, imagine what a tremendous decrease could be effected in auto thefts, and arrests of juveniles for that crime, if every driver would simply lock his car when it is left unguarded.

Preventing an auto theft also prevents other and more serious crimes in many cases. As every experienced police officer knows, some boys with stolen cars commit their first burglary or robbery to keep them running. Some are panicked with fear of arrest and kill themselves or someone else in attempting to evade apprehension. And all this started, in altogether too many cases, when an adult thoughtlessly left his key in the ignition.

The "ounce of prevention" system should also be worth trying on other crimes, larceny in particular. Crime statistics compiled for 1953 in 1,174 cities show that over forty per cent of the persons arrested for larceny, excluding auto theft, were 17 years of age or less. Better safeguarding of property should effect some improvement in this figure.

Very truly yours,


John Edgar Hoover
Director

☆
**Some results
from the 1953**
☆

Conferences on Cargo Thefts

A series of FBI Law Enforcement Conferences on thefts from interstate shipment, planned in mid-1953 as one step toward more effective action against this type of violation, has been completed. More than 8,600 persons, representing approximately 4,100 agencies—including municipal, county, and State law-enforcement agencies, railroad police, motor freight companies, airlines, steamship and insurance companies, together with buslines, warehouse officials, and representatives of various prosecutive agencies—met in a joint effort to combat the crime of cargo thefts.

Interest was keen and considerable discussion among those in attendance and instructors followed the lectures. These discussions in many instances brought out interesting and unusual techniques employed in the investigation and prevention of thefts from interstate shipments, as well as suggestions which the officers and carriers alike felt might tend to decrease the incidence of cargo thefts in their own communities.

While the suggestions made at the various conferences were designed to combat the problems peculiar to the particular jurisdiction under discussion, some of them may be adaptable to other localities. The suggestions should be regarded as a collection of some of the conclusions and ideas resulting from the discussions at the various conferences on thefts from interstate shipment and set forth here for whatever value they may have to law-enforcement agencies and common carriers. All of these suggestions should not in any way be considered as carrying the express or implied recommendation of the FBI.

Better Coordination

Following one conference in an eastern city, the general manager of a local trucking company remarked that the conference had given trucking-company owners a chance to inquire regarding the why's and wherefores of various police procedures and, in addition, to get a clearer picture of the

investigative jurisdiction of the FBI and the State and municipal police. Another participant at this same conference pointed out that the mutual discussions had impressed upon both law-enforcement organizations and commercial concerns that each has problems of its own which can only be worked out by mutual cooperation, courtesy, and consideration for the other's difficulties.

Representatives of trucking companies in various parts of the country also indicated that these conferences marked one of their first opportunities at free and open discussions of mutual problems within the industry itself. They felt that these discussions brought into focus just how loosely knit the industry is, as well as the necessity for coordination and cooperation within the industry. An official of a southern transportation company commented that, in his opinion, the conferences had done more to acquaint the trucking industry generally with security problems relating to thefts than anything that had, as yet, been done. It was felt that a much closer liaison between the various types of transportation companies faced with the common problem of theft and pilferage would result. The representatives of underwriters and insurance companies present at several of the conferences indicated that they now had a better understanding of the problems involving theft from interstate shipment matters and that heretofore they had viewed such matters from the insurer's point of view only.

Pilferage

An analysis of the discussions at the various conferences seems to indicate that trucking companies and law enforcement throughout the Nation are faced with the same general problems in local thefts as the FBI is in connection with thefts from interstate shipment. Representatives of the trucking industry are in general agreement that a large part of their losses result from petty thefts and pilferages within the company.

The experiences of railroad police, terminal managers, and law enforcement indicate that the losses which frequently occasion the most concern are those which might be termed "thefts of opportunity." These losses occur when an employee or passerby observes an opportunity to pilfer safely. Pilferages are mostly of limited value but in the aggregate they represent a very considerable part of the total losses suffered by the industry. Because these types of thefts fall into no definite pattern, their solution is difficult. The manager of a trucking company located in a Southern State, plagued by recurring pilferages from his warehouse, reported that he practically eliminated these losses by changing all the locks in his establishment every 60 days.

The necessity for a more careful screening of personnel prior to hiring was one of the major points to come out of the conferences. It was agreed that a more thorough investigation and checking into the background of prospective employees would do much to reduce thievery. In many instances local law-enforcement agencies offered the facilities of their departments insofar as records were concerned in checking the background of a potential employee.

It was suggested at a west-coast conference that all transportation companies cooperate in furnishing more accurate reasons for termination of employment. It was pointed out that frequently one transportation company will hire an individual who has been discharged by another firm for pilferage of a minor nature, although the latter firm's records will show only that the employee resigned.

Employee Identification

The recommendation was also offered that trucklines inaugurate the practice of fingerprinting all employees, and that local police agencies cooperate by running the fingerprints through their own files. It was pointed out that this practice would serve a threefold purpose: (1) provide a psychological influence on the employee, (2) local police records might reveal valuable information, and (3) prints would serve for elimination purposes in burglaries.

Another recommendation concerned a more positive system of identification for a motor freight carrier employee. This recommendation called for the issuance of an identification card with the driver's picture, description, and at least one good fingerprint, all encased in plastic, which could not

be easily altered. It was suggested that these identification cards be issued by the State Motor Freight Operator Carriers Association and that they be checked frequently by the State highway patrol.

Some companies already require the filing of a detailed application on which the thumbprint of the applicant is placed. Then, through local and out-of-State credit bureaus, police departments, and other trucking companies which are listed as former employers, the background of the applicant is determined before he is hired.

Working on the theory that prevention is the best policy, some transportation companies have suggested the badging of employees so that anyone on the premises without a badge would be kept under supervision. It was also suggested that companies inaugurate a "know your employees campaign." This would include developing background information about employees and also making certain that all employees on a particular dock are acquainted with new employees so that they will feel free to question any stranger who comes on the platform.

Prevention Best Policy

In line with the "prevention theory," several other suggestions have been offered, primary among them being the inauguration by shipping companies of their own guard force systems, similar to those already in use by the railroad industry. In addition, a more thorough system of receipting and signing for shipments of parcels was recommended. Another suggestion called for a new alarm system, either electric or electronic, to be installed on motor freight vehicles to notify a driver when someone is tampering with his truck.

A midwestern group suggested the discontinuance of the policy of various motor vehicle drivers of slowing down, stopping, and getting out to examine loads whenever they have been followed for a considerable period of time by a pair of lights reflected in their rear vision mirror. Carriers and law-enforcement representatives are also attempting to work out some system of signaling by a driver to other drivers and highway patrolmen to indicate whether or not a shipment is moving along the highway without interference. Thus, by a flash of the headlights or blast of the horn the driver might indicate to a passing State highway patrolman that he is under duress, in custody of thugs, or is being followed by suspicious characters.

Another group attending a conference in the South suggested the development of an incentive among the freight handlers to be more alert to the possibility of mishandling the shipments and to prevent carelessness resulting in thefts. This group was of the belief that bonuses paid on the basis of clean records on missing items might be conducive to more alert handling of the shipments by the individuals who transport and handle shipments at shipping terminals. A participant at another southern conference advanced the theory of preventing thefts by concealing from the truck-driver information concerning the type and value of the cargo he is carrying. Some trucklines have already adopted a practice of giving their more expensive loads to their most trusted men and some refuse to ship expensive loads during the night hours.

Prompt Notification

Many officers indicated that perhaps their greatest problem in connection with cargo thefts has been their inability to identify in court the various items of stolen property involved. Equally important is the prompt notification to law-enforcement agencies of a theft. It was pointed out that failure to make prompt notification of such thefts gives the thief an added advantage in the form of time to transport or convert the goods or cover up his theft. It was agreed that prosecution of one thief is an effective deterrent to future thefts, while the ability of a thief to "get away with it" merely invites others to try their luck.

Police officials attending a southern conference recommended the prompt reporting of missing property to the local police in order that adequate stops might be placed even though no active investigation would be initiated until such time as it is definitely determined that a theft has occurred. The placing of these stops immediately upon learning that property has been mishandled would permit the police to take more advantage of the reports which are furnished by the pawnshops. A number of law-enforcement officers also expressed the need for a closer liaison with other law-enforcement agencies, so that there would be an interchange of information regarding active thieves, fences, and reported losses.

Discussions at another conference indicated that officers sometimes overlook the possibility of iden-

tifying property which from its face might appear to be unidentifiable. For example, some have found that cans of salmon and baby food have a code stamped in the top of the can which sometimes is very distinctive as to date of packing, place of packing, etc. Also, beer labels sometimes contain an impression from which can be deciphered the date bottled, shipping information, and consignee. A more uniform system among the motor freight carriers to require the specific identification markings of each particular parcel to include the full name and address of the consignee was recommended.

Another suggestion, pointing up the trend toward modernization of policing methods, called for the use of immediate air cooperating facilities such as the Civil Air Patrol to locate motor tractors and trailers when valuable cargoes have been hijacked and the entire vehicle has disappeared with its load. (*Editor's Note: Identifying numbers might be painted on the tops of both tractors and trailers.*)

Steamship Lines

The steamship lines appear to have one of the most serious theft problems. One of these is determining at what point the theft occurred. The large amount of cargo carried on a ship makes it impractical to take inventories of the vulnerable types of cargo at all ports in which the ship stops, thus making it impossible to localize the point of theft. A motor freight representative, faced with a similar problem, successfully determined at what point the theft occurred. Advised that certain materials were being taken from shipments either at his local dock or at the destination dock, he personally checked all loads bearing this material and photographed each tier as it was loaded on the trailer. When his destination office reported the next shipment as short, he produced the photographs and notes of his personal check of the shipment and through this means was able to uncover the employee-thief at the destination dock.

Representatives of various steamship companies suggested that their best course of action would be to provide more intensive training for their supervisory personnel, attempt closer supervision of loading and unloading, and initiate more extensive use of cargo containers for vulnerable types of cargo.

Participants at the conference held in Honolulu pointed out that port facilities on the islands are all fenced in and patrolled by a special police force. They suggested that this practice, if extended to port facilities on the mainland, might likewise materially reduce the number of thefts. It was also suggested, at a west-coast conference, that shippers individually establish closer liaison with and promptly report matters of interest to the FBI, the Army, the Navy, local law enforcement, the United States Customs, or other interested agencies.

Railroads, Airlines

Members of most of the railroad companies and airlines represented at the various conferences indicated that their losses were relatively small as compared to those of the other transportation companies. A number of members of the trucking industry attending one of the southern conferences stated they were considerably impressed with the manner in which the railroads had successfully combated such losses through closer checks on the employees of each railroad and the institution of various other security devices, such as padlocking city pickup trucks, padlocking storage bins into which overages were placed, and special handling of vulnerable freight. The railroads have reduced their losses through the use of policing agencies within the organization and the maintenance of close cooperation between the claims departments and the police agencies.

The ingenuity of some thieves was pointed up when representatives of the railroad companies told of various thefts which had occurred on their lines. Losses from boxcars frequently occur, one railroad representative pointed out, when hoboese go through the ice bunkers or get into the ice bunkers and reach through the ventilator bars to merchandise stacked close by. Some thieves have also proved able to break a boxcar seal and restore it without it being obvious that the seal has been broken. This is usually accomplished by using a buttonhook, or a hook fashioned out of a hacksaw blade, to pull the ends of the seal on through the ball, cut off the notches and then pull the seal back through the ball. The door is resealed by putting the ends back into the ball, pushing them through far enough to crimp the ends, and then pulling the crimp into the ball so that it is concealed.

More ingenious was the case of losses of beer

and whisky in kegs. The thieves bored holes through the bottom of the boxcar and the bottom of the kegs, and drained the contents into containers under the car.

The airlines attribute their low loss ratio to the fact that most of their cargo is of a perishable nature and therefore requires closer supervision and more rapid and special handling. In addition, only a minimum amount of cargo is stored for any length of time in warehouses or on loading docks. The absence of aggravated pilferages and petty thefts is further explained by the fact that all potential employees are fingerprinted and thorough background investigations are made on them. Another deterrent is the continuous job-training program maintained by the airlines.

Conferences Seem Justified

It is felt that these conferences on thefts from intra- or inter-state shipments have tended to make the railroads, the motor freight carriers, the steamship lines, and the airlines more cognizant of their vulnerability to these types of violations, and all are taking corrective measures in an effort to close the various loopholes in their administrative and physical facilities.

Following the conference in a Northwestern State, various motor carriers in that area, solely on their own initiative, met and chartered a "Traffic Club." The sole object of this "Traffic Club" is to form a clearinghouse where members may exchange information on lost, short, damaged, and estrayed motor freight. Should one truckline receive numerous parcels for which they have no waybills or freight bill, they can make a canvass of all the other motor freight carriers in an effort to see which has the necessary documents or waybills and thus route this stray freight to the proper carrier. Members of this "Traffic Club" believe that over 90 percent of the pilfering activity which allegedly occurs at their terminals can thus be avoided.

In a Northeastern State a group of representatives of various trucking companies formed a group to collect information on thefts from trucks and trucking companies. These data were to be disseminated to all trucking companies and in some instances to shippers so that they would have the modus operandi of the thieves and could take appropriate action to guard against the thefts. At the same time, they would be disseminating to

(Continued on page 18)



FEATURE ARTICLE

Police Work in the Wake of a Tornado

by CAPT. M. M. CALVERT, *Police Department,
Waco, Tex.*

On Monday, the 11th day of May 1953, at 4:38 p. m., immediately following a downpour of rain accompanied by egg-size hailstones, a tornado struck with devastating force along a 5-mile strip in the city of Waco, Tex. The tornado appeared to follow a course extending from the southwest city limits, thence in a northeasterly direction into the heart of the downtown business district. All public utilities in most parts of the city were disrupted, and electric lines in the downtown area were destroyed. Electric power was shut off throughout the city, and communication by telephone was impossible. Many gas lines were broken, creating a serious fire and explosion hazard.

The city hall, in which the Waco Police Department is located, is situated in the center of a large square which was directly in the path of the tornado. The city hall is a reinforced-concrete building and it was the only building in that area not damaged structurally, although it did receive superficial damage in that all windows were blown

out and considerable water damage occurred. All buildings surrounding the city square were either totally destroyed or severely damaged, and approximately 30 percent of the casualties occurred there.

The force of the wind can be described by one incident which happened in the city hall building. A large glass showcase used as a part of a concession stand, operated in the foyer of the building, was picked up intact by the wind, thrown against a 20-foot ceiling, then carried on out the rear windows of the lobby and smashed against a city car parked at the rear of the building. Miraculously, no personal injuries were sustained by any of the 50 or 60 city employees on duty at the time of the disaster.

Casualties and Damage

There were 114 people killed by this tornado and approximately 500 injured. The storm wrecked 250 blocks of residential and business property, with 1,500 homes in the residential area damaged or destroyed. There were 198 business houses completely destroyed and 345 other such buildings badly damaged. Many of the buildings in the downtown area collapsed on occupants and shoppers, and brick walls fell upon occupied and unoccupied automobiles, burying them under brick, stone, and other debris. The total property damage was determined to be \$57 million, with about \$2 million of the above figure in automobile damage.

The viciousness of the tornado and the devastation left in its wake are difficult to picture, but it has been described by Civil Defense authorities as the nearest thing to an atomic explosion which has occurred in this country.

Waco is a city of approximately 100,000 population. The police department at the time had a total of 101 employees, including officeworkers and clerks. It is obvious that we did not have enough personnel to cope with the situation. We received aid within a few hours from the Texas National Guard, air police from a nearby air base, and



Capt. M. M. Calvert.

officers from nearby cities, in addition to the large number of military personnel and reservists who assisted in rescue operations. The Texas Department of Public Safety, under the supervision of Capt. Sam Gardner, was able to furnish more police officers than the city of Waco. We received splendid cooperation from this organization which contributed greatly to our success.

Calling All Hands

The problems which confronted us cannot be numbered first, second, and third in importance, and they all existed immediately. But the primary problem was the locating and assembling of our own personnel. As stated before, all telephones in the city were out and the officers off duty were unaware of the emergency, unless their own homes were in the path of the tornado. The problem of assembling personnel was increased because of damage to the homes of some of the officers and injury to members of their families. We had no previous plans which were of any assistance in the unheard-of circumstances which existed. Almost all police transportation equipment was out of operation at least temporarily and some of it destroyed. We had an emergency transmitter operating from a gasoline-powered generator, as every department *must* have, so our radio communications were not interrupted. This system was used in directing patrol cars operating out in other sections of the city (and therefore undamaged) to locate off-duty officers.

The assembly problem was further complicated inasmuch as the assembly point, the city hall, was in the center of the disaster area. It was impossible to reach the city hall except by walking because of the debris in the streets. To reach the assembly point, officers had to pass demolished buildings and automobiles in which the injured and dead were trapped as a result of which many of the officers engaged in rescue operations which delayed their arrival at the assembly point for many hours. It was Wednesday, May 13th, before our own department was fully organized, with every officer working where he was most needed and having an established rest period.

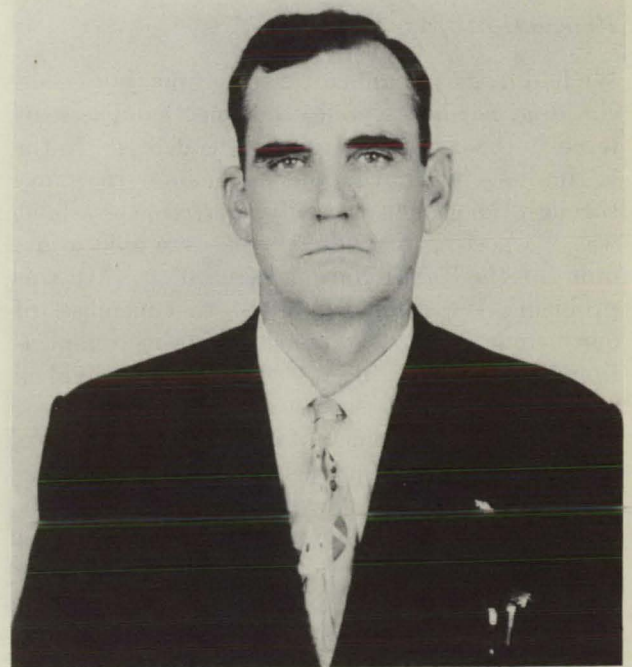
An immediate and orderly assembly of all personnel and the assignment of duties in an organized and efficient manner are most important and will more than compensate for the time required. Because the average officer is not trained or equipped to engage in lengthy or "free lance"

rescue work, his services are of far greater value in other phases of disaster operations.

Whenever the police headquarters building is located within the affected area, it is believed that the administrative operation and the personnel assembly point should be moved to some appropriate location outside the perimeter of the disaster area as soon as possible.

Rescue Problems

Another and most urgent problem was rescue work. We mention this as a police problem because no one else was available to accept the responsibility. This operation should not be considered as a police function, for other agencies have the equipment and trained personnel to do the work better. Every department should include this in overall planning as the police department must take charge until relieved by the proper authority. The lack of previous planning was felt most in the control of manpower and machines. We found that "free lance" workers were of little value. Machines operating independently cannot be controlled, and supervision is most difficult without coordination. For the first 12 hours after the tornado struck, our efforts were directed to preliminary rescue operations in an effort to minimize loss of life. At the end of this period, disaster headquarters was able to take over the



Chief J. V. Gunterman.



Street scene four blocks from city hall. There were 24 people killed in the buildings and automobiles shown. Note condition of car (right) which was traveling down the street. (Photo by Jimmie Willis.)

direction and supervision of rescue operations.

After preliminary rescue work, our main function was the protection of property and the control of traffic.

Protection for Property

We had large amounts of jewelry, sporting goods, clothing, hardware, and other merchandise scattered in the streets and among the debris. In the beginning, with equipment unable to move through the streets, the only protection available was the posting of guards. We were able to use units of the Texas National Guard to solve this problem. We were fortunate in that members of our own department were officers in this organization and through this we were able to establish very close liaison. Advance planning can be of great value in this phase of disaster work by making arrangements for such assistance with National Guard units, Army and Navy reserve units, or any other such organization operating under close supervision. There was a limited amount of looting reported in the disaster area, the majority of which occurred prior to the posting of guards. After rescue operations were completed, the perimeter block was established, and a pass system

was set up. We requested owners of businesses to be responsible for the protection of their own property. This was effective, but we continued to maintain adequate patrol.

Considerable difficulty was experienced in the storage and identification of disabled automobiles and other property which it became necessary to move. We made a mistake in storing property other than automobiles in storage places within the perimeter of the disaster area, thereby making it necessary to grant passes to property owners solely for the purpose of getting their property. Every effort was made to put into effect a systematic method of identification of the property at the time it was stored. As a part of the rescue operation it became necessary to move hundreds of disabled automobiles in order that ambulances and other rescue equipment could move about in the affected area. A number of these automobiles were moved during the first 12 hours of the rescue operation during which time limited supervision was available. This resulted in great confusion later in locating these automobiles for their owners. It became necessary to move some of these automobiles several times, because we did not select a storage area of sufficient size and distance from the affected area.

Traffic Control

Perhaps our greatest problem was the control of traffic, both vehicular and pedestrian. Because of the time of day when the tornado hit, the affected area was already full of pedestrians. These people were all willing to work and wanted to help, and most of them had friends or members of their family lost or unaccounted for in the area. It is obvious that the immediate and indiscriminate removal of these people from the area, although perhaps desirable, was not practical. We found that the only way to control both vehicles and pedestrians was by establishing a perimeter block by which we exercised complete control over all persons entering the area. We are convinced that time can be saved by disregarding persons already in the area and by setting up a blockade as quickly as possible, allowing persons in the area to leave, but preventing their return. Immediately after setting up our blockade, we instituted a system of passes. The success of this program is entirely dependent on strict enforcement and careful screening of all pass applicants. We effected close liaison with disaster headquarters and issued passes with their instructions. During the first few days of the emergency, we issued only pedestrian passes and these were pinpointed as to time, point of entry and destination, and point of exit. The patrols in the area were instructed to remove all persons without a pass or anyone in any area not designated by his pass. As cleanup work progressed and certain sections of the area were declared safe, the perimeter area was reduced in size and additional passes, both for pedestrians and vehicles, were granted.

Messages to Answer

Still another problem resulted from hundreds of telegrams and telephone calls being directed to the police department immediately after emergency telephone service to the police department had been restored. These calls and telegrams came from all over the United States from persons inquiring about relatives and friends known to be in Waco. In nearly every instance, the information desired was not at the police department and this deluge of calls jammed the wires servicing the department. Consideration should be given in advance planning to arrange for the proper screening of these messages at the telegraph office and the telephone company and the diverting of these

communications to an agency such as the American Red Cross or an emergency communications center. In our efforts to give attention to these messages, we tied up valuable personnel and were still only partially successful in this effort.

It would be impossible to discuss all problems which exist in a major disaster, many of which cannot be handled by a law-enforcement agency. We have mentioned the major ones which affected the police department. In summary, the police department should have its own personnel trained and informed of their duties in advance. The department should be prepared to take charge of preliminary rescue operations, locate the proper authority to take over these operations, and then be relieved. A sound patrol and guard system should be organized in cooperation with some appropriate organization. An appropriate place to store property should be located and a system of recording set up. Unauthorized traffic should be controlled by a perimeter block and a system of passes. A system of screening messages directed to the police department and pertaining to non-police matters should be arranged, together with the designation of an appropriate agency to handle these calls.

All points of control, disaster headquarters, and assembly points for personnel and equipment should be established outside of the perimeter block. Any advance plans should be sufficiently flexible to locate these control points outside of the area, regardless of where the disaster might occur.

★

GLASS FRAGMENTS

Fragments of glass from the headlight lens helped convict a hit-and-run driver. These glass fragments were compared with the glass from the headlight of the defendant's automobile at the FBI Laboratory.

A PIECE OF RUBBER

A piece of rubber from a damaged running board of an automobile was the clue which identified the automobile used in a safe burglary. Spectrographic analysis of the rubber in the FBI Laboratory revealed the fact that the metallic and ash content as well as the elasticity and hardness of the small piece of rubber and that of the automobile running board were identical. This clue led to the solution of 14 safe burglaries and robberies.

POLICE TRAINING

Annual Training Programs for a Sheriff's Office

by L. C. "CAL" BOIES, *Sheriff, Maricopa County,
Phoenix, Ariz.*

Sprawling Maricopa County, in central Arizona, covers 9,226 of the State's 113, 909 square miles. Concentrated within Maricopa County are more than 350,000 of the State's better than three-quarter million population. Phoenix, Arizona's capital city, is also the county seat of Maricopa. Mesa, the State's third largest city, Glendale, Tempe, Wickenburg, Scottsdale, and Peoria are the incorporated towns within this area. Large suburban areas, without the city limits of these cities and towns, surround each. Policing these suburban areas and the widespread agricultural, mountain and desert stretches is the responsibility of the county sheriff's office, which has headquarters at Phoenix, and maintains substations at Mesa, Gila Bend, Wickenburg, Sunnyslope, and Scottsdale.

The sheriff's office has a present complement of 117 employees, 10 of whom are assigned exclusively

to civil work. In the criminal division there are 107 employees, 5 of whom are in a clerical capacity. Of the remainder, 15 are deputies working out of the Traffic Division, 4 deputies are assigned exclusively to the Juvenile Bureau, 7 deputies work full time as jailers, 4 as radio operators, 2 as radio technicians, and 3 are in the Identification Division. The remainder work either as patrolmen, investigators on criminal cases, or as desk men in the criminal division.

Being understaffed, of necessity the sheriff's office is occasionally forced to put a man to work without formal training for the time being. However, in order to compensate for that, arrangements have been made with the Phoenix Police Department to include untrained sheriff's deputies in the periodical recruit schools of the police department. With this arrangement a deputy will receive his recruit schooling within a few weeks after receiving his commission.

Classroom Sessions

To supplement the recruit schooling for the new deputies and to provide in-service training for the men older in service, an annual in-service school has been set up under the direction of Lt. Mort Baskin, a graduate of the FBI National Academy. This school is usually scheduled in late November and early December of each year, which from a time point of view is the least busy of the always busy seasons of the sheriff's office. The sessions are divided in two, and are held in the evenings. By dividing the sessions into two, all deputies are able to attend the classes and receive benefit from them. Instructors include ranking officers of the sheriff's department, attorneys, judges of the local superior courts, FBI agents, and ranking officers of the Phoenix Police Department. No classroom being presently available to the sheriff's department, the courtrooms of the superior and justice courts are utilized for these schools. These courtrooms are all in the Maricopa County Courthouse in downtown Phoenix, which building also houses the



Sheriff Boies.



Jim Hall, arson investigator, instructing a class.



"Larry's Lodge" on the range.

sheriff's headquarters. However, the range house at the sheriff's firearms range is at present being equipped with desks, tables and blackboards, and will be ready as a classroom in the spring of 1954.

Classes are held from 7 to 10 p. m. twice weekly, and cover a wide variety of subjects, including among others, the proper use of records, methods and techniques in investigation of various crimes, arrest methods, collection and preservation of evidence, laws of arrest, searches and seizures, presentation of evidence in court, and public relations. The services of various types of specialists are secured for these schools. The schools are arranged so that each session lasts for 3 weeks, and the officers thereby receive 18 hours of instruction.

Attendance at these classes is compulsory for all deputies, and roll call is taken at the beginning of each evening's session. In attendance are the captains of each of the four divisions interested in criminal work, the criminal division, the traffic division, the identification division, and the jail. At the end of the school an examination is given covering each subject discussed during the entire school. This examination is written and all deputies are required to take the examination. Invitations are issued to officers of all police departments in the county, and many of these officers regularly attend these schools, as do many members of the sheriff's posses, who act as reserve units for the sheriff's office.

Firearms Training

Firearms training, formerly held on a "when available" basis on the borrowed range of the Phoenix Police Department, is now conducted monthly on the recently completed sheriff's range in Moon Valley, 11 miles north of Phoenix. This range, built by the sheriff's office without the use

of tax funds, consists of a practical pistol course, a skeet course, a rifle range, "running man" targets and turning time fire targets. Deputy Dave Edwards is rangemaster. Situated in the colorful mountain-desert section of Moon Valley, this range is ideal for proper firearms training. A range house dubbed "Larry's Lodge," for seriously ill Deputy Larry Fleming, provides an ideal meeting place for sheriff's personnel for barbecues and get-togethers. The range control tower is atop this lodge, which fronts on the PPC course. To the north of the PPC course lies the skeet range, which has been hard-topped and equipped with the latest in electrical traps. The rifle range to the south of the PPC course is shared with a local rifle club. Adequate hard-topped parking areas surround the range house.

The rapid growth of Maricopa County (the county almost doubled in population between 1940 and 1950) in recent years portends an increased population in the years to come. As the county grows, so grows the responsibility of the county's law enforcement agencies. More and better training is necessary and as time and funds permit it is the hope of the Maricopa County sheriff's office to intensify the training made available to recruits and seasoned deputies alike.

BROADCASTING OBSCENE LANGUAGE

The Department of Justice has advised that enforcement of section 1464, Title 18, United States Code, is within the investigative jurisdiction of the FBI. This section approved June 25, 1948, is as follows:

"Whoever utters any obscene, indecent, or profane language by means of radio communication shall be fined not more than \$10,000 or imprisoned not more than 2 years, or both."

TRAFFIC

For the past 12 months the Traffic Bureau of the Reno, Nev., police department has had a weekly newspaper column published in the Reno Evening Gazette each Saturday night. The column heading is "Traffic Facts."

Over a 2-year period the Traffic Bureau has also conducted a 15-minute radio broadcast entitled, "Traffic is Everybody's Business." This is also a Saturday feature.

These two traffic features are classed as a public service both by the radio station and the newspaper. The radio time is not purchased by the city of Reno nor is it sponsored by any local firm. The news column is written by the captain of traffic and no remuneration is paid by either the newspaper or the radio station.

Now let's take each of these features separately and analyze its value both to the walking and motoring public and the local police department.

First of all, the police officers feel that the radio program is another step forward in our public



Capt. Louis P. Spitz.

How To Publicize a Local Traffic Safety Program

*by CAPT. LOUIS P. SPITZ, Police Department,
Reno, Nev.*

relations program. Next, we feel that it has had a considerable impact on both motorists and pedestrians alike and has been one of the contributing factors towards our decreasing accident and injury rate in the city of Reno. I personally feel that a well-informed public is a traffic-safety-conscious public.

During the 2 years we have been on the air we have made it our policy to cover the local picture first and always. This objective is based on the proverb, "Keep thine own house in order," or the saying, "Do first things first," and the first object in mind was to make our city the "Safest Little City in the World." We have not as yet accomplished this objective, but through and by our weekly radio broadcasts we hope to attain it.

What takes place over KOH during our radio program? To sum it up, almost everything.

Each member of the traffic bureau is interviewed. During the interview the traffic officer is asked his name, age, marital status, number of children, the school they attend and their names and ages. Each officer is also asked how long he has lived in the city and what he did before joining the local department. He is asked what type of police work he was doing prior to being assigned to the traffic bureau. He is asked about his war service record, what he likes about being a traffic officer and what he dislikes. He is given the opportunity to express his personal opinion about the local traffic situation and such aspects as violations, enforcement, congestion and any engineering ideas he may have developed while cruising about and observing the traffic problem.

Each week a local traffic ordinance is read and explained in layman's language rather than the legal terminology used in the ordinance. In addition, the local traffic toll in number of accidents, injuries and deaths for the past week is read.

Another feature is the "Mr. X violation" in which license numbers are read over the air and the time, date and type of violation are commented upon. Courteous driver license numbers are also read and congratulations are extended to those

motorists when the courteous act is described. A weekly "pet peeve" is also discussed.

At the end of each program I ask the listening public to write in anonymously or otherwise and register their traffic gripes, peeves, or complaints and then the following week their letters are read and discussed. The letters, of course, have been varied and range from bouquets to brickbats, but no discrimination is made in discussing them over the air. The critical letters as well as the flattering ones are analyzed.

Obtaining Air Time

The reader will no doubt wonder what channels or difficulties one must go through to obtain the necessary time. This has been very easy for us. Our radio stations were pleased to have the police department on a "public service" program and the station managers have been more than cooperative in the overall traffic safety problem confronting us today and are doing everything possible to aid the cause.

In the event "public service" time is not available one can always find local merchants who are cooperative and willing to buy the time for the broadcast. My personal reason for preferring "public service" time is that it is not interrupted with commercials which many times detract from the safety features one is attempting to put before the public.

Because of this "public service" radio program, I have found that local interest in the traffic problem confronting our city has increased. Today we have traffic safety programs on our 3 other local stations. One is confined solely to a "Mr. X" program, another is "Operation Safety," put on by one of our local American Legion Posts. The third station produces its own traffic safety show, thus giving us complete coverage on all 4 local stations. In addition, since television has recently come to our city we are presently in the process of putting together a *live* TV traffic safety program. Because of radio and its cooperative attitude in our community, we in the police department feel that it has been a big factor in the reduction of our accident rate.

News Column

For the past 12 months, the Reno Evening Gazette, with a circulation in the neighborhood of 18,000, has very generously permitted the printing of my column entitled "Traffic Facts." This column, con-

sisting of some 500 words or more, is given over solely to the "local" traffic situation. The column is a weekly feature and only the problem of limited manpower prevents our making it a daily feature. The column is occasionally taken over by a guest columnist, usually some prominent civic-minded person. Letters, both critical and praiseworthy, have been received from readers from all the surrounding communities in Nevada, as well as some from the State of California who use Reno as their main shopping center.

The column begins with general observations and experiences in traffic during the week as noticed by myself or as related to me by the men in my command. This is followed by some sound advice to both the pedestrian and the motorist as to safe walking and driving habits. A breakdown of a city traffic ordinance with an explanation as to why such an ordinance was instituted follows. Next in the column comes the "pet peeve" of the week. We do not pull punches—if we feel the city of Reno is at fault, it is criticized the same as the local taxpayers. Finally, the "Safety Slogan of the Week" is jotted down for the benefit of the readers.

Our general reading public was asked to write in their pet peeves and/or slogans or other ideas for publication in the following week's column and the response has been quite gratifying. Many new ideas came up, some rather hairbrained, but the majority have shown remarkable thought and sincere interest in the traffic problem confronting Reno.

Obtaining Newspaper Space

How did the local editor respond to the idea of a traffic safety column? Here in Reno the welcome mat was out as both of our daily papers are vitally interested in traffic safety. When I approached the editor of the paper in which my column was to appear, he said, "Fine, Lou, write one and let me take a look at it."

From there on it was a cinch. The article had to be in the editor's office 48 hours before publication in order that it could be edited, and the editor took a personal interest in the column by editing it and cutting out what he felt was trite and immaterial. Seldom has so much as one word been deleted from the entire column.

The paper was pleased to have a local slant on the traffic picture and we, in turn, were pleased to have such a column printed each week.

While my own personal opinion of these two media of public information is, perhaps, prejudiced, I must sincerely say that the record in the traffic bureau shows a decided decline in accidents, injuries and deaths, and in 1952 we received honorable mention nationwide from the National Safety Council for our efforts. I cannot but feel that our radio program and newspaper column played an important part in attaining this recognition.

Building Good Will With Courtesy Tickets

by JOSEPH T. CARROLL, *Chief of Police,
Lincoln, Nebr.*

A traffic ticket is an unusual way to say to out-of-town strangers—"Welcome to Lincoln and Hurry Back."—*But it works.*

The Lincoln Police Department has been doing this since 1948 with outstanding success as one of Lincoln's best agents of good will.

On June 1, 1948, the Lincoln Police Department, with the endorsement of the city council, adopted a new policy of handling out-of-town parking violators. In accordance with this new policy, all cars in violation of parking regulations were tagged, but tickets issued to cars bearing license plates other than Lancaster County—the county in which Lincoln is the county seat—were placed in "courtesy" envelopes.

These envelopes welcome the driver to the city of Lincoln and include a short explanation of the substance of the policy which permits the dismissal of the first two parking tickets for an out-of-town driver within a period of 12 months, and the assessment of a \$1 penalty fine for the third or subsequent violation within the year period.

In addition, further good will is engendered in that the out-of-towner may mail the "courtesy" envelope to the Lincoln Police Department by placing a 3-cent stamp on the back with his name and address.

Lincoln is the State capital of Nebraska and also is the industrial and agricultural hub of a large trade area along with being a major stop on United States Highway No. 6, one of the major arterials crossing the Nation. As a result there are a great many visitors to the city in the form of tourists, shoppers, and businessmen.

Keeping the good will of these people not only benefits Lincoln financially but contributes to the

general good feeling people in the Midwest have for the Lincoln Police Department.

That the above policy reaches the city's visitors both numerically and in spirit is shown by statistics maintained by the police department. Numerically, the Lincoln Police Department has given out "courtesy" tickets at an average rate of 1,700 a month since the inception of the plan. And the list is growing daily.

. . . *Many Thanks* . . .

The spirit of the gesture is typified by the comments received from the recipients of the "courtesy" tickets throughout the Nation. Some examples show this.

A citizen of Chicago stated, "Not only was I most impressed with your city of Lincoln, with the lovely attitude of the people, with the cleanliness of the streets . . . then receiving the enclosed notice (instead of a ticket) really sold me the city of Lincoln. You may not realize it, but this act was a great piece of advertising from your fine city . . ."

From Sheridan, Wyo., a citizen wrote; "We were not treated with such thoughtfulness and welcomed in a nicer manner in our entire trip from New York to Los Angeles . . . We shall always look back with pleasure on our trip to Lincoln."

A resident of Kansas City, Mo., returned the "courtesy" ticket with this comment: "Courtesy is a rare thing today, and therefore that much more appreciated." An Iowan wrote, "Let me commend you on the fine attitude shown toward the visitor by your Traffic Department. Your courtesy in every matter pertaining to both parking and traffic problems is, I am sure, deeply appreciated by tourists and commercial travelers alike."

A youth director from a church in Madison, Wis., replied: "May I keep the envelope? I like to use it in my talks to young people as an example of superpoliteness. Many thanks for your kind way of approaching me in my misdemeanor."

Typical of the out-of-town Nebraska reaction is a comment like this: "Wish to thank you for your thoughtfulness . . . we certainly feel warmer toward your city now." Another: "I appreciate your thanks for my cooperation, but appreciate more your invitation to come again."

The Lincoln Police Department maintains a complete audit on all traffic and parking violations

tickets issued by members of the department. In the event an out-of-town licensee receiving more than 2 "courtesy" tickets fails to respond with the necessary dollar for each subsequent ticket over 2, this is quickly noted by the traffic department and every effort is made to locate the individual attempting to take advantage of the courtesy program. Also, each ticket enclosed in the "courtesy" envelope is the same as tickets issued for regular city violators, thus making it possible for the patrolman to carry only one ticket book and the envelopes. This, too, takes any complication out of the auditing of the tickets at the end of the month.

The good will engendered by the "courtesy"

tickets will be expressed in more ways than one.

Policing being the generally tough job it is, a community's cooperation is often a determining factor in good law enforcement. This often is true of out-of-towners living in the near area whose association more than likely is a weekend proposition.

That the "courtesy" ticket policy has the endorsement of the city businessmen, who depend on parking availability for their customers, is shown by a wholehearted backing by the Lincoln Chamber of Commerce. They think it's a good policy for good will, and Lincoln, in the near center of the geographic United States, prosperously agrees with this.

*Welcome to Lincoln
and Hurry Back*

The enclosed ticket is presented to you because you have violated one of our traffic Ordinances. As your host we extend to you the courtesy of dismissing two of your parking tickets a year. If this is your first or second summons, please mail envelope and ticket back to us from your home town. Three cents is all it takes. However, if this is your third summons within twelve months, you are required to report to Police Headquarters within twenty-four hours. We know you understand and appreciate our traffic problems and will want to do your part to make your stay in Lincoln enjoyable. Thanks for your cooperation—please come again.

LINCOLN
POLICE DEPARTMENT

PLACE
STAMP
HERE

FROM

NAME

ADDRESS

CITY

STATE

LINCOLN POLICE DEPARTMENT
323 NORTH 10TH STREET
LINCOLN, NEBRASKA

Traffic ticket envelope.

Best Driver Award

When the mayor of Kirkland, Wash., proclaimed October 1953 as safety month he set the stage for a unique traffic safety contest among the lady drivers in the city. None of them knew they were competing and the surprised winner received a handsome certificate from Chief of Police Clem Reynolds as proof that she was the best woman driver observed by the police department during the month.

The Business and Professional Women's Association of Kirkland has among its committees a safety committee, which consists of the president of the association and two other women. Unbeknown to the rest of the association, this committee decided to observe the safety month by having a certificate awarded to the best woman driver in the city of Kirkland. This decision was kept entirely secret from other members of the association, the only persons advised being members of the police department. Together with Chief Reynolds, this committee decided that during the month of October all of the women drivers, particularly those who drove for business purposes, would be constantly under observation of the police department, and careful check would be kept on each one of them. The police department during the month made a list of cars driven by women who seemed to be obeying most traffic rules. Each time the officers happened to observe any of these cars and drivers they would carefully note any driving habits, and in the event the woman



Chief Reynolds presenting the award to Mrs. Palmer (photo courtesy the East Side Journal).

was consistently making errors, her name would be dropped from the list. According to Chief Reynolds, most of the women on this list were not known to the patrolmen, especially by name, and the police department was able to keep a running account of those who had been eliminated.

Toward the end of the month, the field had been narrowed down considerably, and during the last week or so those still remaining on the list were put under even closer scrutiny merely to observe the ladies' driving habits. By the end of the month, only two women drivers remained on the list. One of these drivers, whose name is still unknown to the public, seemed to be a particularly adept driver, but on one occasion she was observed making a left turn without a hand signal. Had it not been for this one occasion, as far as the police department was concerned, the two leading women would have tied for first place. As it was, the winner, Mrs. Charlotte Palmer, had not been observed in violations of any traffic laws and she was selected for the award. It was not until after the selection had been made that the identity of the woman driver was learned by the police department itself. The woman, Mrs. Palmer, was very much surprised to find that she had been observed so closely during the whole month. She was presented with a certificate by the Business and Professional Women at a banquet held in conjunction with a neighboring town association.

Clem Reynolds says that publicity received by the police department and by the city of Kirkland as a result of this safe-driving award has had far-reaching effects. He states that now the women drivers and a great many of the men drivers also seem to be observing more of the minor rules, including proper signals, and as a result it is hoped that the number of accidents will be reduced.



TRAFFIC SCRAMBLE

Police officers in the United States do not have all the problems to be found in traffic law enforcement. An article in *Mind Your Step*, published in Karachi, India, analyzes traffic data and lists the following types of vehicles plying the streets in Karachi: private cars, motorcycles, taxicabs, buses, load lorries (trucks), delivery vans, motorcycle rickshaws, cycle rickshaws, victorias, camel carts, hand carts, donkey carts, cycles, and tongas. The latter is a 2-wheeled vehicle drawn by ponies or bullocks.



FIREARMS TRAINING

On April 24-26, 1953, the Kinston Police Pistol and Rifle Club was host to nearly 100 pistol shooters from 10 States and 15 Tar Heel cities, who participated in the Second Annual Police Pistol Tournament at the club's range 4 miles west of Kinston. This event, however, was only a prelude to a much larger match held in August when the North Carolina Police Executives' Association met for its annual convention and pistol matches in this city.

The recently constructed 50 target range is located in a beautiful pine thicket affording plenty of shade for both spectators and competitors. The 4-acre site belongs to Simon Jackson, a well-known landowner and planter, who has leased the property to the club for 25 years at \$1 per year. The original lease was for 5 years but, after viewing the improvements, Mr. Jackson volunteered to extend the lease for a much longer period.

In connection with the range, a control tower, target house, statistical office, parking lot and rest-rooms have been provided.

Adjoining the firing range is the \$12,000 clubhouse which is adequately furnished, with picnic and barbecue facilities conveniently located near the center of activity.

North Carolina Officers Build Their Own Range

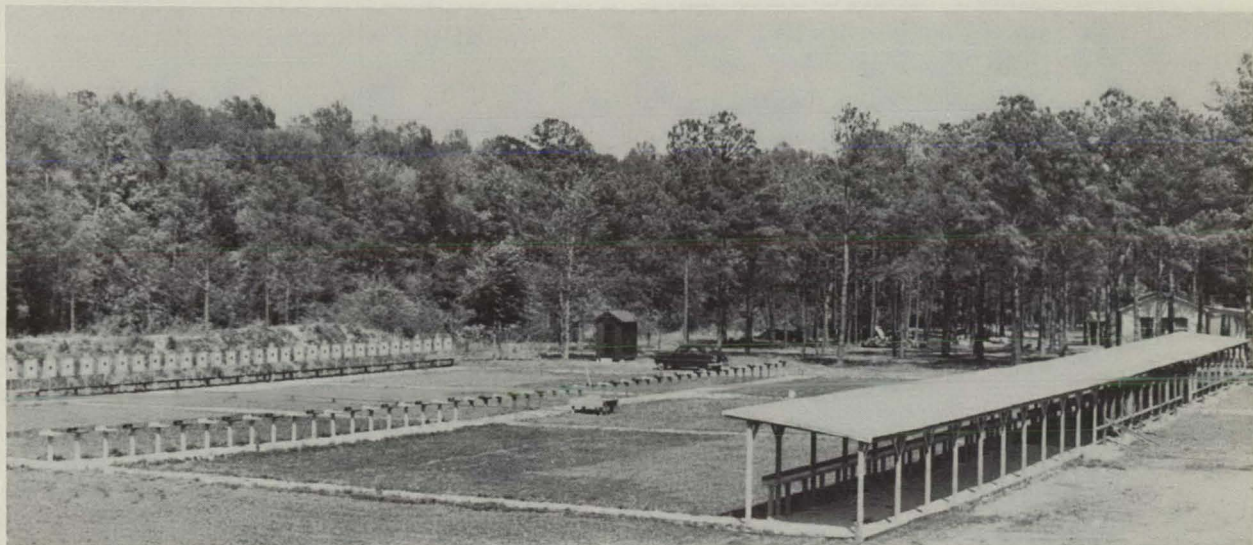
by W. J. HEARD, *City Manager, Kinston, N. C.*

During the spring of 1949, the late Capt. Charlie Moore organized two police department pistol teams which fired weekly elimination matches in preparation for the State Police Executives' Association pistol contest held late that summer at the Cherry Point Marine Base. Officers Fred L. Boyd, J. G. Evans, A. R. Brake and Fred Bates, together with Moore, built a temporary range against a brick barricade at the city garage on South Heritage Street and used it to improve their skill.

The Kinston police team entered its third match on August 1, 1951, at the North Carolina Police Executives' Association meet which was held at the Wilmington police range. This was the first N. R. A. registered tournament by this association. The Wilmington pistol range is a very beautiful 25-target range.

It was during this match that Chief Marion Haskins remarked that our department should have a range equal or better, provided that it could be built without too much expense.

Upon their return to Kinston, all the members of the team began looking for a site and salvaged equipment. This was soon located and work begun. Pipe fittings, plumbing, carpentry and



The Kinston Range.

final landscaping were completed in less than 90 days.

The team then began by inviting neighboring police, State Highway Patrol, and Marine teams for the practice matches which proved very satisfactory in developing the marksmanship of the members.

The past year, instead of the team being in last place as it had been previously, Kinston placed third team winner out of 20 teams and all of the team members were individual medal winners.

What began with an improvised range has since grown into an active organization which has brought recreation to many officers and their families and new fame to Kinston. Today the value of the improvements has been estimated at \$20,000, and this has been done for less than \$2,000, due to the efforts of Fred Boyd, Glasco Evans, W. E. Mazingo, and Harrold Potter, with the assistance of the entire police department, the cooperation of the other departments of the city, and the help of interested citizens of this community.

The site was cleared of stumps and brush and graded on weekends by street-department equipment at no charge. Lumber for target frames and covered shed, salvaged pipe and fittings, were secured at the city-owned power plant. The tin roof over the shed was the most expensive purchased item.

The statistical office was a field office donated by a local building contractor, the target house an abandoned taxi stand and the clubhouse was built from a residence which was torn down to give way to the new colored housing project.

For the past 2 years, a week before the Annual Police Benefit Dance, the club has been host to 400 or more of their friends in a barbecue and Brunswick stew supper served under the pines. Detective Wheeler Kennedy has acted as chairman of this successful affair and the response has been gratifying. People from all walks of life have been invited, and those in charge declare that these gatherings have much to do with the good public relations the police in this city are now enjoying.

Any civic, church, or fraternal organization may use the clubhouse and grounds provided a member of the club accompanies them and is responsible for the group.

The officers are Chief Marion Haskins, president; Capt. J. G. Evans, vice president; and W. J. Heard, secretary-treasurer.

CARGO THEFTS

(Continued from page 5)

the trucking companies and others information on the type of articles which were being stolen.

This group also planned originally to consider the advisability of setting up a trucking company police organization such as the railroad companies have. It was subsequently decided that the Motor Carriers Council, Inc., would take over the plans of this group and incorporate its activities, to a limited degree, within the council. It was decided that the Motor Carriers Council would send out a letter to all its members in the New England States calling to the attention of all trucking companies the tremendous number of thefts which are occurring and requesting the truckers to report immediately to the nearest FBI office all thefts involving interstate shipments. Thereafter, the truckers would be requested to prepare in quadruplicate a report form which was to be sent to the Motor Carriers Council, Inc. One copy of each of these reports would be disseminated by the council to the appropriate field office of the FBI. The remaining copies would be used by the council to set up a modus operandi file. The council would periodically thereafter furnish trucking companies with information which they gathered from this file which might assist them in holding thefts to a minimum. In addition, the council in certain instances would make recommendations to shippers as to the identification of their product so as to make it more difficult for the thieves to dispose of their loot.

SEDITIONOUS CONSPIRACY

A Federal statute governing the security of the United States provides that if two or more persons in any State or Territory, or in any place subject to the jurisdiction of the United States, conspire to overthrow, put down, or to destroy by force the Government of the United States, or to levy war against them or to oppose by force the authority thereof, or by force to prevent, hinder, or delay the execution of any law of the United States, or by force to seize, take, or possess any property of the United States contrary to the authority thereof, they shall each be fined not more than \$5,000 or imprisoned not more than 6 years, or both. Investigations into violations concerning sedition are conducted by the FBI.



OTHER TOPICS

The Deer Lodge County Rescue Association, Inc., with headquarters at Anaconda, Mont., is a unique organization. Supported by voluntary cash contributions and donations of help and items of equipment, our unit has recovered an estimated 40 drowning victims and assisted in locating several lost persons since we incorporated under Montana law as a nonprofit corporation in the fall of 1946, approximately 7 years ago.

All law-enforcement officials are aware of the fact that the public expects law enforcement to assume the duties of recovery of bodies of drowned persons and salvage of lost property, although the writer has never observed this obligation set out in the law as falling upon the enforcement officers' shoulders. It appears to be one of the many humane and public-service chores which law men accept as part of their job, assisted, of course, by those public-spirited citizens willing to volunteer their services.

Although our mile-high area is not heavily populated, a number of causes have served to contribute to many drownings and to further complicate recovery operations: highways skirting the banks of narrow, rushing mountain streams; beautiful, clear, cold, mountain lakes attracting fishermen from all over the United States; moose, elk, deer, and bear beckoning the big-game hunter, sometimes to areas not yet surveyed; sudden, and sometimes extreme, climatic changes bringing wind and rough water for the fisherman or perhaps a blizzard for the hunter.

Equipment

In 1946 officers and citizens of our community formed our association and through contributions raised by organizations, individuals and concerns, purchased \$2,500 worth of war-surplus equipment, composed of one diver's helmet, three diving suits, a hand-operated compressor and lifelines. Originally we improvised other needed equipment. Our "barge" was made on the spot of 55-gallon oil drums and planks; bed springs have served as an underwater staging for the diver to work from.

A Diving Unit for Handling Underwater Jobs

by ORAN H. ECCLESTON, *Sergeant, Anaconda,
Mont., Police Department*¹

The writer had worked as a diver in the United States Navy during World War II, so the association decided to inaugurate yearly diving classes for volunteers, usually younger folks. After passing a rigid physical examination, donated by a local doctor, the student diver takes a 14-week training course in the physics of diving, communications and signals, use of equipment, first aid, basic carpentry and mechanics, study of emergency situations, rope and cable "know-how." The final graduation exercises consist of an actual dive. The final examination involves nailing wooden pieces into a six-sided box, on the bottom.

More divers, more calls, and additional difficult tasks made more equipment necessary. Contributions, plus \$1 membership cards in the association purchased by appreciative citizens, made the necessary funds available. Our present equipment includes a surplus Army 6 by 6 truck carrying a van which houses radio equipment, standby emergency compressor, cooking and sleeping facilities, first-aid supplies, diving suits, hose, tools, cable, rope, oxyacetylene welding equipment. The truck tows a 4-wheel trailer, remade from an old truck chassis, which carries two Army surplus aluminum bridge pontoons, each 28½ by 5½ feet, our working barge. A gasoline-driven air compressor, descending ladder, and decompression stages are kept in one of these pontoons. The two pontoons are hinged at one side so that one may be pulled over the other, forming an enclosed "pod," for convenience in travel. Open, the pontoons provide a 28½- by 11-foot barge, from which diving operations are carried on. Cables to the truck are used to load and unload the pontoons and to open and shut them. In the water, the barge can be towed, worked with lines from shore or equipped with "rigs" on the bow to accommodate outboard motors. A roller on the rear end of the trailer bed facilitates loading and unloading the pontoons. If the terrain and shore conditions allow, the trailer is backed into the water, and

¹ Editor's Note: Sergeant Eccleston is chief diver for the Deer Lodge County Rescue Association.



Some of the personnel and a truck of the Rescue Unit. The author, chief diver and trustee is in the center, behind the diving helmet. Sheriff George Hartsell of Deer Lodge County, a trustee, is fourth from the left in the back row. Eric Smith, president of the association, is at the left in the front row.

with a trained crew the unit is assembled and ready to operate within a few minutes after arrival.

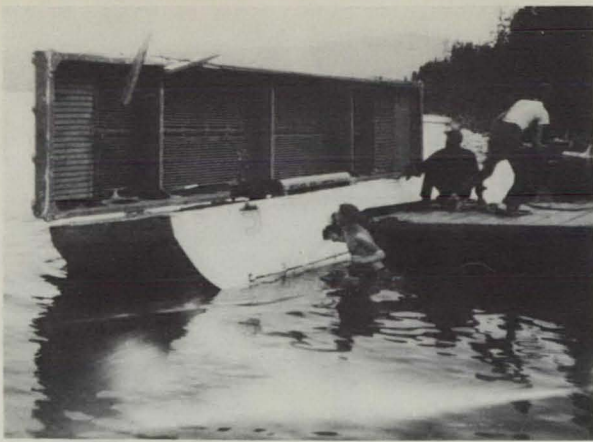
A very valuable piece of equipment added to our unit is an amphibious Army weasel, also surplus, for use in swamp and snow search.

Locating the Body

Our operations have produced experiences which have since assisted materially in locating drowning victims. In fast water, how can we determine where best to look for a body? The most reliable method we have found is to prepare a sack of potatoes of the approximate weight of the drowned victim, secure a small line to the center of the sack and the other end to an improvised buoy, and drop the sack into the water as near the exact spot as possible to where the victim was believed to have gone in. Surprisingly, this system has proven quite dependable. We have recovered

bodies within 6 feet of where the potatoes finally settled. Apparently the potatoes have approximately the same buoyancy as a human body. Clothing worn by the victim will also be a factor in each individual case, of course. A water-repellent jacket containing spun-glass insulation gave one of our victims enough added buoyancy to keep the body from settling completely to the bottom.

We have found, also, that by logging pertinent information as related from the "bottom" by the diver, we have been better able to prepare for a specific job at the same location another time. The log will reveal current conditions along the bottom, type of bottom, and lighting, in addition to exact knowledge of depths. For instance, streams with swift top currents may have a different current along the bottom. Then, some bottoms are waist deep in silt, making visibility and movement difficult and rendering use of a staging necessary so the diver may lie prone while the



● Closing the "pod" before loading on trailer.

staging is moved about. Some lakes have weedy or rocky bottoms, making dragging operations difficult if not impossible. Silt, weeds, and depth sometimes impair visibility so the diver must do much of his work by feel.

Automobile Cases

In the recovery of automobiles, we have found that a car is ordinarily quite buoyant and, in fast water, will usually be found in a hole or lodged against an object to one side of the main current. A car should always be hoisted straight up out of a stream, if possible, as pulling it against the current or bumping it against the bottom may dislodge bodies within the vehicle, causing additional work.

Our unit has been made available to any part of the State of Montana and we have even been



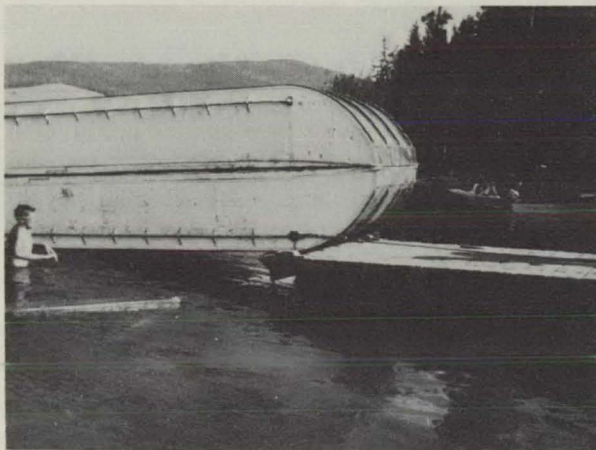
Loaded and ready for the next call.

to our neighboring State, Idaho, on occasion. Our crew works on a volunteer basis, but if funds are given the unit for a specific job, the crew is paid what they would receive on their jobs at home.

Since inauguration of our unit we have trained numerous divers, including several young ladies. Some of our graduates also are now serving in the United States Navy as divers, making us proud that our unit is helping in more than one way.

It might be pointed out that a diver must be a certain type of individual. He must be calm and composed, not easily excited or panicked, for, if hoses or lines become fouled or upon ascending from a dive in subzero weather the exhaust valves freeze shut, a man must keep all his wits about him.

Our little unit performs hard work, but that work is big and a service to the public and we and the citizens supporting us are proud of it.

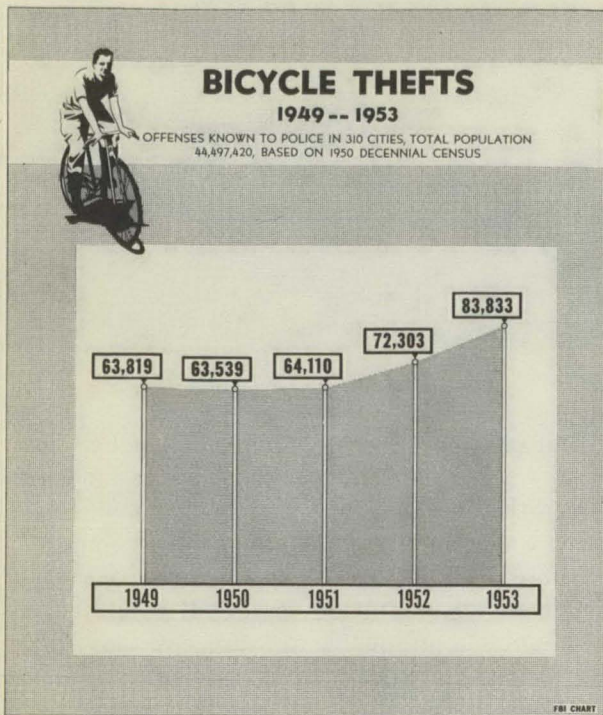


Pulling the pontoons onto the trailer.



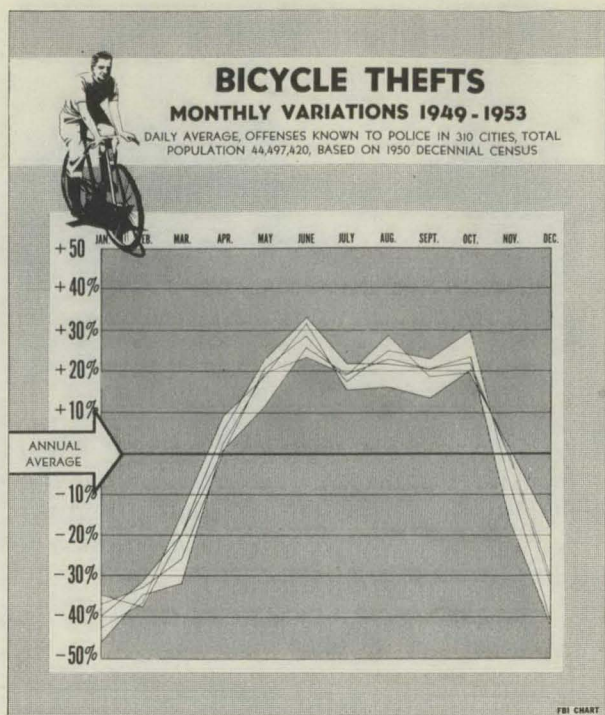
The Rescue Unit's "weasel."

Bicycle Thefts Are Increasing



Thefts of bicycles are on the increase from year to year and this crime is particularly prevalent during the summer months. The fact that during 1953 bicycle thefts amounted to nearly 17 percent of all "larceny-theft" violations shown in the Uniform Crime Reports annual bulletin shows that this offense is a police problem of considerable importance.

The first chart shows the total number of bicycle thefts known to the police in 310 cities with a total population of 44,497,420, based on the 1950



decennial census. The total showed little change from 1949 through 1951 but rose significantly in 1952 and 1953.

The second chart shows the seasonal pattern traced by bicycle thefts during the 5-year period from 1949 to 1953, inclusive. There is some variation from one year to another in the rate of theft by months, as shown by the thin black lines, but the combined 5-year pattern shows that this crime represents a special problem from April through October.

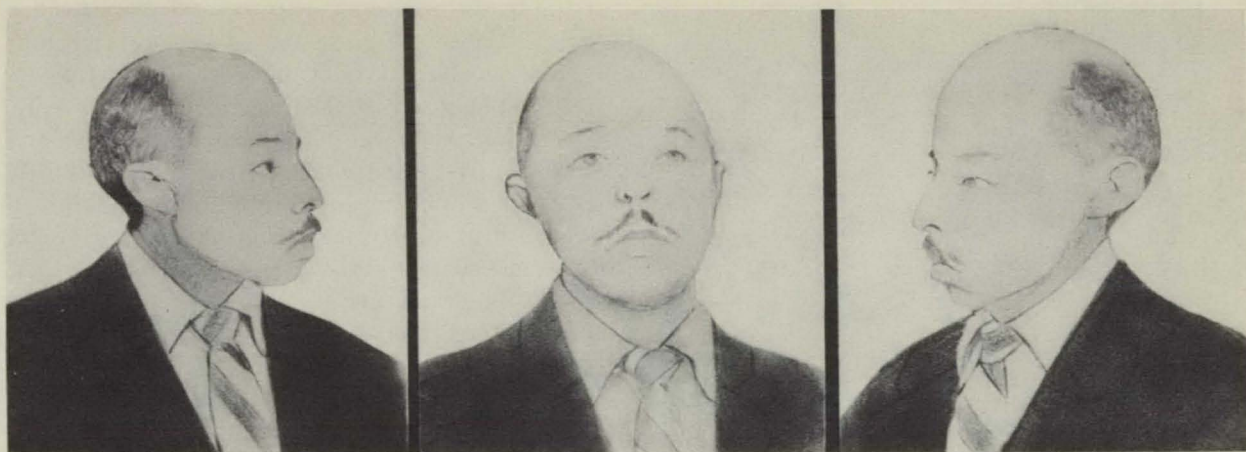
Your Correct Name, Title, Address?

The name and/or title and the address by which you receive the *FBI Law Enforcement Bulletin* appear on the back cover of each issue. In order to insure correct mailing and regular receipt of the Bulletin you are requested to check this data immediately and notify the Director, Federal Bureau of Investigation, Washington 25, D. C., if a change is desired. Please indicate exactly how your name and/or title and address should be shown.

If you are now receiving the Bulletin by title and address only such as "Chief of Police," "Commissioner of Police," "Superintendent of Police," "Sheriff," etc., and the title and address are cor-

rect, please do not request a change. The Bulletin is sent to you in this manner in order to make sure that it will always reach the officer in charge of your law enforcement agency without requiring the trouble, expense and possibility of error involved in changing names when there is a change in the person holding that position. But if this title and/or address is *not correct*, please advise of the change desired. For example, you may be receiving the Bulletin as "Chief of Police" when actually no such position exists in your department and your correct title is "Superintendent of Police" or "Commissioner of Police."

Unidentified Murder Victim, Montreal, Canada



On the morning of October 28, 1953, the body of an unidentified man was found in a lane in the eastern part of the city of Montreal, Quebec. Death was caused by a .38-caliber bullet fired in the back. The head, both feet, and hands had been amputated. A few days later the head and both feet were found 40 miles northeast of Montreal. The torso was wrapped in a thin cotton canvas and a green woolen blanket with a black band. The tying was done with a white cord, currently used by butchers.

The victim is described as follows:

Age----- From 40-50 years.
Weight----- Around 180 pounds.

Height----- About 5 feet 9 inches.
Hair----- Greyish brown.
Scars----- 2 on right side of abdomen, 1 on right forearm.

The director of the Montreal Police has requested assistance to determine the identity of subject, as investigation to date has met with negative results.

Any person having information bearing on this crime is requested to send it immediately to Leonard H. Nicholson, the Commissioner, R. C. M. Police, Ottawa, Canada, or J. Albert Langlois, M. B. E., Director of Police, Montreal, Quebec, Canada.

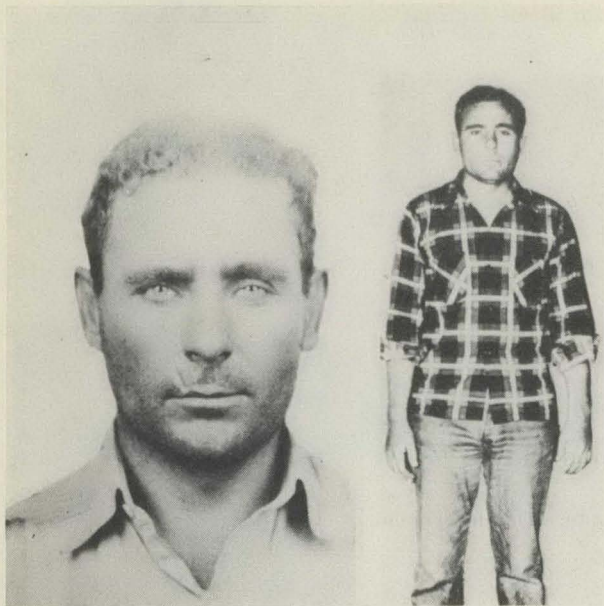
The Case of the Bogus Priest

Recently the activities of a checkpasser operating in several States were successfully halted through the assistance of the National Fraudulent Check File. This individual posed as a Roman Catholic priest and wore appropriate garb. The FBI was first alerted to his activities when a request was received for a search in the National Fraudulent Check File of a check passed in Knoxville, Tenn., drawn on an Albany, N. Y., bank and returned marked "no account." Thereafter similar requests were received from law-enforcement authorities in various States. Through examination, the FBI Laboratory was able to determine that the signatures on these checks were identical with the signature of a man with an arrest record.

The contributing agencies were furnished with a complete copy of the record and a photograph.

Investigation indicated that this fraudulent check artist passed most of his checks at banks and therefore all banks were warned to be on the lookout for him. As a result of this circularization of banks, he was recognized while attempting to pass one of his spurious checks in an Oregon bank and was apprehended by the sheriff. In an interview, following his arrest, he admitted traveling throughout the United States, representing himself as a Roman Catholic priest, and passing more than 100 worthless checks. Numerous checks received for comparison against the National Fraudulent Check File subsequent to his apprehension in Oregon were found to be checks passed by him prior to his arrest, thus clearing up a myriad of unsolved cases in various States.

WANTED BY THE FBI



LONNIE THOMAS CRAWFORD,
with aliases: L. T. Crawford, Richard Crawford, Jack Garrett, Jimmy Reno.

Unlawful Flight to Avoid Prosecution (Burglary)

On June 15, 1952, local authorities at Seymour, Tex., arrested Lonnie Thomas Crawford in connection with the burglary of a drugstore in that city. A grand jury for Baylor County, Tex. on September 9, 1952, returned an indictment charging Crawford with the burglary, and he was confined in the county jail at Seymour to await trial. On October 10, 1952, however, Crawford succeeded in sawing the bars on a jail window and escaped.

When it was learned that Crawford had left the State of Texas, local authorities requested the assistance of the FBI in locating him. A complaint charging him with unlawful flight to avoid prosecution for burglary was filed before a United States Commissioner at Wichita Falls, Tex., on November 24, 1952.

Background

Crawford has an extensive criminal record, first becoming involved at Lubbock, Tex., where he was arrested December 11, 1940, and charged with a minor traffic violation. In 1944 at Lubbock he received a \$50 fine for speeding. He gradually

increased the tempo of his criminal activities, and in 1946 was received at the State penitentiary at Huntsville, Tex., on a sentence of 3 years for burglary. He was also sentenced in another county to a 3-year term for car theft. His next freedom resulted in an arrest at Midland, Tex., in 1949, for worthless checks, and he was released on bond. Before any action could be taken on this case, Crawford was arrested in Sapulpa, Okla., on second-degree burglary charges, and in April 1949, was sentenced to 2 years in the State penitentiary, McAlester, Okla.

Crawford has been variously reported, since his escape from jail at Seymour, Tex., to be in New Mexico, Arizona, and California.

Crawford may be accompanied in his flight by his wife, who is described as approximately 34 years old; 5 feet 1 inch tall; 145 pounds; red hair, probably dyed; gray eyes and a ruddy complexion.

Crawford may be armed and should be considered extremely dangerous.

He is described as follows:

Age.....	28, born May 23, 1926, Scurry County Tex. (not verified).
Height.....	5 feet 11 inches.
Weight.....	180 pounds.
Build.....	Medium.
Hair.....	Brown, very curly.
Eyes.....	Blue.
Complexion.....	Medium.
Race.....	White.
Nationality.....	American.
Occupation.....	Truck driver.
Scars and marks....	2-inch scar right upper lip, scar under right eye, 3/4-inch circular cut scar left side of forehead, neck pitted, operation scar left elbow, tattoos of eagle head, "Mother & Father" and "1946" on inside of right forearm.
FBI number.....	2, 829, 058.
Fingerprint classification.....	18 M 29 W 100 I 23 W 100 20
Reference.....	29 19

Notify FBI

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

Modus Operandi—Auto Theft

Two auto thieves recently convicted of interstate transportation of stolen automobiles based their modus operandi on an elaborate plan which was made easier by the carelessness of the victimized car owners.

Operating mainly throughout Georgia, North and South Carolina, and Florida, these two thieves cruised through the streets of a city during the early morning hours until they located an unlocked car which met with their approval. One of the thieves started the car with the aid of a "jumper" and drove it to a shed owned by an acquaintance. The older of the two men would then proceed to alter the motor numbers of the car by grinding off the motor numbers and placing a new number on the block with dies which he had obtained from a mail-order house.

Following the alteration of the motor numbers, the thieves obtained serial plates from cars located on used car lots. Fictitious documents were made from bills of sale obtained from a book store or bills of sale were purchased from an automobile auctioneer for a fee of \$5 although no actual sales transaction took place. The thieves would then obtain a Georgia registration with a fictitious name for the stolen automobile, showing the motor number to agree with the number as it had been altered. They would then obtain the key number from the door lock or the lock on the glove compartment and thereafter obtain a set of keys for the automobile. With these accouterments they were then ready to dispose of the automobile.

Investigation into the activities of this auto theft team originated when an alert State automobile inspector became suspicious because the car he was inspecting was a "98" series Oldsmobile with an "88" series motor and the serial plate had been removed. The investigation resulted in the compilation of a list of 19 automobiles, 14 of which have been recovered.

The arrest records of these two thieves, which indicate that they both began their criminal careers at the age of 19, show several arrests on charges of auto theft for one of the subjects, while the other began his criminal career with an arrest on a charge of rape.

LOTTERIES

Interstate transportation of lottery tickets is a Federal crime investigated by the FBI.

Advice on Babysitters

A few words of caution for parents hiring babysitters have been issued by Chief of Police W. T. Ivey, York, S. C., in the form of a handbill which can be kept in the house.

The handbill is headed "IMPORTANT SAFETY MEASURES WHEN YOU HIRE A BABYSITTER . . ." and reads as follows:

PARENTS: For the protection of all concerned, your children, your home, and the person you select to sit with your children, every reasonable precaution should be taken both in choosing a sitter and in leaving no doubt about the sitter's responsibility, duties, and knowledge of what to do in an emergency.

The police department furnishes the following information for your convenience and benefit, and assures you of its active cooperation in keeping your home and family safe. The department also will be happy to furnish any information it might have about persons recommended to you as babysitters, but whom you do not know personally, or about whom you may have a doubt.

1. Make certain your children are in reasonably good health before you leave the house.
2. Provide the sitter with the phone number where you positively can be reached in case of an emergency.
3. Provide the sitter with the phone numbers of the family doctor, a relative or friend, and the police and fire departments.
4. Have a clear understanding with the sitter on wages, hours, privileges and duties, arranging beforehand such matters as snacks and use of radio, television, and phone.
5. Don't expect the sitter to use disciplinary measures.
6. Limit the sitter's guests to one friend of the same sex. No dates.
7. Don't leave the house until the sitter and your child have become acquainted.
8. Be home at the time agreed upon.
9. Provide the sitter with safe conduct to and from home.
10. Notify the police department that you are leaving a babysitter in your home, and the length of time you expect to be away from home.
11. Drive and walk as if your life depended on it—because it does.

Below the text appear the telephone numbers of the police department and the fire department and space where additional telephone numbers may be written in, such as "CALL PARENTS at _____, DOCTOR _____" and "Call (fill in name) _____ at _____." At the bottom appears "YORK POLICE DEPARTMENT" and the names "RAYMOND H. TYLER, Mayor" and "W. T. IVEY, Chief of Police."

ATOMIC ENERGY ACT

Violations of the Atomic Energy Act are investigated by the FBI.

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON 25, D. C.

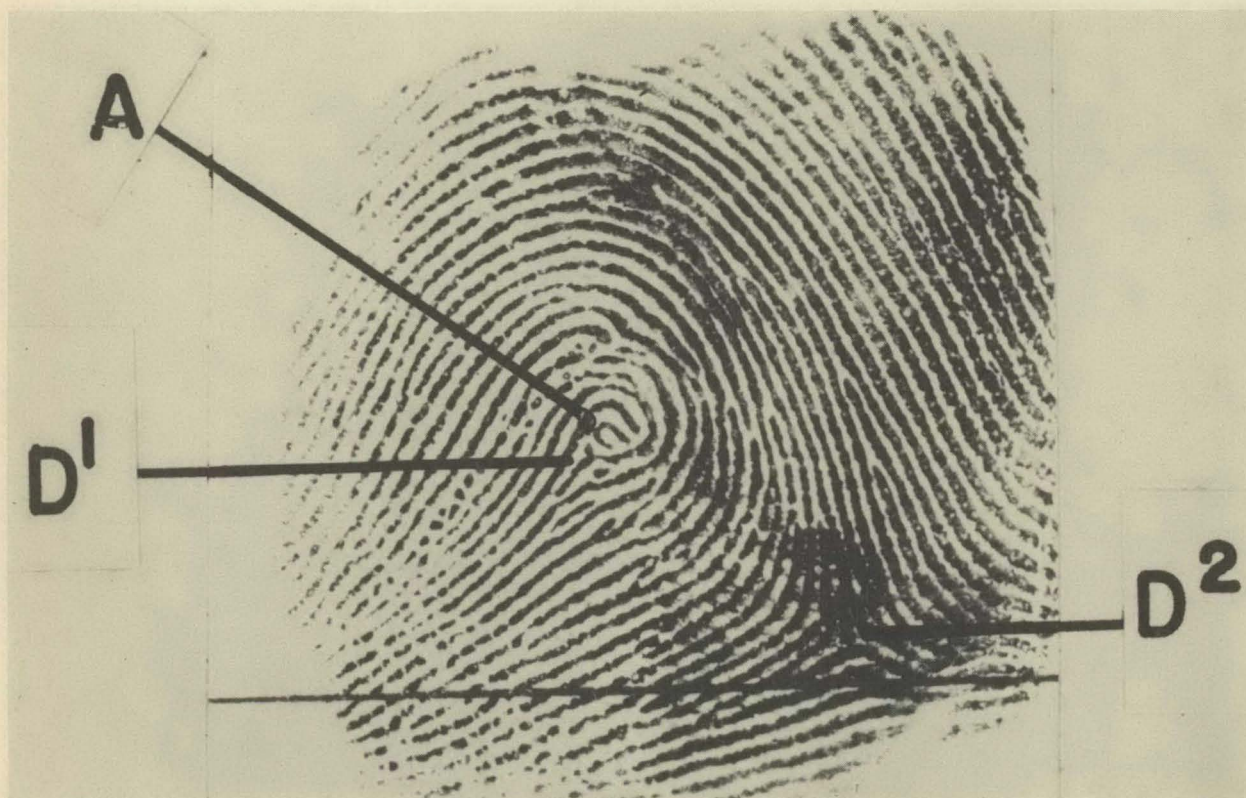
OFFICIAL BUSINESS

RETURN AFTER 5 DAYS

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300
(GPO)

Superintendent
State Police
Salem, Oregon

Questionable Pattern



The pattern above is classified as a central pocket loop whorl with an inner tracing. It is referred to a loop because recurve A in front of delta D¹ is so slight. The second delta is at D².