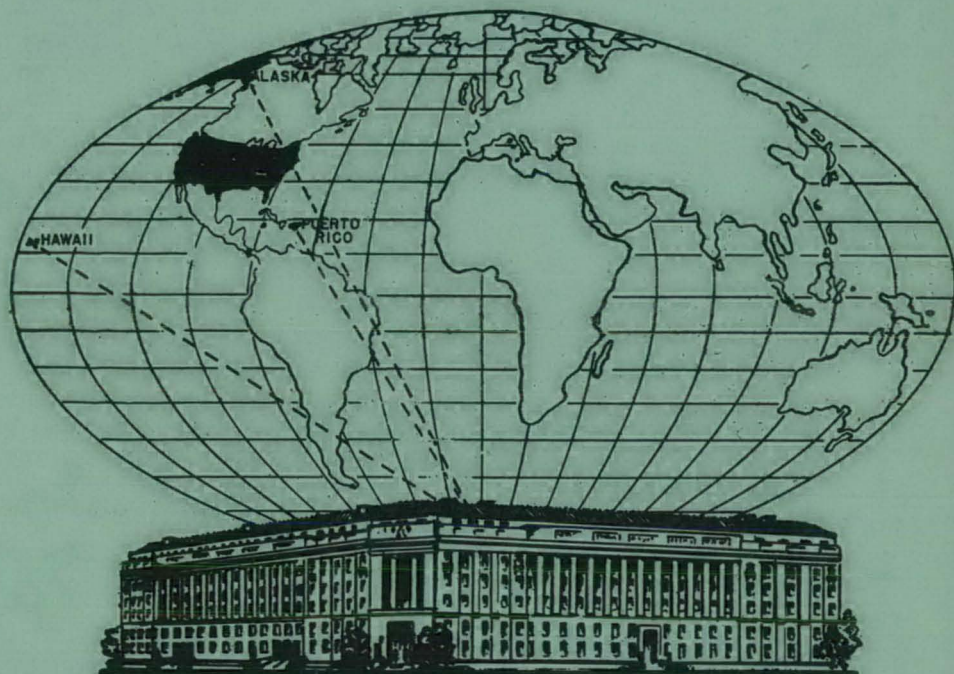


# FBI LAW ENFORCEMENT BULLETIN

1941

*March*



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

Vol. 10

No. 3

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



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

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

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

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

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



FBI  
LAW ENFORCEMENT  
BULLETIN

VOL. 10

MARCH 1941

NO. 3

PUBLISHED BY THE  
FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE  
WASHINGTON, D. C.

TABLE OF CONTENTS

Introduction	John Edgar Hoover, Director	1
FBI Pledge for Law Enforcement Officers		2
SCIENTIFIC AIDS		
Soil Analysis in Crime Detection		3
Blanche Dagencopf -- Check Flasher		10
"Oil Company Check Forgers" -- Apprehended		14
Bullet Identification Catches Sniper		28
Handwriting Identification Induces Guilty Plea		47
TRAFFIC		
The History and Development of Modern Traffic Control,		
by K. W. Mackall		19
POLICE TRAINING		
The Value of Marksmanship, by J. Edgar Hoover		29
IDENTIFICATION		
A Questionable Pattern		31
Gypsy Swindlers -- General Appearance Files of the FBI		32
POLICE COMMUNICATIONS		
Radiotelephone and Teletypewriter for Police in the State of Virginia		33
Radio, Teletype Hook-Up, Elizabeth City County, Virginia		39
Defense Communications Board		40
FBI NATIONAL POLICE ACADEMY		
NPA Associates Committees -- 1941		41
Determination Wins		44
MISCELLANEOUS		
Wanted by the FBI -- Michael Grillo, with aliases		45
Fugitive from Justice -- George Martin		48
Sabotage and Saboteurs of Law Enforcement, by Chief Joseph T. Owens		50
Announcement -- FBI Law Enforcement Bulletin		52
POLICE RECORDS		
Youth and Crime		53
Women in Crime		54
BOOK REVIEW		
The Michigan Child Guidance Institute Report		55
POLICE PERSONALITIES		
INSERT -- Fugitives Wanted, Missing Persons and Cancellations		57

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

103  
FEDERAL BUREAU OF INVESTIGATION  
DEPARTMENT OF JUSTICE  
JAN 1954

401  
402  
403

8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45  
46  
47  
48  
49  
50  
51  
52  
53  
54  
55  
56  
57  
58  
59  
60  
61  
62  
63  
64  
65  
66  
67  
68  
69  
70  
71  
72  
73  
74  
75  
76  
77  
78  
79  
80  
81  
82  
83  
84  
85  
86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100

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

101  
102  
103  
104  
105  
106  
107  
108  
109  
110  
111  
112  
113  
114  
115  
116  
117  
118  
119  
120  
121  
122  
123  
124  
125  
126  
127  
128  
129  
130  
131  
132  
133  
134  
135  
136  
137  
138  
139  
140  
141  
142  
143  
144  
145  
146  
147  
148  
149  
150  
151  
152  
153  
154  
155  
156  
157  
158  
159  
160  
161  
162  
163  
164  
165  
166  
167  
168  
169  
170  
171  
172  
173  
174  
175  
176  
177  
178  
179  
180  
181  
182  
183  
184  
185  
186  
187  
188  
189  
190  
191  
192  
193  
194  
195  
196  
197  
198  
199  
200



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

National Defense is today the most important subject to every citizen in the United States interested in this country's welfare.

The cooperation of private citizens, law enforcement agencies, the armed forces, industry and labor is absolutely essential if America is to adequately prepare itself for any emergency. Time is now of the essence.

When the President designated the Federal Bureau of Investigation to act as the coordinating agency to handle National Defense violations, the FBI received the enthusiastic support and assistance of peace officers everywhere. In anticipation of the tremendous volume of work that would necessarily devolve upon law enforcement generally, the FBI immediately put into effect its Nation-wide conference plan.

Special Agents in Charge of the FBI's field offices were instructed to arrange territorial conferences with peace officers in their respective districts for the purpose of fully coordinating the vital work local police would perform in the National scheme.

Nearly 800 of these conferences have been held to date resulting in a better understanding of our mutual problems and the need for full cooperation if the many responsibilities entrusted to the law enforcement profession in this period of emergency are to be efficiently discharged.

Municipal, County, and State law enforcement organizations have accepted from the Federal Bureau of Investigation thousands of National Defense cases. The work which they are doing in this regard is a real contribution to the internal security of America, for which the FBI is fully grateful. Our efforts are efficiently coordinated and the spirit of unity existing is typical of a working Democracy. It is this spirit which against all attacks will maintain Democracy as the ideal of Government.

*J. Edgar Hoover*

Director



FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE



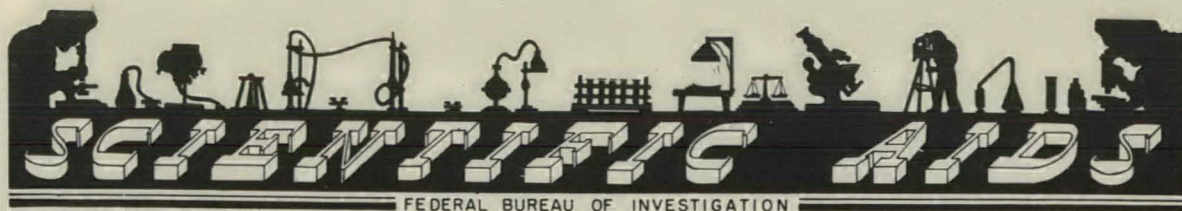
*John Edgar Hoover, Director*



THE FBI PLEDGE FOR LAW ENFORCEMENT OFFICERS

HUMBLY RECOGNIZING THE RESPONSIBILITIES ENTRUSTED TO ME, I DO VOW THAT I SHALL ALWAYS CONSIDER THE HIGH CALLING OF LAW ENFORCEMENT TO BE AN HONORABLE PROFESSION, THE DUTIES OF WHICH ARE RECOGNIZED BY ME AS BOTH AN ART AND A SCIENCE. I RECOGNIZE FULLY MY RESPONSIBILITIES TO DEFEND THE RIGHT, TO PROTECT THE WEAK, TO AID THE DISTRESSED, AND TO UPHOLD THE LAW IN PUBLIC DUTY AND IN PRIVATE LIVING. I ACCEPT THE OBLIGATION IN CONNECTION WITH MY ASSIGNMENTS TO REPORT FACTS AND TO TESTIFY WITHOUT BIAS OR DISPLAY OF EMOTION, AND TO CONSIDER THE INFORMATION, COMING TO MY KNOWLEDGE BY VIRTUE OF MY POSITION, AS A SACRED TRUST, TO BE USED SOLELY FOR OFFICIAL PURPOSES. TO THE RESPONSIBILITIES ENTRUSTED TO ME OF SEEKING TO PREVENT CRIME, OF FINDING THE FACTS OF LAW VIOLATIONS AND OF APPREHENDING FUGITIVES AND CRIMINALS, I SHALL GIVE MY LOYAL AND FAITHFUL ATTENTION AND SHALL ALWAYS BE EQUALLY ALERT IN STRIVING TO ACQUIT THE INNOCENT AND TO CONVICT THE GUILTY. IN THE PERFORMANCE OF MY DUTIES AND ASSIGNMENTS, I SHALL NOT ENGAGE IN UNLAWFUL AND UNETHICAL PRACTICES BUT SHALL PERFORM THE FUNCTIONS OF MY OFFICE WITHOUT FEAR, WITHOUT FAVOR, AND WITHOUT PREJUDICE. AT NO TIME SHALL I DISCLOSE TO AN UNAUTHORIZED PERSON ANY FACT, TESTIMONY, OR INFORMATION IN ANY PENDING MATTER COMING TO MY OFFICIAL KNOWLEDGE WHICH MAY BE CALCULATED TO PREJUDICE THE MINDS OF EXISTING OR PROSPECTIVE JUDICIAL BODIES EITHER TO FAVOR OR TO DISFAVOR ANY PERSON OR ISSUE. WHILE OCCUPYING THE STATUS OF A LAW ENFORCEMENT OFFICER OR AT ANY OTHER TIME SUBSEQUENT THERETO, I SHALL NOT SEEK TO BENEFIT PERSONALLY BECAUSE OF MY KNOWLEDGE OF ANY CONFIDENTIAL MATTER WHICH HAS COME TO MY ATTENTION. I AM AWARE OF THE SERIOUS RESPONSIBILITIES OF MY OFFICE AND IN THE PERFORMANCE OF MY DUTIES I SHALL, AS A MINISTER, SEEK TO SUPPLY COMFORT, ADVICE AND AID TO THOSE WHO MAY BE IN NEED OF SUCH BENEFITS; AS A SOLDIER, I SHALL WAGE VIGOROUS WARFARE AGAINST THE ENEMIES OF MY COUNTRY, OF ITS LAWS, AND OF ITS PRINCIPLES; AND AS A PHYSICIAN, I SHALL SEEK TO ELIMINATE THE CRIMINAL PARASITE WHICH PREYS UPON OUR SOCIAL ORDER AND TO STRENGTHEN THE LAWFUL PROCESSES OF OUR BODY POLITIC. I SHALL STRIVE TO BE BOTH A TEACHER AND A PUPIL IN THE ART AND SCIENCE OF LAW ENFORCEMENT. AS A LAWYER, I SHALL ACQUIRE DUE KNOWLEDGE OF THE LAWS OF MY DOMAIN AND SEEK TO PRESERVE AND MAINTAIN THE MAJESTY AND DIGNITY OF THE LAW; AS A SCIENTIST IT WILL BE MY ENDEAVOR TO LEARN ALL PERTINENT TRUTH ABOUT ACCUSATIONS AND COMPLAINTS WHICH COME TO MY LAWFUL KNOWLEDGE; AS AN ARTIST, I SHALL SEEK TO USE MY SKILL FOR THE PURPOSE OF MAKING EACH ASSIGNMENT A MASTERPIECE; AS A NEIGHBOR, I SHALL BEAR AN ATTITUDE OF TRUE FRIENDSHIP AND COURTEOUS RESPECT TO ALL CITIZENS; AND AS AN OFFICER, I SHALL ALWAYS BE LOYAL TO MY DUTY, MY ORGANIZATION, AND MY COUNTRY. I WILL SUPPORT AND DEFEND THE CONSTITUTION OF THE UNITED STATES AGAINST ALL ENEMIES, FOREIGN AND DOMESTIC; I WILL BEAR TRUE FAITH AND ALLEGIANCE TO THE SAME, AND WILL CONSTANTLY STRIVE TO COOPERATE WITH AND PROMOTE COOPERATION BETWEEN ALL REGULARLY CONSTITUTED LAW ENFORCEMENT AGENCIES AND OFFICERS IN THE PERFORMANCE OF DUTIES OF MUTUAL INTEREST AND OBLIGATION.





## SOIL ANALYSIS IN CRIME DETECTION

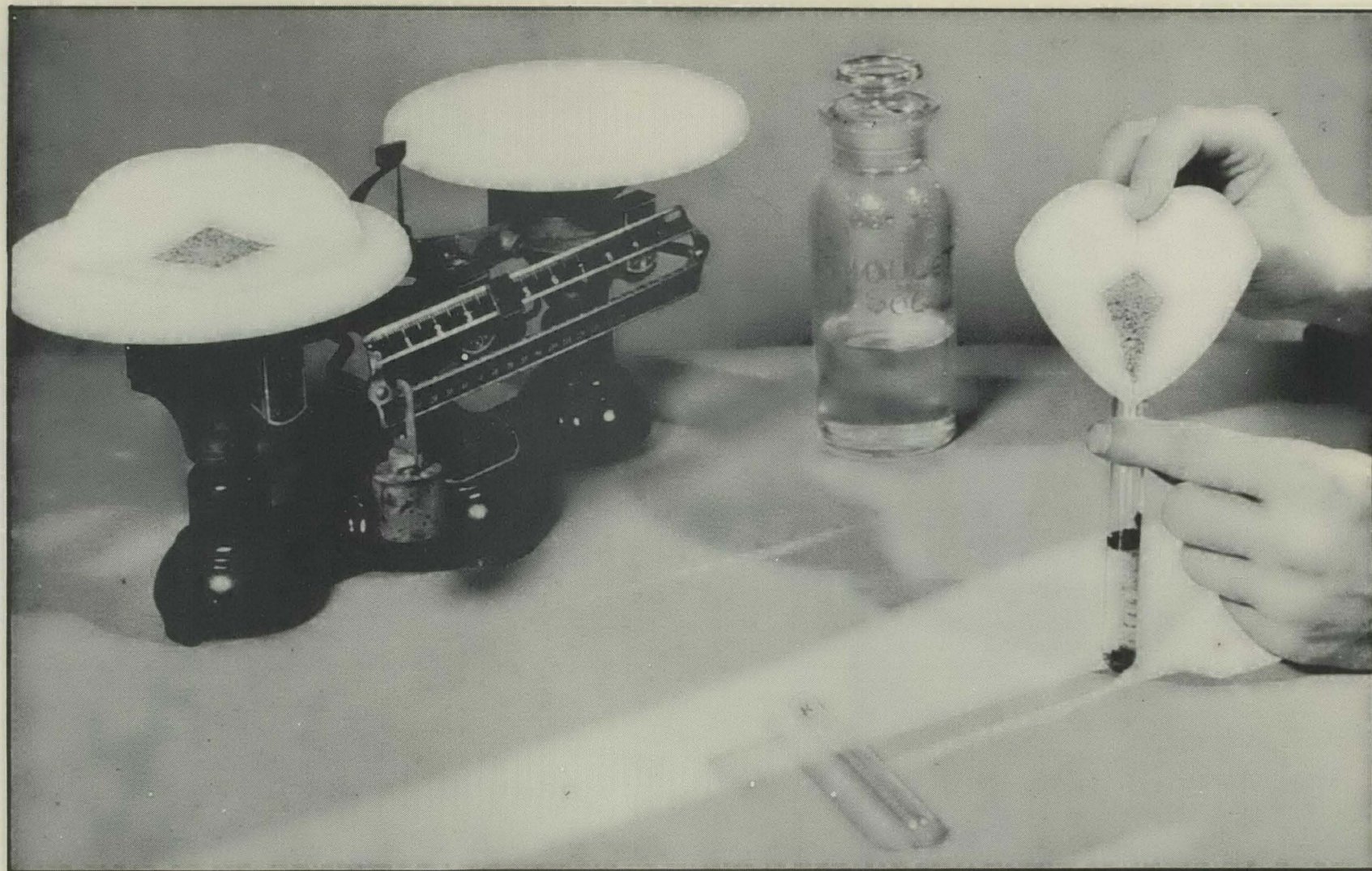
Soil and dust examinations and comparisons have long been recognized by a few law enforcement officials, as valuable and helpful sources of convincing evidence. The potentialities of this type of scientific aid are, however, not generally appreciated by investigators.

The examination of dirt adhering to a suspect's shoes or in his trouser cuffs, may be helpful in disproving or verifying an account of his whereabouts at a particular time and in addition may furnish circumstantial evidence indicating that the suspect had been at the scene of a crime. During the investigation of the murder of a woman, whose body was found in a wooded area, a suspect was questioned and his home searched. During the examination of the suspect's home, a pair of his muddy shoes was recovered. An examination of this mud was made and compared with the results of similar examinations conducted on soil from the scene of the crime and the locality where the suspect said he was at the time the crime was committed. As a result of this comparison, it was evident that the mud from the shoes had not originated from the locality designated by the suspect and it further showed that the mud on the shoes was similar to that at the scene of the crime, thus disproving the suspect's alibi. In addition, it furnished convincing evidence of the suspect's guilt.

In similar manner it is possible to show a relationship between objects involved in a crime, or aid in locating the source of questioned mineral material such as emery or similar abrasives. The examination of a suspect's or victim's clothing may also reveal the presence of mineral matter or industrial dust, which when analyzed may furnish information as to his occupation or environment.

The reliability of any technical aid, employed in crime investigation, is dependent upon its sound scientific basis. The fundamentals warranting analysis and comparison of soil specimens are taken from the natural science, geology. If the soils and rocks of the earth's surface were homogenous or were everywhere of the same mixture of mineral grains, and if those grains were all of the same size and showed the same surface alterations then a mineralogical and physical examination would be of no value. Fortunately, this is not the situation. Geology reveals that all parts of the world have at various times been covered by great inland seas and during these submergences layers of sediment have been deposited one on top of the





**Figure 1**  
**Preparation of Specimen for Heavy Mineral Analysis**



other each layer or stratum being different from the other. Subsequently, these layers of sediment have been folded by earth forces. Finally the wearing of the surface has exposed the edges of these up-turned layers and as a result the residual soils formed therefrom vary as the underlying rock. At other places, great masses of molten rock have been forced to the surface from deep within the earth. This molten material solidified and disintegrated, gives rise to residual soils characteristic of the parent rock.

The foregoing are possible variations resulting from the nature of the source material from which the soil is derived. Other more restricted variations may and do result from the manner and agent of disintegration, decomposition and transportation. Soil derived from the rock by weathering in an extremely cold area will differ markedly from that formed in a tropical climate. Marked differences will be apparent in soils developed in humid and dry climates. The agents, such as wind, water and ice which result in the transportation of soil, give rise to soils of distinct character.

Rarely is the quantity of soil collected, during the investigation of a crime, sufficient to permit the conventional tests. For this reason, a comparison must be based on the presence of foreign material, mineral composition and physical character of the individual grains and their relation to the whole specimen. The identification and significance of foreign material, as an aid in comparing evidence soil specimens, have been discussed in numerous books and journals on scientific crime investigation. In view of this fact, no further note will be made regarding the point except to state that the foreign material present in a specimen is often its most diagnostic character.

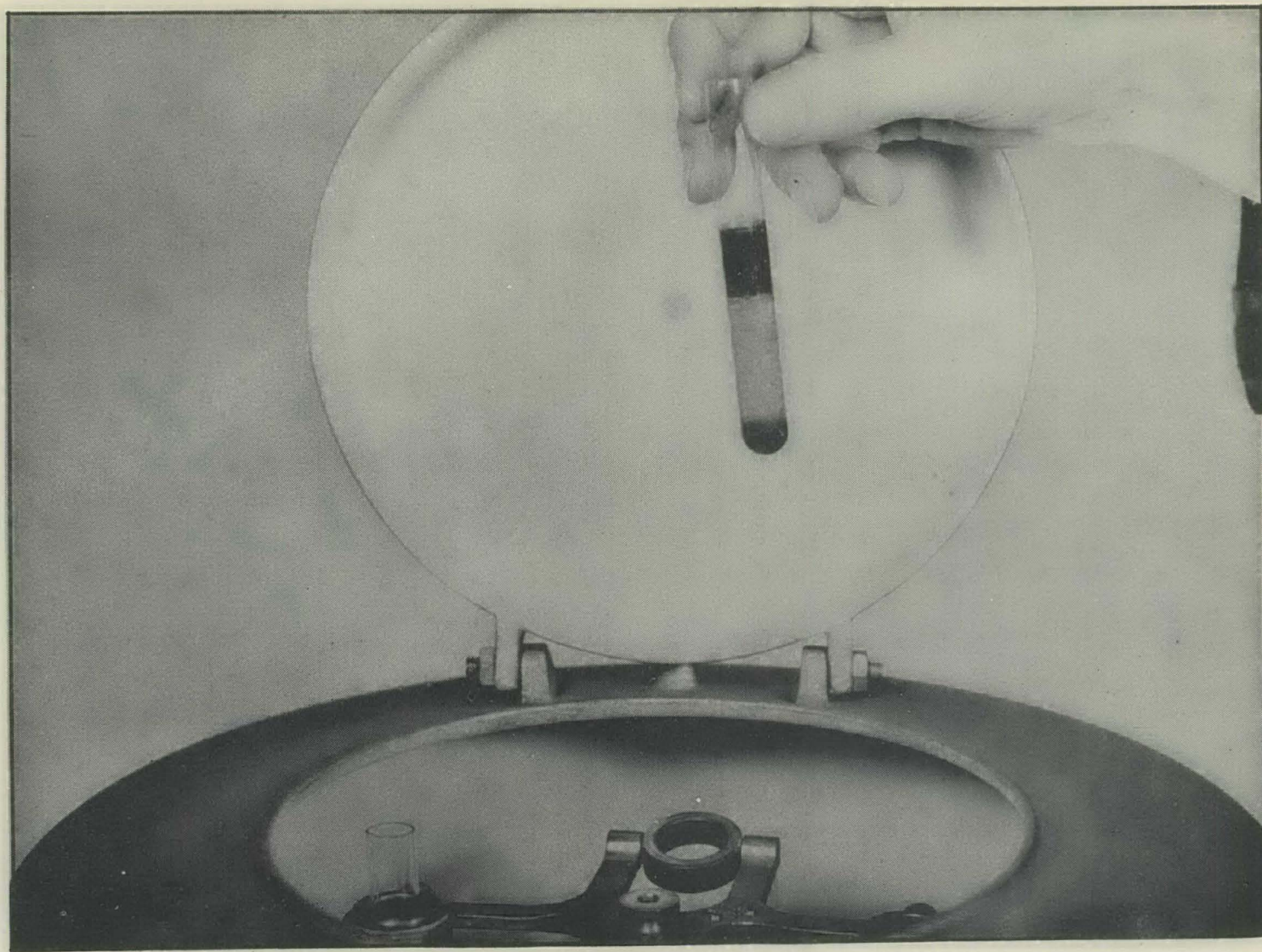
The identification of the minerals making up sand or similar sediments can only be accomplished with the aid of a microscope. This is true because the individual grains are too minute to be analyzed by standard megascopic determinative methods.

The microscope used for identifying small mineral fragments is unique in that it employs polarized light. When a mineral or crystalline material is viewed through this microscope various irregular light phenomenon are apparent. A proper interpretation of these light phenomenon enables the technician to determine the mineral or minerals present. Subsequently, by statistical means the relative percentage of each mineral in the specimens can be determined. If a rare mineral or unusual variety of common mineral is in the evidence specimens it furnishes additional significance to that portion of the comparison based on the minerals present.

On occasion the evidence material, instead of being of detrital\* material, consists of large rocks. In those cases a portion of the rock is

\*Detrital material means accumulations arising from fragments of rocks broken off or worn away.





**Figure 2**  
**Separation of Light and Heavy Soil Particles**



cut to the thickness of tissue paper and this thin section is then analyzed under the microscope. To illustrate a possible occasion on which such a technique is employed the following examination is cited.

The body of a man was removed from a river. Attached to the body, by means of a rope, was a large rock. The investigator in this instance desired to know where the body entered the river. He, therefore, collected rock specimens for some distance along the course of the river. These rocks together with the evidence specimens were examined in the above-cited manner with the result that the most likely source of the rock and, therefore, the likely point where the body had entered the river was indicated.

The physical character of the soil grains, disregarding the kind of material of which the specimen is made, is often a very valuable basis of comparison. For example, a comparison of the relative percentages of mineral grains of various sizes or the nature of the surfaces of the grains furnish satisfactory points of comparison. Grains of sand which have been transported mainly by wind will be angular and glassy while water transported grains or pebbles will be rounded and the surfaces will be frosted in appearance. Lack of sorting may indicate that the agent of transportation was glacial ice. These characters are a reflection of the environment from which the specimens came and are, therefore, considered by the technician before a conclusion is reached as to whether two or more specimens could have originated from a common source.

Further analysis of the physical character of specimens, when possible, entails their separation into portions of different specific gravity or weight. For this purpose a liquid of specific gravity intermediate between the extremes for minerals is chosen. When a sand or similar specimen is placed in this liquid that portion of the grains lighter than the liquid will float to the surface and the heavier portion will settle to the bottom. A comparison can then be effected by a consideration of the weight of that portion of the specimen that floats and the weight of the portion that sinks in the liquid. (See figure 2.)

The preceding methods of examination are applicable only to the nonopaque, nonmetallic minerals. To identify the opaque minerals a different technique must be employed. In this case the material is microchemically treated forming minute translucent crystals which can then be examined under the petrographic or polarizing microscope, making possible an identification. This method has been helpful in the past in the examination of ores which were being exported and were thought to be war material.

The reliability of a microscopic examination is dependent upon the initial care taken in the collection and handling of the evidence specimens. Specimens should, if possible, be of such size as to at least fill a medium size pill box. If the results are to be satisfactory, the specimen should also represent as near as possible the character of the total material available. To be assured that the portion examined is representative



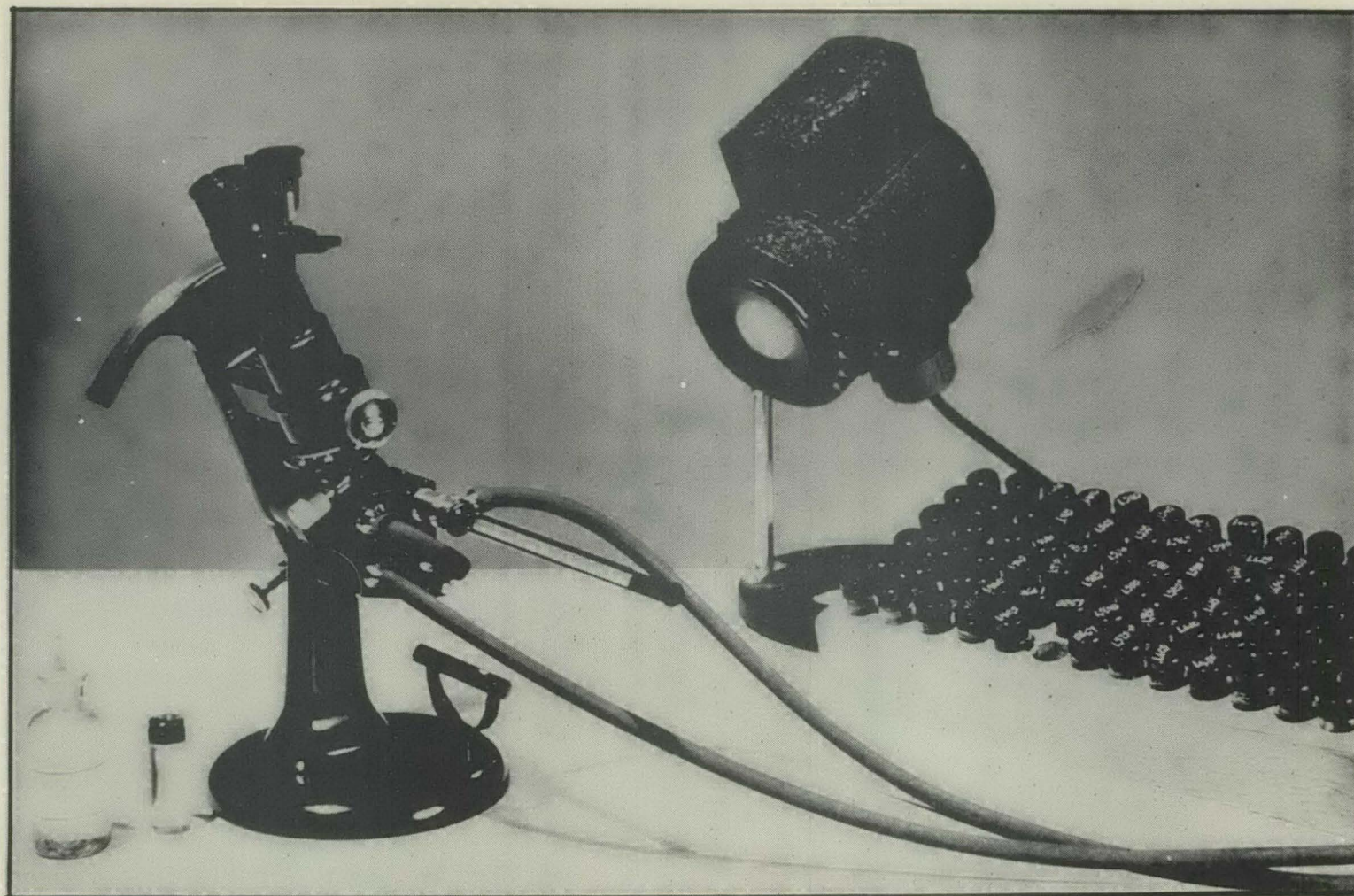


Figure 3

Abbe Refractometer in Use for Standardization of Index Oils, as  
Used in the Examination of Some Crystalline Soil Structures



of the whole, the available material must be systematically sampled. This is accomplished by a method known as "coning and quartering". The total available material is placed on a large sheet of heavy paper and is mixed by lifting alternate corners of the paper. The resulting pile of soil will be in the form of a cone. This cone is then divided into four parts by cutting it into quarters. The alternate quarters are discarded and the remaining two quarters are mixed as before by lifting the corners of the paper, the process being repeated until the remaining material is of the desired amount. Statistical studies have proven this the most satisfactory method of sampling.

When specimens are to be transported each should be carefully placed in a pill box or similar container and carefully sealed with tape. Envelopes should never be used. Specimens not believed to be directly connected with the case should always be collected. To illustrate, if clods of dirt found on a paved highway near the body of a victim in a hit-and-run accident, and dirt removed from a suspected car are to be compared, a specimen of the soil adjacent to the highway should also be examined. The reason for this is to prove conclusively in court the impartial and factual manner in which the analysis has been conducted.

The petrographic methods of analysis, as described, are not limited only to the examination of soil specimens. The optical or microscopic portion of the technique furnish the only satisfactory method of comparing small glass fragments.

Similarly it furnishes a satisfactory method of comparing abrasives such as emery and garnet. In like manner the methods are applicable in the comparison of building and ceramic materials. Other applications will undoubtedly occur to the reader.

The Technical Laboratory of the FBI is equipped to handle soil analyses examinations and invites the law enforcement agencies to use this service offered by the Federal Bureau of Investigation.



**BLANCHE DAGENCOFP, With Aliases -  
CHECK FLASHER**

Inasmuch as Blanche Dagencofp, #FBI-832873, presently incarcerated in the Women's Reformatory, Rockwell City, Iowa, has passed fraudulent checks from New York State to the Middle West in the past several years, this article is presented for the purpose of possibly helping to solve similar cases in various police Departments and Sheriff's Offices throughout this section of the country.

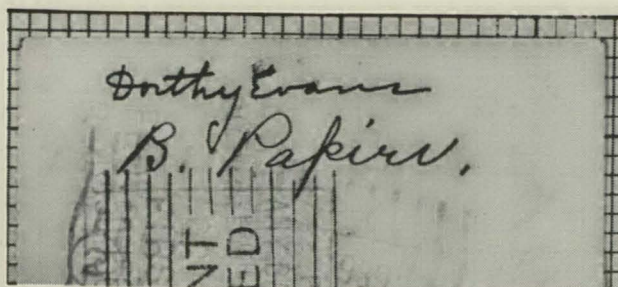


**Blanche Dagencofp**

Information concerning the check activities of Blanche Dagencofp first came to the attention of the FBI in November, 1939, at which time she was operating in New York State under the name of Dorothy Evans. At this time Dagencofp was posing as a representative of the J. R. Watkins Company. Later, in January, 1940, she passed checks in Pennsylvania and Indiana, using the names Martha Heller and Velma Bennett. She then posed as a representative of the H. J. Heinz Foods Incorporated. Dagencofp also passed checks in Wisconsin as a representative of the Heinz Company under the name of Wilma Collins. In February she moved to Nebraska and Missouri and passed checks as Edith Wilson, a representative of the Colgate-Palmolive Peet Company.

There are reproduced on the following pages facsimiles of some of the checks passed by this person which have come to the attention of the Federal Bureau of Investigation.





J.R. WATKINS CO.  
FOOD PRODUCTS.

Harrisburg, Pa. 10-10-1939 No. 106

Harrisburg National Bank

Pay to the order of Dorothy Evans \$ 24 <sup>50</sup>/<sub>100</sub>

Twenty Four and 50/100 Dollars

Salary

M. S.  
Max W. Feldman

The Above Check Was Passed in New Rochelle, New York, October, 1939

It will be noted that in each instance the checks are signed with a man's name followed by the abbreviation for the word "manager." The checks vary in amounts from \$20.00 to \$35.00. A rubber stamp has been used to indicate the company with which Dagencopf was supposed to have been working.

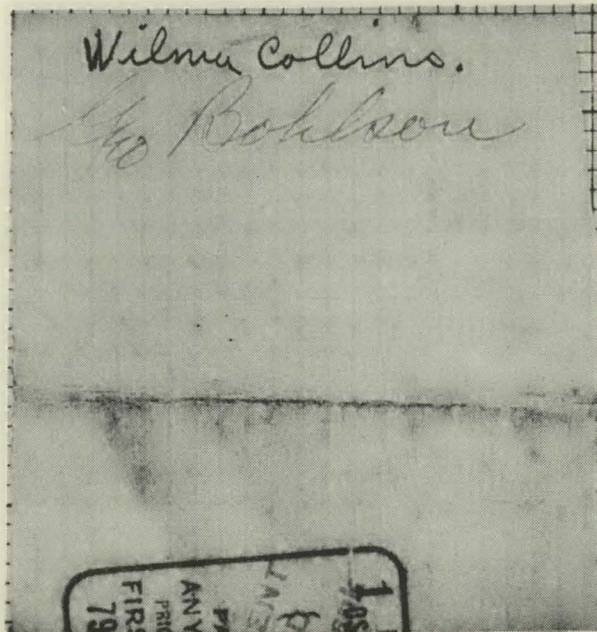
On February 25, 1940, Blanche Dagencopf was arrested by the Sheriff's Office at Fort Madison, Iowa, under the name of Blanche Cruthers for investigation and was released to the Keokuk, Iowa, Police Department.



On March 26, 1940, she was sentenced to serve seven years in the Women's Reformatory at Rockwell City, Iowa, for forgery.

Dagencofp is described as being 36 years of age, 5' 5" in height, weighing 197 pounds, of stout build, medium complexion, hazel eyes and brown hair. She stated upon being questioned that she was an American and gave travel as her occupation.

Checks passed by this person were submitted to the Bureau by several different law enforcement agencies. The various checks were



121

Milwaukee, Wis. 2-5-1940 No. 831/86

First Wisconsin National Bank <sup>12-2</sup>/<sub>7</sub>  
of Milwaukee

Pay to the order of Wilma Collins \$22 <sup>25</sup>/<sub>100</sub>

Twenty Two and 25/100 Dollars

Thomas R. Mandell  
Mgr.

H.J. HEINZ CO.

This Check Was Passed at Oshkosh, Wisconsin, February, 1940



*Edith Wilson*  
*1125 Walnut St.*

PAY TO THE ORDER OF  
 AMERICAN NATIONAL BANK  
 222 ST. JOSEPH, MO.  
 -FOR DEPOSIT ONLY-  
 HOLLY STYLE STORES, INC.

COLGATE-PALMOLIVE  
 PEET.CO *Bonus.*

No. *927*

OMAHA, NEBR. *2-19-1940*

PAY TO THE ORDER OF *Edith Wilson* \$ *34*<sup>*75*</sup>

*Thirty Four and* <sup>*75*</sup>/<sub>*100*</sub> DOLLARS

TO FIRST NATIONAL BANK  
 OF OMAHA, NEBR. *Ralph W. Anderson*  
*RWA.*

This Check Was Passed in St. Joseph, Missouri, February, 1940

searched through the National Fraudulent Check File and it was possible to tie them all together on the basis of their similarity in general make-up and form. As a result, Blanche Dagencopf, #FBI-832873, was later identified as being involved in this case by the FBI by means of latent fingerprints developed on one of the checks.

These services, searches in the National Fraudulent Check File and the treatment for latent fingerprints of checks of a recent issue, are available to all duly authorized law enforcement agencies.



## "OIL COMPANY CHECK FORGERS" -- APPREHENDED

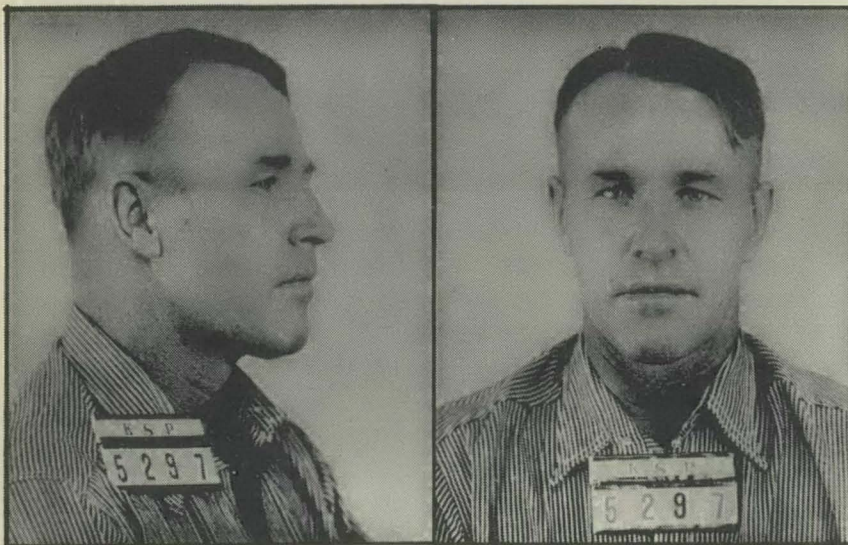
Mr. Lou P. Richter, Director, Bureau of Investigation, Topeka, Kansas, has advised the FBI that four members of the check forging gang responsible for dissemination of a large number of bogus Pure Oil Company checks, have been apprehended and convicted, and are now serving time for their flagrant disregard for the law.

This information is in connection with an article published in the December, 1940, issue of the FBI Law Enforcement Bulletin entitled "Oil Company Workers - Check Forgers."

Further information concerning these forgers furnished by Mr. Richter and checked against their criminal records in the FBI reflects that each of the criminals involved has a long criminal record.

L. G. Austin was apprehended at Mt. Vernon, Illinois, on September 16, 1940, and charged with passing forged checks of the Pure Oil Company at various points in Kansas. On December 13, 1940, he was found guilty of forgery, denied a motion for a new trial and sent to the Kansas State Penitentiary at Lansing, Kansas.

Austin was first arrested by the Oklahoma City Police Department on October 10, 1927, on a charge of forgery for which he served two years at the State Penitentiary at McAlester, Oklahoma.



Name - L. G. Austin

Age - 40 years

Height - 5' 7"

Weight - 185 pounds

Complexion - ruddy

Eyes - blue

Hair - sandy

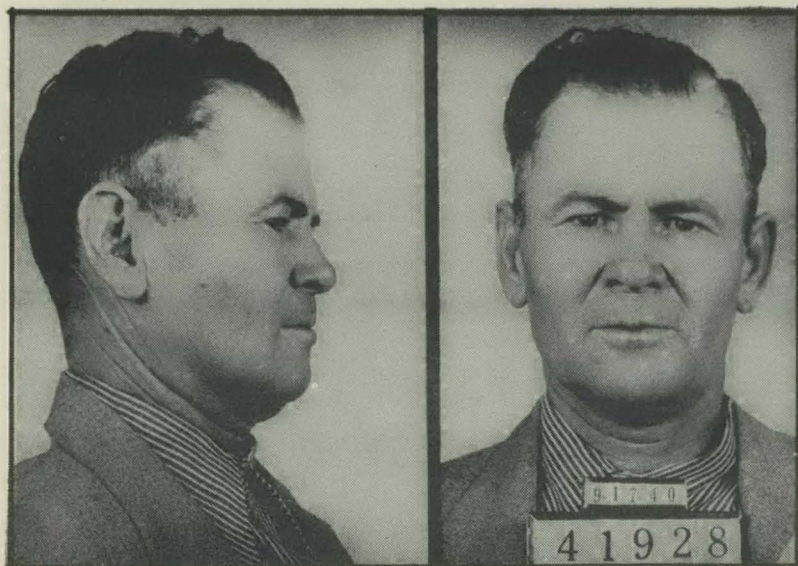
Front and Side Views of L. G. Austin

Austin was arrested by the Sheriff's Office at Pratt, Kansas, on November 9, 1935, for violation of the Check Act. He escaped and was located at Jennings, Louisiana, in April, 1936. He was returned to Kansas, tried, found guilty and sentenced one to seven years. On April 1, 1938, he was paroled.



The Kansas Bureau of Investigation in cooperation with Chief of Police Jake Sims of Seminole, Oklahoma, caused the arrest of Louis Woodruff and Cecil Overton on September 9, 1940, at Seminole, Oklahoma, for passing forged Pure Oil Company checks.

On September 16, 1940, Louis Woodruff was received at the State Penitentiary at McAlester to pay his debt to society for forging worthless checks.



Name - Louis Woodruff

Age - 43 years

Height - 5' 8"

Weight - 158 pounds

Complexion - dark

Eyes - brown

Hair - brown

**Front and Side Views of Louis Woodruff**

Louis Woodruff's criminal career began on October 19, 1932, when he was arrested by the State Police at McAlester, Oklahoma, on a charge of forgery in the 2nd degree. For this offense he was sentenced to serve 5 years. He was paroled in 1934 and on September 15, 1934, was arrested by the State Police at Baton Rouge, Louisiana, on a confidence game charge and received a sentence of 20 months to 5 years.

Cecil Overton's criminal career started in 1932 according to the FBI's fingerprint records. On November 11, 1932, he was received at the State Penitentiary at McAlester to serve  $2\frac{1}{2}$  years for the violation "Armed With a Dangerous Weapon." He escaped, was apprehended and returned on August 6, 1933. He was discharged on May 15, 1934.

During the next few years he was arrested at various intervals at Oklahoma City, Oklahoma, Lawton, Oklahoma, and Sweetwater, Texas, on various charges including burglary, on which charge he was sentenced to serve three years. He was discharged on September 21, 1939.





Name - Cecil Overton

Age - 35 years

Height - 6' 1"

Weight - 186 pounds

Complexion - ruddy

Eyes - hazel

Hair - black

**Front and Side Views of Cecil Thos. Overton**

Overton was received at the McAlester, Oklahoma, State Penitentiary on September 19, 1940, to begin his sentence of 3 years for forgery.

The files of the FBI reflect that Elbert C. Ryan, the fourth member of the "Oil Check Forgers," has a long criminal record dating back

Name - Elbert Ryan

Age - 34 years

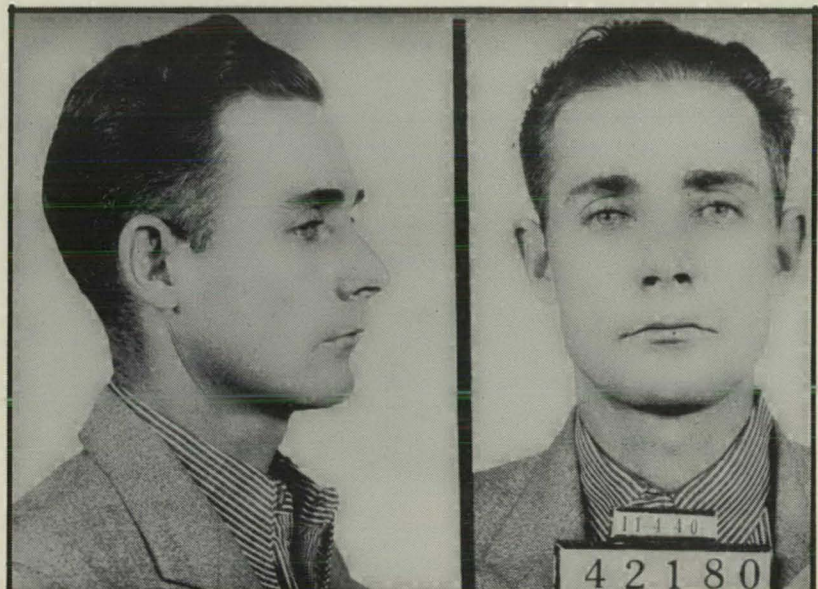
Height - 6' 1/2"

Weight - 159 pounds

Complexion - ruddy

Eyes - blue

Hair - brown



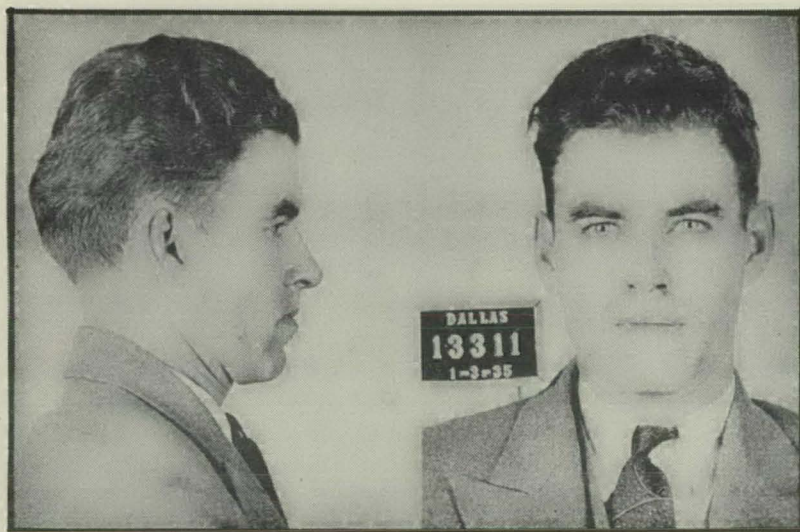
**Front and Side Views of Elbert Combs Ryan**



to 1926 when he was arrested by the Sheriff's Office at Tulsa, Oklahoma, for being drunk and resisting arrest. Since that time he has been arrested numerous times in Oklahoma, Missouri, Texas, Louisiana, Kansas, and Illinois, on charges of auto theft, bad checks, grand larceny, and forgery.

Ryan is now serving one year at the McAlester, Oklahoma, State Penitentiary for the crime of forgery. This sentence was begun on November 2, 1940.

The State's Attorney, Vandalia, Illinois, has advised that Gorman Chronister has been indicted in the Circuit Court of Fayette, Illinois, on three charges of forgery for forging checks on the Pure Oil Company.



Name - Gorman Chronister

Alias - Gorman William

Age - 30 years

Height - 6'

Weight - 145 pounds

Complexion - dark

Eyes - blue

Hair - dark

Front and Side Views of Gorman Chronister

Gorman Chronister has an arrest record in the fingerprint files of the FBI dating back to September, 1930, when he was arrested on a charge of vagrancy by the Oklahoma City Police Department. Since that time he has been arrested in Houston, Texas; Wichita, Kansas; Dallas, Texas; Kansas City, Kansas; Lincoln, Nebraska; Oklahoma City, Ponca City and Newkirk, Oklahoma; San Antonio, Texas and Omaha, Nebraska.

The Kansas Bureau of Identification has established the fact that another member of the "Oil Company Check Forgers" gang is Clarence Weems, alias "Big Boy," who was sentenced to serve 1 year and 1 day in the Oklahoma State Reformatory at Granite, Oklahoma, where he was received on April 22, 1936. His number at that institution was 11382, his FBI number is 744458. His physical description follows:



Name	Clarence Weems
Alias	"Big Boy"
Age	37 years
Height	5' 11" to 6'
Weight	196 pounds
Eyes	Blue
Build	Heavy - muscular
Complexion	Fair
Hair	Black
Peculiarities	Large Neck

---

2. Index finger

---



Fingerprint  
Classification:

17	L	1	R	III	13
	M	1	R	000	8

Right Index Fingerprint  
of Clarence Weems

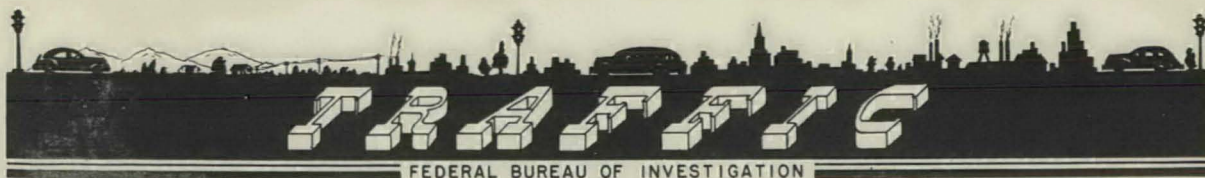
Weems is known to have been in Pampas, Texas, about December 1, 1940. His associates are generally oil field workers and he patronizes saloons frequently. No photograph of him is available at this time.

This summarizes all of the information which has been received in the Federal Bureau of Investigation regarding this particular gang since our original article on "Oil Company Workers - Check Forgers" appeared in the December, 1940, issue of this Bulletin.

The FBI appreciates receiving information of this type as it feels such data are of inestimable value to law enforcement agencies throughout the country having on their books unsolved check forgery cases.

In the event any additional information is developed by you please advise the FBI in order that other interested agencies might receive the benefit of such data.





## THE HISTORY AND DEVELOPMENT OF MODERN TRAFFIC CONTROL\*

By

K. W. Mackall

Traffic Signal Engineer, Crouse-Hinds Company,  
Syracuse, New York

The development of the traffic signal industry has been peculiar, in that basic invention preceded the earliest installation of signals; while, in most industries, laymen have made crude attempts at building something practical and patents and finished design follow later.

In the case of traffic signals, basic invention preceded any installation. On April 28, 1910, Mr. Ernest E. Sirine of Chicago filed a patent for a system of traffic control consisting of a series of slowly-moving semaphores driven by individual synchronous motors for the control of traffic. One semaphore arm was labeled "stop" and the other one "proceed." The patent was granted to him on November 10, 1910. So far as is known no installation was made based strictly upon the Sirine patent but the present installation in downtown Los Angeles follows closely his design of semaphores.

So far as is known at this time, the first installation of traffic signals in the United States was made at the intersection of 105th and Euclid Avenue in Cleveland. This installation was made on August 5, 1914, and was patterned largely after the design of Mr. James Hoge of Cleveland, who filed a patent on his system on September 22, 1913, and which patent was granted on January 1, 1918. This first installation had all the elements of a modern traffic signal system and was capable of being controlled either by hand or by an automatic timer. There were eight signals at this intersection, four red signals being placed on the near side of the street at the stop line, and four green signals being placed on the far right hand corner to give the signal to proceed. At the time traffic direction was changed, a bell was rung to warn traffic of the impending change.

There was a fire-station on 105th Street about a half block away and, from this fire-station, the signals could be thrown red in all four

\*Published through the courtesy of the author and the editor of "Municipal Signal Engineer" in which this article appeared, November-December, 1940, issue. "Municipal Signal Engineer" is the official publication of the International Municipal Signal Association.



directions, thus stopping all traffic for the passage of fire apparatus. Several months later, a second installation was made at 55th and Euclid Avenue in Cleveland but both of these installations were abandoned soon after installation.

In the "Electrical World" issue of May 27, 1916, there was an advertisement showing an electric street traffic signal manufactured by Mr. Painter of Baltimore, Maryland. This consisted of a red and a green fresnel lens with a light behind each lens and the lenses were alternately lighted to indicate that traffic was to stop or proceed.

In June, 1916, Mr. E. P. Goodrich of New York City outlined a one-way progressive system of traffic control, which was patterned after a progressive system of train control used by the elevated cars on the Brooklyn Bridge. So far as is known, no installation based upon Mr. Goodrich's plan was used.

To Salt Lake City, Utah, goes the honor of installing the first electrically interconnected traffic signal system in the world. Early in 1917, Mr. Reading, the City Electrician of Salt Lake City, built a signal of his own which showed red and green lenses in four directions and the signal was mounted in the center of the intersection and controlled by an officer on one corner. This signal met with instant success in Salt Lake City and there immediately followed five more signals, three of which were installed on Main Street and three on State Street, and the entire six signals were connected by cable and controlled from a single manually operated switch. The signal lights were staggered and, by driving at approximately 20 miles an hour, it was possible to drive through all three signals on any one street without a stop.

Most people are under the impression that the first traffic signal installation of any consequence was in New York City but it was not until nearly 2½ years after the Salt Lake City installation that the first traffic tower appeared at 5th Avenue and 42nd Street in New York City in the month of November, 1919. This tower was designed by and built at the expense of Dr. John A. Harriss, the Deputy Police Commissioner of New York City. On top of the tower there were mounted six floodlights, three pointed south and three pointed north. The tower was not visible to traffic moving east and west and the function of the tower lights was to synchronize the movements of traffic officers on foot, who could see this tower for several blocks. This tower was a success and five additional towers were installed on 5th Avenue but the towers were not interconnected. The officer in the tower at 42nd Street was in charge of the system and he changed the lights at regular intervals determined by a stop watch, and officers in adjacent towers acted in accord with his signals.

In 1924 the Fifth Avenue Association raised money and erected six ornate bronze towers, which remained in place until 1929 and were then removed, because they created obstructions to traffic.



Most people are of the opinion that the first traffic tower used in America was the one installed at 42nd Street and 5th Avenue in November, 1919, but over two years before this a traffic tower was erected in Detroit and on top of this tower there was an ordinary hand semaphore which was illuminated at night with a kerosene lantern showing red and green. By raising the officer above the level of the street, he was better able to observe oncoming traffic and, so far as is known, this is the first traffic tower ever erected in the world.

In December, 1920, Detroit followed this installation with a more modern tower, one of which was installed at Michigan and Woodward Avenues and another at Woodward Avenue and Grand Circus Park and, on each of these towers there were twelve floodlights. A green, an amber, and a red floodlight were pointed in each direction. For the first time in the brief history of traffic control, the traffic signal colors were used as they are today. In this early Detroit installation the green light meant "go" and the red light meant "stop" and the amber light meant "clear the intersection."

In 1921 an installation was made in Knoxville, Tennessee, consisting of six towers and shortly after that, a trial installation made its appearance at Broad and Arch Streets in Philadelphia.

Early in 1922 the City of Houston, Texas, installed what is believed to be the first combined automatic and manual traffic control system ever installed in the world. This consisted of nine intersections, all electrically interlocked, and which were controlled either by an automatic timer or by a manual switch.

Up to this point, all traffic installations had been made with lighting units which were designed for other purposes. It was simply a problem of taking existing lighting units, equipping them with colored lenses, and installing them on the streets of the city. From 1919 to 1923, the cities of this country passed through what has been termed an "era" of traffic towers" and a tower seemed a necessary part of every traffic signal system notwithstanding the fact that these towers usually obstructed traffic.

None of the installations mentioned above could really be called traffic signal systems. They were simply a series of make-shifts installed to cope with the ever-increasing traffic problem and took a form sponsored by someone's fancy at the moment. In December, 1922, there was installed at State and James Streets in Syracuse, New York, what is believed to be the forerunner of the modern traffic signal. This was a four-way, nonadjustable, post-mounted signal installed in the center of the intersection and controlled manually by a traffic officer; and that particular signal served as a model for traffic signal design for many years. It employed 8-3/8" lenses, the colors used were those that are standard today, and with the exception of improvements in signal visibility, that particular signal was virtually as good as any in use today.



This very briefly is the history of the traffic signal art from Sirine's patent in 1910 and 1922. In those twelve years the installations could be counted on the fingers of one's hands.

The period from 1922 to 1927 is the "Golden Era" in traffic signal installation. In these five years traffic problems increased due to the large increase in number of automobiles and practically all cities of any size made some attempt to install traffic signals to cope with the traffic problems.

The traffic signals themselves remain much the same today as they were 18 years ago. Of course, signals are better built, they are more visible, and they are lighter in weight; but basically the traffic signal remains the same today.

Control apparatus is another story. The early installations were all manually controlled and later some of the traffic signal systems were operated by ordinary sign flashers which gave one fixed total period and one split in time. In some cities there were installed two-cycle timers, which were nothing more or less than two sign flashers operating at different speeds and possibly different splits. In these early installations the color sequence used was either amber following both preceding colors or amber overlapping both preceding colors, and practically all systems were for simultaneous signal operation.

The split amber color sequence did not make its appearance until about 1924 and, about this time, as is usual with most new developments, the industry gave forth an orgy of special signal indications. There was a great wave of arrow lenses, purple lenses, lenses with crosses, et cetera, all giving special instructions to the motorist, who, as a rule, hadn't the faintest idea of what these special indications meant and proceeded blithely along his way, going on the green and stopping on the red.

About 1924 the traffic signal industry began to take stock of itself and a serious attempt was made to bring order out of chaos. Much was done at this time to standardize colors in their present day meanings and to standardize the position of colors, so that a color-blind person could tell from the position of the lighted lens what he was supposed to do. In addition to the standardization of position of color, practically all signals in the '20's' were equipped with lenses with the words "stop," "caution," and "go" as a further aid to the color-blind person.

It was realized about this time that it was not correct to operate signals on one fixed time cycle and split and there appeared on the market timers equipped with speed control devices and with dials for changing the split in time. These were mostly 4-circuit, 4-interval timers and these were found to be adequate for the needs at the time. They were simple timers displaying green to one direction of traffic and red in the other and, following the green, there was a clearance interval which was either amber by itself or amber overlapping green and, on this particular point, opinion today is still divided.



It was stated above that very little improvement has been made in signal design and this is true, but there has been a great improvement in control design and controls have advanced from the simple 4-circuit, 4-interval models to the present standard 15-circuit, 16-interval controls. These modern controls will be described in some detail later.

All traffic signal installations up to this time were of either the simultaneous or the alternate-simultaneous type and, where block lengths were fairly long and even, the alternate-simultaneous system worked out very well. Unfortunately, the American city is not built on a checkerboard plan and there was a need for a more flexible traffic signal system and to the City of Chicago goes the honor of conceiving and installing the first traffic signal system which would give what is known today as full flexible progressive operation. There was a timer for each intersection all controlled by a master timer and the green indication was offset, so that it was possible to drive continuously without stop on any one street. The timers for this installation, which consisted of 53 corners, were all mounted in the basement of the City Hall of Chicago and, I believe, are still operating today. Mr. Charles MacIlraith of the Chicago Surface Lines, who acted as a consultant for the City of Chicago, worked out the timing for the original Chicago installation and he is the pioneer in this field. The time space graph which he worked out for the Loop district of Chicago was the first which was ever worked out. The installation was made in February of 1926.

In those days there were no traffic engineers and traffic control work was done by some city employee in some cases the Superintendent of Fire Alarm and Telegraph, in other cases the Police Department Electrician, but traffic control was essentially a function of the Police Department. Installations were planned by the Police Department, usually installed by the Electrical Department, and were operated entirely by the Police Department. The title of "Traffic Engineer" had not been created and it was only after the traffic engineer made his appearance that the serious work in refinement of control apparatus was limited to 6-circuit, 4-interval operation and, when the city wanted a control for three separate and distinct vehicular movements, it had to be especially built. No attempt was made to provide special indications for pedestrians and in most cities no attempt was made to control pedestrians.

The full-time traffic engineers began to study the traffic problem. They realized that existing controls were far too limited in design to meet the requirements of modern traffic control. These traffic engineers demanded a multiplicity of signal circuits and a multiplicity of intervals and this demand resulted in the design and manufacture of a new type of control, far different from anything in existence, and it is hoped that this new control will meet the demands of traffic engineers for many years to come.

Within the last few years there has been placed on the market by various manufacturers a line of multi-circuit, multi-interval controls, which places in the hands of the traffic engineer all the flexibility that



will ever be needed. The standard controls available are of the 15-circuit, 16-interval type, although it is possible to build with standard parts controls having an unlimited number of circuits. A control has recently been built for Romana Plaza in San Antonio having 38 separate signal circuits.

These controls have been built to take care of every possible traffic condition and the following types are available:

1. Induction motor driven
2. Synchronous motor driven, non-interconnected
3. Synchronous motor driven, future-interconnected
4. Synchronous motor driven, interconnected
5. Full Flexible Progressive induction motor driven

These controls are all similar and many parts are interchangeable on all types.

Basically, these controls consist of a motor driven timing unit, dials for the division of the total cycle and control of the reset, a cam unit for controlling the color circuits and intervals, and a relay panel for auxiliary features. The faceplate and dial assembly on all of these controls are practically identical. The cam units are identical and interchangeable and the motor timing units differ only in the type of motor used to drive the dials.

All controls are built as a standard for a maximum of 15 separate and distinct color circuits, the wiring for all 15 color circuits is in place and, when additional circuits are added, it is merely necessary to add the cams and contacts.

When shipped from the factory, the controls are set for the number of intervals required by the color sequence, but merely by resetting the removable lobes on the cams, any color sequence involving any number of intervals not to exceed 16 may be set in a very few minutes.

By properly setting the lobes on the interval indexing and interlock cams, it is possible to use any desired number of intervals and, while the control is capable of providing a maximum of 16 intervals, it automatically skips intervals which are not wanted. A simple 4-interval sequence is automatically set up four times on the cam shaft, under which condition the dial will make four revolutions to only one revolution of the cam shaft. If a 6-interval sequence is used, the sequence is set up twice on the cam shaft, making a total of 12 intervals, and the control automatically skips the other four intervals.

Such a control is a very valuable tool in the hands of the traffic engineer, since it enables him to introduce special movements for the control of turning traffic or for the control of pedestrians.



A simple control, which was originally installed for 6-circuit, 4-interval operation, may later be expanded in the field to a 15-circuit, 10-interval control or to a 15-circuit, 16-interval control.

Such controls are very valuable in providing a leading or a lagging green at any particular intersection to provide clearance.

In many cities there are intersections formed by the crossing of two important streets and a third street of considerably lesser importance. With the multi-circuit, multi-interval control it is possible to skip the third street every other cycle and, at intersections, where there are two offset streets, each one of them may be brought in every other cycle.

It is possible to operate an intersection of this nature on three vehicular movements during part of the day and two vehicular movements during the balance of the day, switching from one type of operation to the other automatically by means of a time switch.

It is impossible to list in detail all of the combinations which may be obtained with such types of controls but any color sequence which does not involve more than 15 independent color circuits and 16 intervals can be set on the cam shaft.

The dials of such controls are graduated into 100 divisions and the dial keys can be set in any position so that the total time may be divided at will.

All controls of this nature are equipped with an automatic interlock circuit, which keeps the cam shaft positions in step with the dial and, should the cam shaft get out of step with the dial, due to manual operation or any other cause, it is immediately put back in step not later than the end of the first complete cycle. The cam shaft will continue to operate until it takes up the main street green position, which is the one to be favored, and will remain there until the dial reaches this position.

This automatic interlock circuit is very important on any control of this type and is doubly important on a full flexible progressive system. Under normal conditions, when the timers are shut down for the night, either by turning the lights completely out or to flashing amber, the cam shaft continues to rotate without displaying the signal colors until it takes up the main street green position, so that, when the system is turned on in the morning, the signals are green to the main street and are automatically put in their proper time relationship not later than the first full time cycle.

Much thought has been given in designing these controls to their simplicity, reliability, and ease of installation. Due to the extreme flexibility, it would seem that such controls must of necessity be very complicated. As a matter of fact, they are extremely simple. The timing



unit drives the dial and the dial keys divide the total cycle into the correct length intervals and, as the dial revolves, the dial keys close the contacts which actuate the motor of the cam unit. The contacts on the cam unit are all single acting, they are all in line, and are easily replaceable. The controls are jack-mounted and are of unit construction. It is possible to remove and reset a cam shaft in a very few minutes. The entire cam unit may be removed by fanning the connections at the terminal block and pulling it out. The motor unit may be removed in the same manner.

In most cases it is sufficient to change the time cycle to take care of various density of traffic, using only a single percentage dial and a single reset. At times it may be advisable to use some controls having two or three resets to take care of directional changes in traffic, such as heavy inbound, heavy outbound, and normal traffic flow.

However, before going to the expense of buying triple reset timers a very careful study should be made and time space graphs should be prepared for all conditions, to determine what may be gained by the possible use of such timers. Obviously, it is not possible to completely block the traffic in one direction in order to favor the other direction.

In many instances it will be found that a traffic artery leading to the business area will, with normal progression, feed traffic into the area faster than it can be absorbed. When traffic enters the business area it is invariably slowed down by turning, curb parking, off street parking, et cetera, and all of these retard the free flow of traffic. The net result of this slowing down of traffic is the backing up of vehicles on the inbound artery. When this condition occurs the obvious answer is to set progression on the inbound artery so as to impede the flow of traffic to a point where the business area can absorb it.

In extreme traffic conditions the use of two-dial and three-dial timers is warranted. With such timers it is possible to obtain two or three percentage slips each with its own offset. Such timers are useful under certain circumstances, such as when three vehicular movements are required at an intersection or where there is a pronounced turning movement which reverses itself during certain periods of the days.

Two and three-dial timers are for special intersections only and, as a general thing, they should not be used in the downtown congested area. They find their greatest use at complicated intersections along an artery leading to the central business area. Such timers are expensive and therefore conditions should be thoroughly studied before their use.

Simplicity should be the keynote of any traffic control system. The greatest efficiency is obtained with two vehicular movements only. Special traffic movements, whether they be for vehicles or pedestrians, should be avoided where possible, because each additional movement delays the main traffic flow. An intersection area can only be occupied by one traffic movement at a time, and if the total time cycle must be divided into three or four traffic movements, the percentage of time for each must be reduced.



Much study should be given to the time cycle for any traffic signal system. The time cycle is a function of block lengths and the desired driving speed. Unfortunately, block lengths in most American cities are short and irregular. The greatest efficiency in traffic movement is reached when a traffic block is a street block. Of course, this is not always possible, but when it is necessary to use two or more city blocks for one traffic block, the resulting band of travel is at least cut in half and the efficiency can only be fifty per cent of what it might be if one city block were a traffic block.

The traffic problem in each city and state is different due to local conditions, and it is a function of the city traffic engineers and the state traffic engineers to solve these problems. They can only be solved by hard and continued study, applying known and time-tested traffic engineering principles in the best manner to your particular problems.

A relatively new type of control was developed for the New York State Highway Department. New York State Traffic Engineers realized that there was a strong chance for an accident in case the red lamp in a traffic signal burned out, under which condition traffic moving toward the signal with the red lamp burned out might completely disregard the signal thinking that the entire signal head was not in operation. At the same time the traffic on the cross highway having a green light would proceed with that green light and the two cars are apt to collide.

In order to make such a condition impossible, there was developed a type of control equipped with an auxiliary feature known as "Red Light Failure Relay."

In each of the red lamp circuits of a traffic signal, four circuits in all, there is wired a special compound relay, and as long as all four of the red lamps are in good condition, then the control displays the traffic signal colors in their normal order. Should, however, any one of the four red lamps burn out, the relay in that particular circuit acts and discontinues normal traffic signal operation and establishes the flashing operation in all four directions, thus warning all traffic to proceed across intersection with caution.



## BULLET IDENTIFICATION CATCHES SNIPER

A feud over a mountain still, fanned into a flame of hate by the reporting of the distillery to revenue agents, led to an ambush shooting in the Virginia Blue Ridge Mountains recently.

Investigating officers had nothing tangible in the way of evidence against the defendant until they found a gun in his house and sent it to the Technical Laboratory of the Federal Bureau of Investigation for examination. An expert soon determined that the evidence bullet had been fired from the defendant's rifle, and his testimony to that effect led to a conviction in a case which otherwise could never have been tried.

For several years, Cleve Trail and Roy James, Blue Ridge mountaineers, had been close friends. In May of this year, however, hard feelings developed between the men when James, whose still was seized by revenue agents, accused Trail of having reported the existence of the still.

A short while afterwards, while Trail was watching an outdoor card game being played, he was fired on from ambush. Trail was taken to his home where a doctor removed a .22 caliber bullet from his chest. His wound, although not fatal, was quite serious and for several weeks incapacitated him. The bullet had been fired from a clump of bushes on top of a hill overlooking the valley where the card game was in progress.

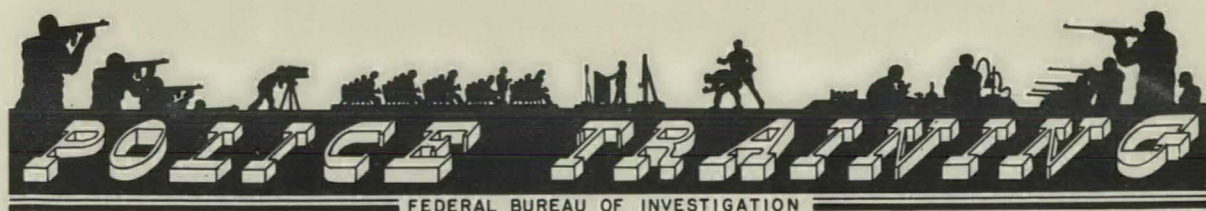
Investigating officers, knowing that James had a grudge because of his belief that the still had been reported by Trail questioned James as to his whereabouts on the day of the shooting. They also asked the suspect if he owned a .22 caliber rifle. Although James denied ownership of such a weapon, a subsequent search through his house revealed a .22 caliber bolt action rifle.

Both the evidence bullet and the rifle were brought to the Technical Laboratory for examination. A firearms examiner fired test bullets from the rifle and compared the tests with the evidence bullet. His examination showed conclusively that the James rifle had been the weapon in which the evidence bullet had been fired.

Fortified with this knowledge, the investigating officers arrested James, charging him with maliciously shooting Trail with the intent to maim, disfigure, disable and kill the victim. Trial of the case was held on June 20, 1940, in Franklin County Circuit Court at Rocky Mount, Virginia, and the examiner of the evidence was present to offer testimony concerning his examination.

The entire prosecution hinged on the testimony of the examiner, as his testimony was the only conclusive evidence which could be produced to prove James was implicated in the crime. The jury returned a verdict of guilty sentencing the defendant to five years in the State Penitentiary.





## THE VALUE OF MARKSMANSHIP \*

Marksmanship, to a police officer today, is as essential as brawn was to the officer of yesteryear. Its values are manifold -- the most essential, of course, being "self-defense." An officer today must prepare himself against the modern machine-gun-criminals if he is to successfully defend his person and safeguard the lives of the citizens he has sworn to protect.

Many nations in Europe during the past terrible year have learned too late that their methods of warfare and their defense machinery were too antiquated to cope with the ultramodern streamlined methods of warfare used by ruthless enemies.

Criminals in America today are prepared to shoot-it-out to gain their objectives. During the past two decades rats of the underworld have, with the greatest of ease, obtained firearms of every description to carry out their desperate and many times daring depredations against society. Society has paid a tremendous toll in lives and property because its citizens were content to stand idly by and fail to provide for well-equipped and well-trained law enforcement personnel.

Many noble men, wearing the shields of law enforcement, have been sacrificed on the altar of poor marksmanship. It has, in many instances, been a needless sacrifice.

The law enforcement profession has earned its laurels through efficient handling of emergencies. It is an emergency profession. An officer might patrol a particular beat for years and never have an occasion to draw his gun, then suddenly -- like a bolt from the blue -- he is faced with a mad dog criminal holding a blazing gun in his hand. Seconds are precious then. A false move, a slow draw, a rusty shell in the chamber, or poor marksmanship on the part of that officer, and we find his name listed among those valiant officers killed -- in line of duty. Many officers have gone to their deaths because they underestimated some pasty-faced youth with a weak chin, meek manner and yellow spine. The same youth, with a loaded gun in his hand changes instantly from a cringing yellow rat to a vicious,

\*This article was prepared by Director J. Edgar Hoover for the November-December, 1940, issue of The American Police Review and is reprinted here through the courtesy of Mr. Walter E. Wright, publisher of that magazine.



murdering killer. The officer's only protection against such maniacal killers is -- better marksmanship.

Expert marksmanship is the cheapest life insurance a law enforcement officer can obtain. Training, to attain this goal, is indeed an excellent medium of fortifying an officer with courage and confidence. Friendly rivalry in the various fields of sport has, since ancient times, done a great deal toward developing in man a desire to conquer, appreciation of the ability of an opponent, a sense of fair play, and that very essential element in a police officers make-up -- the "never-give-up" spirit. Thus, when an officer first begins to shoot his major objective is to conquer himself, to analyze his faults and correct them. Next, he tries to conquer the target by getting closer and closer to the bull's eye. Then the pistol tournaments and rifle matches add new life, new hopes, new fields to conquer. Thus, in easy stages with no purposeful attempt to so do, an officer in becoming an expert marksman has conquered all obstacles in his path, he has developed his confidence, his courage and his spirit. In his defeats he has learned to "take it." In his accomplishment he has become a better officer and a better defender of the lives and property of our American citizens

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE



John Edgar Hoover, Director



# FBI ACADEMY ★ ★ ★

THE PRACTICAL PISTOL COURSE CONSISTS OF 50 SHOTS ON THE GOLT SILHOUETTE TARGET.  
SCORING: SHOTS STRIKING SILHOUETTE SCORED ACCORDING TO THE "K" VALUE OF THAT AREA. SHOTS STRIKING "D" AREAS ARE SCORED AS MISSES. . . . TOTAL TIME SIX MINUTES AND TEN SECONDS

## VARIOUS FIRING POSTURES

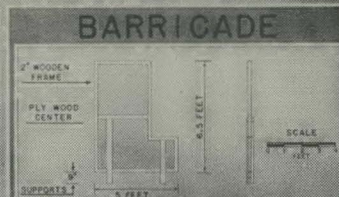


SITTING

STANDING

HIP SHOOTING

## BARRICADE



### 70 YARD LINE

TRAINEE STANDS ON 70 YARD LINE WITH LOADED GUN IN HOLSTER AND WITH ONLY 15 ADDITIONAL ROUNDS OF AMMUNITION AT COMMAND "COMMENCE FIRING" TRAINEE ADVANCES TO THE 60 YARD LINE

### 60 YARD LINE

5 SHOTS FIRED  
TRAINEE ASSUMES A PRONE POSITION REMOVES GUN FROM HOLSTER AND FIRES 5 SHOTS - RELOADS WHILE PRONE - HOLSTERING GUN ADVANCES TO THE 50 YARD LINE

### 50 YARD LINE

20 SHOTS FIRED  
TRAINEE FIRES 5 SHOTS FROM EACH OF FOUR POSITIONS PRONE, SITTING, STANDING WITH LEFT HAND AND STANDING WITH RIGHT HAND - LOADING BEHIND BARRICADE WHENEVER POSSIBLE AND REHOLSTERING BEFORE ADVANCING TO THE 25 YARD LINE

### 25 YARD LINE

15 SHOTS FIRED  
TRAINEE FIRES 5 SHOTS SITTING, 5 SHOTS STANDING RIGHT HAND AND 5 SHOTS STANDING LEFT HAND RELOADING BEHIND BARRICADE - TOTAL TIME FOR STEPS 2, 3, 4 AND 5 IS FIVE MINUTES - FORTY-FIVE SECONDS

### 7 YARD LINE

10 SHOTS DOUBLE ACTION FROM HIP  
ON COMMAND "DRAW" TRAINEE DRAWS AND FIRES 5 SHOTS DOUBLE ACTION FROM THE HIP - RELOADS AND FIRES 5 ADDITIONAL SHOTS IN THE SAME MANNER - 10 SHOTS TO BE FIRED FROM THE COMMAND "DRAW" WITHIN 25 SECONDS - TIME IS TAKEN OUT TO PERMIT TRAINEE TO RETURN TO THE 70 YARD LINE WHERE TIMING AGAIN BEGINS AT COMMAND "COMMENCE FIRING"

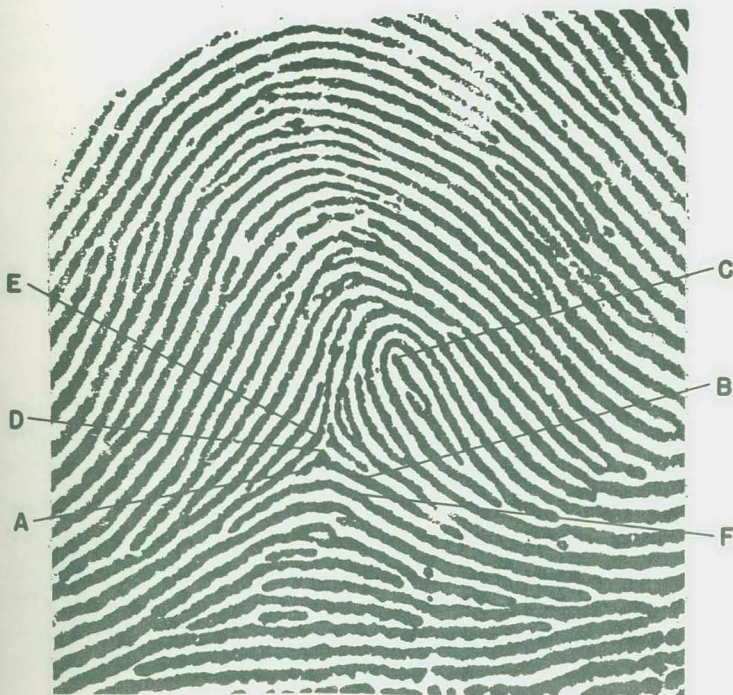
# FBI PRACTICAL PISTOL COURSE . . .





## A QUESTIONABLE PATTERN

In order that the correct point be chosen as the delta it is always necessary first to locate the typelines. Failure to do this will often cause an erroneous ridge count due to the delta having been placed at the wrong point. "Typelines are the two innermost ridges which start or go parallel, diverge and surround or tend to surround the pattern area." It must be borne in mind that generally a divergence in fingerprint classification can only be the spreading apart of two separate ridges which have been running parallel.



In the above illustration point D is the delta, located on the angle formed by the junction of ridges A and B. It should be noted that A and B are two separate ridges, since an angle is never formed by a single continuous ridge. Therefore, the typelines are ridges E and F, as they are the only ridges which fulfil the definition for typelines. Ridges A and B and E may not be used together to provide typelines as the definition requires only two.

This loop would be given a ridge count of six in the Bureau's Identification Division.



## GYPSY SWINDLERS

### GENERAL APPEARANCE FILES OF THE FBI

The general appearance files of the Federal Bureau of Investigation contain photographs and descriptive data of notorious criminals whose finger impressions are in the Bureau's single fingerprint file and, in addition, contain a unit devoted to photographs and descriptive data of known confidence operators. The section of the file devoted to confidence operators contains at the present time the photographs of nearly 3,000 swindlers operating in all parts of the country. The general appearance files of the Bureau are maintained for assistance in solving crimes under investigation by local law enforcement agencies, as well as in cases investigated by the FBI. These files have been the means of identifying the perpetrators of holdups, swindles and other types of crimes in various parts of the country.\*

The records of numerous gypsy swindlers and fortunetellers, a source of annoyance to many law enforcement agencies, are included in the general appearance file of confidence operators. However, there are many such gypsy swindlers well known to local law enforcement authorities whose records have never been brought to the attention of the FBI. The Bureau feels that gypsy swindlers who are roaming the country perpetrating their fraudulent schemes in various sections are proper subjects for its file of confidence operators. Accordingly, it is suggested that any law enforcement official or agency in the possession of information relative to known gypsy swindlers whose photographs, on the bases of their criminal activities, might properly be included in the above-mentioned file, forward information relative to these subjects to the Director, Federal Bureau of Investigation, U. S. Department of Justice, Washington, D. C.

This information should include data sufficient to identify the gypsy described in order that his fingerprint record and photograph may be located in the Bureau's files. Such information must necessarily consist of the subject's name and aliases, as well as his FBI number or an arrest number. A set of fingerprints, photograph and a complete physical description of the gypsy swindler should be forwarded to the Bureau if these have not been previously furnished to the Identification Division of the FBI. Receipt of such data and subsequent addition of these records to the Bureau's general appearance file should prove of material benefit in solving swindles involving gypsies in which a large number of persons are victimized of what are sometimes their life savings.

The Bureau is pleased to conduct searches through this file and to furnish photographs for exhibition to witnesses in confidence games or other types of crime at any time and all law enforcement agencies are urged to take advantage of the availability of this file.

\*For detailed information relative to the operation of these files see the FBI Law Enforcement Bulletin, July, 1939.





## RADIOTELEPHONE AND TELETYPEWRITER FOR POLICE IN THE STATE OF VIRGINIA \*

Major H. B. Nicholas, Superintendent of the Department of State Police and Safety, Richmond, Virginia, has furnished the FBI with pertinent information as to Radiotelephone Intrastate, Radiotelephone Interstate, and the Teletypewriter System inaugurated by the Police of the State of Virginia.

In order that all enforcement agencies may have knowledge of the means of communication afforded for police agencies in Virginia, and the type and extent of the services maintained, the following description of the communications system is offered.

### Radiotelephone -- Intrastate

(State Police Radio Stations operating on a frequency of 1690 Kcs.)

WSPH	Richmond (3 miles west)	1000 Watt Transmitter
WAEY	Norfolk	350 Watt Transmitter
WRIG	Culpeper	1000 Watt Transmitter
WRIF	Appomattox	1000 Watt Transmitter (not in service at present, but expected to be in service within thirty days)

The three stations at Richmond, Norfolk, and Culpeper are providing a remarkably good coverage for the eastern and northern parts of the State. It is believed that the Appomattox station will complete the coverage to a point west and southwest of Roanoke.

This Department is prepared to offer the services of these radio stations to the smaller municipalities and to county enforcement officers in the State. Several county agencies have purchased receivers for this purpose and have requested this service. A number of municipal and county agencies have installed receivers monitoring the 1690 frequency used by the stations.

\*This article was originally prepared by Lieutenant W. C. Thomas, Communications Officer, Virginia State Police, for the benefit of all law enforcement officials of Virginia.



All of the radio stations are in constant communication with each other, and, in case of emergency, can and will be used as a means of communication from point to point for any police traffic.

### Radiotelephone Interstate

In addition to the intrastate service, interstate service for police communications are maintained between Virginia and the following States through the medium of radiotelephone:

North Carolina	Most interstate traffic is carried on between WSPH at State Police Headquarters, Richmond and WANH, North Carolina Highway Patrol Station, Raleigh.
Maryland	Interstate traffic between WRIG, Culpeper, and WMSF the Frederick Station of the Maryland State Police.
West Virginia	Interstate traffic day and night between WRIG, Culpeper, and WRMP, Romney Station of the West Virginia State Police. Traffic after sundown between WSPH, Richmond and WSMV, Charleston, WRMP, Romney, WBSP, Beckley, stations of the West Virginia State Police.

Through the courtesy and cooperation of the West Virginia State Police communication may be had with a large number of States west, north and south of that State by radiotelegraph. However, unless the message or information is of the utmost importance, it is requested that other means of communication be used.

### Virginia Police Teletypewriter System

This system has been in service since June 21, 1940, but in this short time has proved its value as a means of communication between points in this State and as a means of broadcasting police information to a large number of police agencies at the same instant. In the short time it has been in service, it has been the direct means of recovery of property, the value of which is about one-half the total cost of the entire system for a period of one year. In addition to this, it has been the means of communication effecting the apprehension of a large number of criminals, missing persons, and also the means of communication by which a number of travelers have been notified of death or serious illness in their families.

The control-point station of this system is located in State Police Headquarters three miles west of Richmond. From this point one operator can transmit messages to every station in the entire system at the same moment. There are at present five circuits terminating in the switchboard at the control-point. The Division of Motor Vehicles' machine, which is located in the registration files room at 12th and Main Streets, Richmond, is on a circuit which has no other machine attached, as this is a very busy station due to registration checks, operator's license checks, et cetera. All other circuits have a number of stations connected with each



other and, when desired, with the Division machine, or with any other station in the system.

When a crime is committed, the station nearest the scene of the crime types the message to another station which might be interested, or, if the nature of the crime warrants a general Statewide broadcast, the station furnishing the information types the information to the control-point, from which it is broadcast over the entire system, and is also put on the air by all radio stations in the network.

The stations in the system at present are as follows:

#### Circuits

<u>North</u>	<u>East</u>	<u>Valley</u>	<u>West</u>
Alexandria	Suffolk	Winchester	Roanoke
Fredericksburg	Portsmouth	Harrisonburg	SP Roanoke
SP Culpeper	Norfolk	Staunton	Lynchburg
Richmond	SP Norfolk	Covington	SP Appomattox
Petersburg	Newport News	Charlottesville	

SPHQ (State Police Headquarters - Control)  
DMV (Division of Motor Vehicles)

The following stations have contracts with the C and P Telephone Company of Virginia for installation of machines and contracts have been approved. They will be connected to the circuit under which placed.

<u>North</u>	<u>East</u>	<u>Valley</u>	<u>West</u>
Fairfax County	Elizabeth City	Front Royal	Danville
Emporia	County	Luray	Martinsville
		Lexington	Pulaski
		Waynesboro	*Bristol

\*Contemplated

All radio stations are connected by teletype, and a message can be sent from any teletype station in the State to any one of the radio stations. Messages for broadcast may be accepted by any radio station which are reported by the following means, in the order in which they are acceptable:

- |                     |              |
|---------------------|--------------|
| 1. Teletype         | 4. Telephone |
| 2. Radio            | 5. Telegraph |
| 3. Personal contact | 6. Letter    |

Teletype is preferred over radio because the message is written; radio over personal contact because some police agency gives the authority; personal contact over telephone, because an idea of the individual making the report may be gained and he may be requested to sign his report;



telephone over telegraph because more information may be secured in a two-way communication; telegraph over letter because chance for falsity of report is lessened.

The same sequence holds true for acceptance of a message for teletype transmission.

In order to get the most from the communications system in Virginia, the following suggestions are made for the securing and reporting of messages for broadcast on teletype and radio. If these suggestions are followed as closely as possible, it will facilitate the work of handling communications as well as speed up the service.

The following questions to ask in taking a stolen car report are suggested:

STOLEN FROM (PLACE)	WHERE CAR MAY BE HEADED
TIME	OWNER AND ADDRESS
DATE	OTHER DETAILS
COLOR	CONTENTS OF CAR
MODEL	BENT FENDERS
MAKE	BROKEN WINDOWS
BODY TYPE	SPARE TIRE OR WHEEL
LICENSE NUMBER (STATE)	OTHER NOTICEABLE DEFECTS
MOTOR NUMBER	SUSPECTS -- DESCRIPTION
ACCESSORIES	WHERE LAST SEEN

(NOTE: INFORMATION SHOULD BE OBTAINED IN THE ORDER LISTED, STARTING AT THE TOP OF THE LEFT COLUMN AND READING DOWN.) This method gives the person taking the report the information required in the order in which it should be placed in a message, whether it be for radio, teletype, or both, and insures gathering of PERTINENT information first. If information is secured correctly, and in order, the motor number is the last item that is absolutely necessary to round out a good message; however, the other information is useful and should be taken whenever possible.

The following are suggestions in reference to a person:

NAMES, INCLUDING ALL ALIASES  
ADDRESSES OR POSSIBLE WHEREABOUTS  
COLOR-AGE-HEIGHT-WEIGHT (IN ORDER)  
COLOR HAIR, COLOR EYES, COMPLEXION  
BUILD (HEAVY, MEDIUM, SLIGHT, FAT)  
TEETH MISSING OR PECULARITIES  
SCARS OR TATTOO MARKS  
KIND OF HAIR (CURLY, STRAIGHT, ET CETERA)  
PECULIARITIES OF EYES (CROSSED, ET CETERA)  
TYPE OF FEATURES (NOSE, CHIN, ET CETERA)  
MUSTACHE OR BEARD  
FINGERPRINT CLASSIFICATION



Suggestions in reference to a person (Continued)

PECULIARITIES OF MANNER  
PECULIARITIES OF SPEECH  
RELATIVES AND ADDRESSES, IN CASE OF CRIME

The following are suggestions in reference to a Wanted Person:

WANTED FOR WHAT? (DESCRIBE CRIME IN DETAIL)  
NAME AND FULL DESCRIPTION (SEE "DESCRIPTION OF PERSON" IN  
FOREGOING)  
BY WHOM WANTED (DEPARTMENT OR AGENCY)  
HABITS AND OCCUPATION  
ADDRESSES OF HOME, RELATIVES, AND FRIENDS  
WILL HE BE EXTRADITED?  
IS WARRANT IN FILE? WHERE?  
METHODS OF TRANSPORTATION

(NOTE: The two underlined questions are exceedingly  
important.)

articles: The following are suggestions in reference to a description of

LENGTH	SHAPE
HEIGHT	VALUE
WEIGHT	OTHER DETAILS
COLOR	

firearms: The following are suggestions in reference to a description of

MAKE  
MODEL  
CALIBER  
TYPE (REVOLVER, AUTOMATIC PISTOL, RIFLE OR SHOTGUN:  
REPEATING RIFLE OR SHOTGUN: DOUBLE OR SINGLE  
RIFLE OR SHOTGUN: MACHINE GUN: SAWED-OFF RIFLE  
OR SHOTGUN.)  
SERIAL NUMBERS (ALL GUNS HAVE SEVERAL)  
MARKINGS OR ENGRAVINGS  
OTHER IDENTIFYING MARKS

The following are suggestions in reference to armed robbery:

WHERE (EXACT PLACE) AND WHEN  
NUMBER MEN INVOLVED AND THEIR DESCRIPTIONS  
DESCRIPTION OF ARMS AND DESCRIPTION OF CAR OR OTHER  
TRANSPORTATION  
METHOD OF CONDUCTING THE ROBBERY (MODUS OPERANDI)  
DIRECTION OF ESCAPE, IF ONLY GENERAL  
SUSPECTS, OR POSSIBLE SUSPECTS, AND POSSIBLE WHEREABOUTS



It is earnestly requested that the following explanations be carefully read in order to save time, trouble, and embarrassment, both to all police officers and the operators throughout the State of both radio and teletype.

**Messages Cannot be Broadcast Regarding Misdemeanors  
Unless a Warrant Has Been Issued for the Person  
Committing the Offense**

Messages cannot be accepted and broadcast which request the arrest of a person for such crimes as contributing to the delinquency of a minor, desertion of husband or wife, or a message concerning unlawful use of an auto, without a warrant having first been issued. Too many times when such parties are arrested and taken to court they forget their differences and refuse to prosecute; this leaves the officer in an embarrassing position and may subject him to a lawsuit charging false arrest should the person arrested care to sue.

In cases of major crimes such as armed robbery, murder, manslaughter, assault with a deadly weapon, rape, and others of that nature, the message will be broadcast within this State, whether a warrant has been issued or not, but it is preferable to be able to state in the message that "Warrant (is) on File at ....."

**Interstate Criminal Messages**

With the exception of bank robbery, payroll robbery, highway robbery, or kidnaping for ransom (which may become a Federal Offense), other States refuse to broadcast messages requesting the arrest of persons without a warrant having first been issued. IN ANY CASE, before messages are acceptable which concern the arrest of a person for broadcast to other States, other than for crimes enumerated above, the crime must be an extraditable offense, a warrant must be on file, and statement "Will Extradite" must be made.

There is one exception to the above, a message concerning a stolen car, when the thief is unknown. IF the thief is known, the message is no longer one concerning a stolen car, but is one concerning a PERSON WANTED for larceny of an automobile, and statements as to warrant issued and extradition must be made.

In cases of runaway minors it is proper to ask police in another State to hold them if located, as minors are responsible to their parents and can claim no legal residence in another State except with permission of the parents.

**General Information on Message Information**

When a criminal is apprehended for an out-of-State agency, it is most important to ascertain if he will waive extradition before notifying that agency or reporting the information.



When receiving a report of a recovered car (or other property) the person receiving the report should ascertain where the vehicle (or property) is stored and its condition.

At the conclusion of all messages where persons are criminally involved the statement, "Charges filed" or, "Charges not filed," should be made.

If the suggestions in the foregoing are carried out, it will speed up broadcasts greatly, as, in order to protect police officers both in this State and others, it is absolutely essential that messages be broadcast giving the proper authority and information and thus "back-up" an officer.

It will also save a great deal of time if the message is given with full information as to warrant and extradition so that there is no need for added communication back and forth from the communication station to the sender. This sometimes, in wasting time and effort, might result in failure to apprehend.

IN CASES OF EXTREME EMERGENCY IT IS NOT NECESSARY THAT THE FOREGOING BE STRICTLY ADHERED TO as police communications in this State are maintained for the purpose of apprehending criminals, prevention of crime, and protection of life and property and will be used to the utmost for that purpose.

NO MATTER WHAT THE RANK, OR POSITION, OR DUTY OF A DULY APPOINTED POLICE OFFICER OR AGENCY HAPPENS TO BE, THE POLICE COMMUNICATIONS SYSTEM IN VIRGINIA IS AT HIS SERVICE TWENTY-FOUR HOURS A DAY.

---

#### RADIO, TELETYPE HOOK-UP USED CONSTANTLY IN ELIZABETH CITY COUNTY, VIRGINIA

According to an article which appeared in the Newport News Daily Press of January 5, 1941, Elizabeth City County's radio and teletype system has been in constant use in connection with the routine activities of the police of Hampton, Phoebus and Elizabeth City County.

Elizabeth City County's Police have been on a State-wide radio hook-up since October 13, 1940, and the teletype has been in operation at the Sheriff's Office since December 10, 1940. A total of 75 messages for radio cars in that locality were sent between October 13 and December 31, 1940. Fifty-one messages from the Division of Motor Vehicles for law enforcement agencies in that locality were received over the teletype in the twenty-two days it was in operation before the end of the year. In addition all State-wide alarm messages were received during the same period. This is excellent evidence of the benefit that can be derived by police agencies in communities other than large cities.



## DEFENSE COMMUNICATIONS BOARD

By Executive Order of September 24, 1940, the President of the United States created the Defense Communications Board. Under its appointed chairman, the Honorable James Lawrence Fly of the Federal Communications Commission, the Board was charged by the President with determining and coordinating the communications of the Nation and preparing plans for the most efficient use thereof during any National emergency in connection with the National Defense.

Chairman Fly opened a meeting of the Board on Monday, January 6, 1941, at Washington, D. C. Attending this meeting of the Board were the members of fifteen committees appointed by the Chairman to consider the many ramifications involved.

The communication facilities of the police of the country come within the studies of the "State and Municipal Facilities Committee." Represented on this Committee, from the standpoint of police communications, are the Federal Bureau of Investigation, the Federal Communications Commission, the International Association of Chiefs of Police, the Associated Police Communication Officers, and the International Municipal Signal Association.

The results of the Committee's studies will be furnished to the Defense Communications Board in the form of recommendations and, in turn, will be incorporated into recommendations made by the Board to the President.





## NPA ASSOCIATES COMMITTEES -- 1941

Captain William J. Raney, Memphis, Tennessee, Police Department, and President of the FBI NPA Associates has advised the FBI of the officers selected to serve on Committees of the NPA Associates during the ensuing year. This list as furnished by Captain Raney is published herewith.

### CONSTITUTION AND BY-LAWS

Patrick Lenahan, Captain, Police Department, Cleveland, Ohio -- Chairman  
G. Harry Nelson, Chief of Police, Jamestown, New York  
A. B. Martinez, Captain, New Mexico State Police, Santa Fe, New Mexico  
W. C. Miller, Captain, Casper, Wyoming, Police Department  
F. F. Kaminsky, Inspector, Sacramento, California, Police Department  
Frank Cattaneo, Captain, Hamden, Connecticut, Police Department  
Charles R. Blake, Major, Office of Chief of Air Corps, United States Army, Washington, D. C.  
Lowell W. Hammond, Chief of Detectives, Greenville, South Carolina

The members of this Committee will be contacted by the Chairman at such times as he needs their assistance. Such good work was done by the last Constitution and By-Laws Committee of which Captain Lenahan was Chairman that Captain Raney stated it would be detrimental to the NPA if he was not again appointed Chairman.

### REGIONAL REUNION COMMITTEE

A. J. Longo, Captain, Palm Beach, Florida, Police Department -- Chairman  
Howard L. Clayton, Sheriff, Desha County, Sheriff's Office, Arkansas City, Arkansas  
R. R. McDonald, Deputy Chief of Police, Los Angeles, California, Police Department  
C. D. Hardeman, Lieutenant, Atlanta, Georgia, Police Department  
Frank Kurelaitis, Sergeant, East St. Louis, Illinois, Police Department



### Regional Reunion Committee, Continued

Larry Condon, Deputy Sheriff, Linn County Sheriff's Office, Cedar Rapids, Iowa

Daniel A. Murphy, Lieutenant, Massachusetts State Police, Boston, Massachusetts

Edward B. Hansen, Chief of Police, Duluth, Minnesota

It will be the duty of this Committee to promote and build up interest in the regional reunions to be held by graduates of the NPA.

### RESEARCH COMMITTEE

J. W. Hernandez, Superintendent, Identification Bureau, Puerto Rico Insular Police, San Juan, Puerto Rico --  
Chairman

John Eugene Scheib, Chief of Auto and Traffic, Salt Lake County Sheriff's Office, Salt Lake City, Utah

Lester D. Price, Deputy Superintendent, Division of Identification, Attorney-General's Office, Pierre, South Dakota

Herman W. Zimmerman, Junior Identification Expert, State Bureau of Identification and Investigation, Raleigh, North Carolina

Thomas Welch, Detective, Albany, New York, Police Department  
George D. Callan, Captain, Newark, New Jersey, Police Department

William Ferrazzi, Lieutenant, Quincy, Massachusetts, Police Department

Camille Marcel, Sergeant and Acting Captain, Pittsfield, Massachusetts, Police Department

The duties of this Committee will be to inform the members of the NPA of those things which have been discovered and have proved beneficial in the promotion of better police investigations and prosecution by the use of scientific discoveries and those new things that can be used technically in a police department. All members of this Committee should keep in close touch with the Chairman. He in turn will see that the Secretary is informed of those things to be distributed to all members.

### PUBLIC RELATIONS COMMITTEE

James B. Nolan, Captain, Police Department, New York City  
Chairman

James T. Sheehan, Captain, Police Department, Boston, Massachusetts

Manuel Montoya, Jr., Patrolman, Police Department, Santa Fe, New Mexico

William Adams, Assistant Chief of Police, Cincinnati, Ohio



### Public Relations Committee, Continued

Stanhope Lineberry, Chief of Police, Mecklenburg,  
County Police, Charlotte, North Carolina  
Earl J. Henry, Major, State Motor Police, Harrisburg  
Pennsylvania  
Don Reeder, Chief of Police, Lubbock, Texas  
O. D. Garton, Lieutenant of Detectives, Richmond,  
Virginia, Police Department

The duties of this Committee will be to promote, instill and acquire the good will and cooperation of the public at all times towards the FBI and the NPA. All members should keep in close touch with their Chairman.

### REUNION COMMITTEE

Matthew J. Donohue, Captain, Bergen County Police,  
Hackensack, New Jersey -- Chairman  
Lindsey Hatchett, Captain, Arkansas State Police,  
Little Rock, Arkansas  
Dana E. Jewell, Captain, Portland, Oregon, Police  
Department  
W. C. Kirven, Chief of Police, Sumter, South Caro-  
lina  
Darrell H. Chiles, Director of Personnel, Kansas City,  
Missouri, Police Department  
Samuel G. Adkins, Lieutenant, Roanoke, Virginia,  
Police Department  
Edward W. Barenkamp, Chief of Police, Cape Girar-  
deau, Missouri  
Fred Odegard, Captain, Hibbing, Minnesota, Police  
Department  
Lawrence M. Taylor, Assistant Superintendent, Illinois  
State Highway Maintenance Police, Springfield, Ill.  
Leroy L. Greely, Inspector, Portland, Maine, Police  
Department  
Leon W. Wier, Assistant Chief of Police, Greenwood,  
Mississippi  
A. O. Meyer, Assistant Chief, Panama Canal Zone Po-  
lice, Balboa Heights, Canal Zone  
C. W. Woodson, Jr., Captain, Virginia State Police,  
Richmond, Virginia  
John S. Arnold, Chief of Police, Alexandria, Virginia  
Albert E. DuBois, Patrolman, Police Department, Phila-  
delphia, Pennsylvania

It will be the duty of all members of this Committee to create an interest and a desire for all those who have graduated from the NPA to return next year for the annual reunion and retraining. The President of the NPA Associates would appreciate the members of this Committee devoting as much time to the promotion of this activity as possible.



## LEGISLATION COMMITTEE

Thomas F. Kearney, Superintendent, Technical and Records Division, Kansas City Police Department, Kansas City, Missouri -- Chairman

Morgan J. Naught, Patrolman, Elizabeth, New Jersey, Police Department

John T. Taylor, Captain of Detectives, Fort Wayne, Indiana, Police Department

Joseph F. McMeel, Investigator, Caddo Parish Sheriff's Office, Shreveport, Louisiana

John B. O'Brien, Chief of Police, West Springfield, Massachusetts

Earl C. Porter, Chief of Police, Poplar Bluff, Missouri

Edward J. Curtin, Chief of Police, Watertown, New York

Clyde Finney, Lieutenant, Police Department, Scranton, Pennsylvania

It will be the duty of this Committee to take up, continue, and complete the legislation which was started by the prior committee. For that reason according to President Raney, Mr. Thomas F. Kearney was appointed as Chairman again as he is very familiar with the legislation that was started but not quite completed. The President would appreciate this Committee keeping in close touch with their Chairman and having a complete and detailed report for the annual reunion and retraining.

---

---

## **DETERMINATION WINS**

The desire for training on the part of police officers is no better emphasized than by the fact that they are willing to undergo sacrifices in order to attend the FBI National Police Academy.

One officer was designated by his Department to attend the Academy. Funds were limited. Arrangements had not been made in the budget to take care of this type of expenditure but the representative selected had determination so he came to the Academy and lived with his family at a tourist camp in order that the expenses for his board and lodging might be reduced to a minimum while taking the course of training.

---

---





## **WANTED BY THE FBI**

**MICHAEL GRILLO, with aliases**

**Mike Grillo, Mike Grilla**

**For**

**UNLAWFUL FLIGHT TO AVOID PROSECUTION**



Detailed descriptive data concerning this individual appear on pages 46 and 47.



**WANTED BY THE FBI**  
**MICHAEL GRILLO, with aliases, Mike Grillo, Mike Grilla**

During the evening's gayety at the Club Lido, located at Nine Mile Road and East Jefferson Avenue, Detroit, Michigan, on March 22, 1936, Michael Grillo became engaged in a brawl over the attentions paid to his feminine companions by three other young men at the club. The fight which ensued caused the manager of this club to eject all participants. Grillo became enraged, immediately departed from the club and took his companions to their respective residences. The three young men with whom he had the altercation went to a nearby restaurant for food and at approximately 6:00 A.M. on March 23, 1936, Grillo entered this restaurant with a gun in his hand and proceeded to fire upon all three of these individuals, seriously wounding two of them and fatally shooting Edwin Wuestenberg. He successfully effected his escape through the front door of this restaurant but was definitely identified by various witnesses as the individual who had done the shooting.

A warrant for the arrest of Grillo, on a charge of murder, was issued by the Recorder's Court of Wayne County, Detroit, Michigan, on March 27, 1936, and in cooperation with local authorities the Federal Bureau of Investigation had a warrant issued for Grillo's arrest for violation of the Unlawful Flight to Avoid Prosecution Statute, in that he had unlawfully fled from the State of Michigan for the purpose of avoiding prosecution on a local charge of murder. The subsequent investigation conducted by Special Agents of the FBI has definitely established that Grillo is a habitat of poolroom establishments and an associate of prostitutes, gamblers, and racketeers. He is also reputed to be a heavy drinker.

Although Grillo's criminal record reflects that he has been arrested on thirteen different occasions in connection with charges ranging from misdemeanors to armed robbery and murder, he has not been convicted on any of these offenses and has never served time in a penal institution.

Under date of October 4, 1938, Identification Order Number 1561 was issued concerning Grillo. The best available description of him is set forth as follows:

Age	35 years (Born May, 1905, in Italy)
Height	5' 7"
Weight	150 to 160 pounds
Eyes	Brown
Hair	Black
Race	White
Nationality	Italian
Occupation	Gambler and racketeer
Peculiarities	Long nose, heavy drinker
Fingerprint	22    0    15    R    0    17
Classification	I    27    W    OI



#### Relatives

Mrs. Anna Grillo, mother  
Mrs. Joseph (Augustine) Aiello, sister  
Mrs. Joseph (Rose) Mercurio, sister  
Domenic Grillo, brother

All of above-listed individuals live at  
3922 Concord Street, Detroit, Michigan  
Mrs. William (Anna) Fontana, sister, 5314  
Canton Street, Detroit, Michigan  
Andrew Grillo, brother, 3965 Harvard Road,  
Detroit, Michigan  
Mrs. Michael (Eleanore) Grillo, wife, 3965  
Harvard Road, Detroit, Michigan  
Thomas Grillo, brother, 320 Piper Street,  
Detroit, Michigan

In the event any information is obtained concerning Grillo, it is requested that the nearest office of the Federal Bureau of Investigation be contacted immediately or that the information be furnished to the Director, Federal Bureau of Investigation, United States Department of Justice, Washington, D. C.

---

#### HANDWRITING IDENTIFICATION INDUCES FORGERS TO PLEAD GUILTY

On February 15, 1940, there was received in the Technical Laboratory of the Federal Bureau of Investigation from the Sheriff, Lake Worth, Florida, a check on which the endorsements "Sears Roebuck and Company" and "Willie Pinkney" were suspected forgeries. There was also submitted the known handwriting of suspects, J. C. Murray and Mattie Walker.

The questioned and known specimens were compared in the Technical Laboratory and although the known writings of these two individuals were highly disguised, it was concluded that the endorsement "Sears Roebuck and Company" was written by Mattie Walker and the endorsement "Willie Pinkney" was written by J. C. Murray.

A report of these identifications was forwarded to the Sheriff, Lake Worth, Florida. The suspects when confronted with the Bureau's report refused to admit their guilt, but when their employer was advised of the decision of the Bureau's handwriting experts, both suspects admitted their guilt. J. C. Murray was subsequently sentenced to two years and Mattie Walker was sentenced to one year at Raiford, Florida.



**FUGITIVE FROM JUSTICE - George Martin**

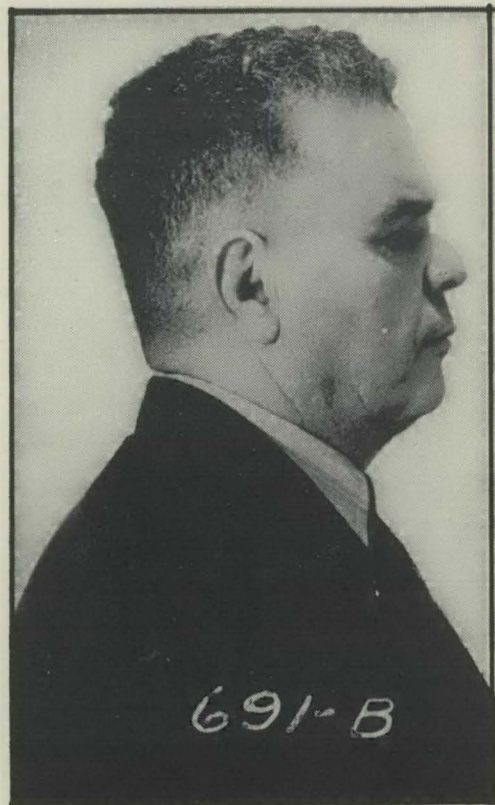


**Front View  
George Martin**

George Martin, with numerous aliases, has a long criminal record dating back to 1912 when he was arrested on February 28 of that year by the Kansas City Police Department on a charge of vagrancy and pickpocket. He has been arrested on various types of charges from Toronto, Canada, to Miami, Florida, and from Massachusetts to Minnesota.

GEORGE MARTIN -- With aliases: George Green, Sam Kaufman, George Davis, Samuel L. Kaufman, George W. Martin, Samuel Kaufman, and Charles C. Gordon.

FBI #-13967



**Side View  
George Martin**



The physical description of George Martin is as follows:

Height	5' 10"
Weight	180 to 190 pounds
Complexion	Ruddy or swarthy
Hair	Grey - closely curled
Eyes	Brown
Build	Medium
Place of Birth	New York City
Nationality	American
Criminal specialty	Thief - Pickpocket

At the present time he is being sought by Chief of Police R. J. Edgeworth of the New York Central System, Room 322 La Salle Street Station, Chicago, Illinois, to serve out a sentence imposed upon him in South Bend, Indiana, on February 28, 1936. Chief Edgeworth has advised that Martin usually operates around winter resorts in Florida and California.

Any information obtained concerning this individual should be reported to Chief Edgeworth at the above address, or forwarded directly to the Director, Federal Bureau of Investigation, U. S. Department of Justice, Washington, D. C.

---

#### ITEMS OF INTEREST

The French army to this day calls the machine gun a "mitrailleuse" which translated means "grape shooter."

The average speed of passenger cars on the public highways is 41.6 miles an hour, it has been found in new studies by scientists of the United States Public Roads Administration.

In 1870 there were but 50 microscopes in this country; in 1930 there were over 5,000.

Modern express ocean liners running at full speed require five miles in which to come to a full stop.

There are about 37,000,000 radio receivers in 24,000,000 of the 32,000,000 homes in the United States.



## SABOTAGE AND SABOTEURS OF LAW ENFORCEMENT

by  
CHIEF OF POICE JOSEPH T. OWENS  
ROME, NEW YORK

Now that my Country, America, is preparing to combat any nation that might invade our shores; now that OUR GOVERNMENT is calling men to fill the ranks of our armed forces; now that subversive forces are at work in America attempting to sabotage our defense industries, I, as a policeman, feel that my responsibilities will be greater than ever before.

The Army and the Navy need men. They need young men, strong of body, stout of heart, brave in spirit, whose love of Country is so great that they would willingly give their lives to keep America free.

I, as a policeman, will probably not be called. I am married, have a family and will be needed by my Department. I know I can be of assistance to my country by turning over to the FBI any information I might obtain relative to sneaking saboteurs who seek to hinder America's defense preparations.

My son will probably be selected by OUR GOVERNMENT to join some branch of the armed forces, and I know that he, being my son, will serve his Country well.

As a policeman, I shall constantly keep in mind that I am one of the first soldiers at home. To back my son up I will do my job well as a policeman, so he will be proud of me, as I am, and will be, of him.

It's a fine thing for me to be able to swear before God that I will support the Constitution of the United States, of the State in which I live, and the City which employs me to preserve the law. It's a privilege which I appreciate -

- B U T -

If I, when arrests are made by other members of my Department, go to the defendants and sympathize with them and try to be a so-called "good fellow," and interfere with the proper operation of the Department, I will be a "Saboteur of Law Enforcement."

If I, when arrests are made, go to the defense lawyers and give them information regarding them, so that the process of law enforcement is slowed up, I will be a "Saboteur of Law Enforcement."

If I, knowing that gambling, prostitution, and other crimes are being committed on my beat, take no action, and fail to report it to my superior officers, I am interfering with the operation of the Department and am a "Saboteur of Law Enforcement."



If I, knowing that some member of my Department is consorting with gamblers and other known criminals, do not report it to my superiors, I am joining with him in slowing up the machinery of law enforcement, and will be a "Saboteur of Law Enforcement."

If I, through jealousy or for any reason fail to cooperate with other members of my Department by withholding names of witnesses or other information that might assist in clearing up cases, I will be a "Saboteur of Law Enforcement."

If I feel justified in receiving my salary, and meriting the confidence of the people in my community, I must at all times perform my duties without fear or favor, especially at that time when my Country needs me, I must do my job well, and help my Department and all other law enforcement officers, especially the FBI that has been delegated by the President of the United States to protect my Country from those who would destroy it.

I cannot accept this great responsibility alone, knowing that if I fail on my job, I will be a traitor to my country, and assist those who would overthrow OUR GOVERNMENT. I sincerely trust that every law enforcement officer in this Nation will assist me in this great task, so that as policemen we are loyal to OUR GOVERNMENT; secondly, that we accepted the position of trust we swore to uphold, so that in the end this great country of ours might prepare to defend itself against the enemy who would invade our shores, the saboteurs, and others who would sell out OUR GOVERNMENT to those who seek to destroy it.

---

---

---



## ANNOUNCEMENT

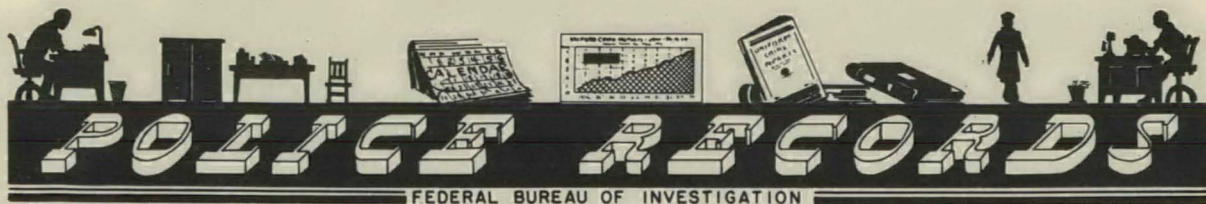
### FBI LAW ENFORCEMENT BULLETIN

IT HAS BEEN LEARNED THAT COPIES OF THE FBI LAW ENFORCEMENT BULLETIN FORWARDED TO POLICE OFFICERS RECENTLY FOUND THEIR WAY TO A NEWSSTAND AND WERE SOLD AT A PRICE OF TWENTY-FIVE CENTS EACH.

INASMUCH AS THIS IS A CONFIDENTIAL BULLETIN PUBLISHED FOR THE BENEFIT AND USE OF LAW ENFORCEMENT OFFICERS, IT IS, OF COURSE, OBJECTIONABLE TO THE BUREAU TO HAVE COPIES OF THIS BULLETIN PLACED ON NEWSSTANDS AS A COMMERCIAL PUBLICATION AND SOLD TO UNDESIRABLE PERSONS WHO MIGHT MAKE USE OF THE CONFIDENTIAL DATA TO THE DETRIMENT OF OUR PROFESSION. IT IS, THEREFORE, URGED THAT ANY LAW ENFORCEMENT OFFICER RECEIVING THIS BULLETIN IN THE FUTURE, WHO DOES NOT DESIRE TO KEEP IT AS A PERMANENT RECORD, PLEASE TAKE THE PRECAUTION OF DESTROYING ANY COPIES NOT DESIRED RATHER THAN PLACING THEM IN WASTEPAPER BASKETS WHERE THEY MIGHT EVENTUALLY FIND THEIR WAY INTO UNAUTHORIZED HANDS.

IT IS ALSO URGED THAT ANY OFFICER WHO RECEIVES THE BULLETIN AND DOES NOT DESIRE FUTURE COPIES PLEASE ADVISE THE FBI. MORE REQUESTS ARE RECEIVED FOR COPIES OF THE MONTHLY BULLETIN THAN CAN NOW BE FULFILLED AND THERE IS NO DESIRE TO FURNISH IT TO INDIVIDUALS WHO ARE NOT INTERESTED IN ITS CONTENTS.





## YOUTH AND CRIME

The seriousness of the problem of youth in crime is indicated by the fact that 17.5 per cent (106,298) of the 609,013 fingerprint arrest records examined by the Federal Bureau of Investigation during 1940 represented persons less than 21 years old.

During 1940, there were 797 persons less than 21 years old charged with murder or manslaughter, 3,813 with robbery, 3,906 with assault, 15,620 with burglary, 20,008 with larceny, 7,117 with auto theft, 1,339 with embezzlement and fraud, and 686 with buying or receiving stolen property. Those persons number over one half of the 106,298 individuals less than 21 years old arrested and fingerprinted during 1940. It should be noted that the preceding figures representing arrests of youthful persons are extremely conservative because in many jurisdictions juvenile offenders are not fingerprinted, or copies of any fingerprints taken are not forwarded to the FBI.

From 1932 until the middle of 1935 there were more arrests for age 19 than for any other single age group. From the middle of 1935 through 1938, ages 21, 22, and 23 were most frequently represented. However, during 1939 and 1940 age 19 again predominated in the frequency of arrests. During 1940 arrests for ages 21 and 22 exceeded the number arrested for ages 18 and 23. Arrests for outstanding age groups were as follows:

<u>AGE</u>	<u>NUMBER ARRESTED</u>
19	24,870
21	23,957
22	23,878
18	23,505
23	23,208

In addition to the 106,298 persons less than 21 years old arrested during 1940, there were 92,913 (15.3 per cent) between the ages of 21 and 24, making a total of 199,211 (32.7 per cent) less than 25 years old. The compilation disclosed that 13,251 individuals were arrested and charged with robbery, 34,829 with burglary, and 13,364 with auto theft. The predominance of youth in those types of crime is shown by the fact that 7,090 (53.5 per cent) of those persons arrested and charged with robbery, 22,141 (63.6 per cent) of those charged with burglary, and 9,768 (73.1 per cent) of those charged with auto theft were under 25 years of age.



One out of every three persons arrested for robbery during 1940 was under 21 years of age. Similarly, one out of every two persons arrested and charged with burglary was less than 21 years old. Auto theft, the statistics show, was frequently committed by youthful individuals. Of the 13,364 arrested for auto theft, 7,117 (53.3 per cent) were under 21 years of age.

There were 154,779 persons arrested for various crimes against property (robbery, burglary, larceny, auto theft, embezzlement and fraud, forgery and counterfeiting, receiving stolen property, and arson.) More than one half of them were individuals less than 25 years old. Furthermore, the tabulation shows that 32.2 per cent of the 154,779 persons were under 21 years of age.

The large number of youths arrested for serious crimes and the great extent of recidivism indicate the need for community-wide crime prevention programs throughout the length and breadth of the land.

---

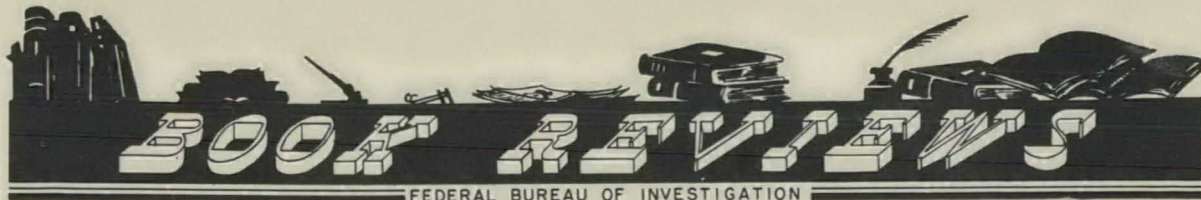
## WOMEN IN CRIME

Eight and five tenths per cent of the 609,013 arrest records examined by the Federal Bureau of Investigation during 1940 represented women. For all types of crimes except commercialized vice the number of men arrested was larger than the number of women. However, in an average group of 1,000 women arrested, more were charged with murder, assault, violation of narcotic drug laws, prostitution and commercialized vice, and other sex offenses than in an average group of 1,000 men arrested. In such average groups of 1,000 men and 1,000 women arrested, it would be found that there were 10 men and 13 women arrested for murder, and that there were 55 men and 63 women charged with assault. For the predatory types of crimes against property, such as robbery, burglary, and auto theft, men predominate. The comparison further reveals that 15 of each 1,000 women arrested and fingerprinted were charged with driving while intoxicated, whereas 50 of each 1,000 men were charged with that type of violation.

As mentioned above, 8.5 per cent of the arrest records examined during 1940 represented women. This is an increase as compared with 1939, when 7.6 per cent of the records represented women.

The preceding figures are based upon fingerprint records received during the calendar year 1940 by the Identification Division of the Federal Bureau of Investigation.





## THE MICHIGAN CHILD GUIDANCE INSTITUTE REPORT

The Michigan Child Guidance Institute, 1027 East Huron Street, Ann Arbor, Michigan, under the Directorship of Mr. Lowell Juilliard Carr, has published its "First Comprehensive Report" for the period November 1, 1937 to December 1, 1940.

The Institute recommends that State support for guidance clinics for predelinquent children be materially increased; that steps be taken to strengthen the probation system to equalize juvenile probation services in accordance with the needs of each juvenile court by establishing a State juvenile probation system; that other school leaders be encouraged to investigate the advantages of introducing into their schools the jointly-sponsored school child guidance technique as developed by the Institute; that serious consideration be given to the need of additional legislation or congressional amendment if need be, to give to the juvenile courts of the State obviously needed powers which the children's courts of other States already exercise; that the attention of the Michigan National Defense Council be directed toward furthering local organizations throughout the State to assist directly in problems of defense and in other social problems including the prevention of juvenile delinquency.

The cost of crime to Michigan taxpayers is discussed and an estimate is made that to handle each of Michigan's 5,000 delinquents, each year the cost to taxpayers of that State averages \$220.00. That, of course, is separate and apart from the cost to taxpayers of maintaining eighty-three jails, supporting State police, paying for crime-controlling functions of the circuit courts and cost of the State Prisons. The total of those visible book costs in Michigan is estimated at \$16,450,000.00.

The Institute sets forth eight elements of crime control which might prove of interest to law enforcement agencies throughout the country. These elements are as follows:

1. To modernize many aspects of the criminal law is obviously essential, as New York has demonstrated, but it is not enough.



2. To strengthen and modernize law enforcement agencies everywhere.
3. To re-examine criminal court procedures to eliminate sources of delay and inefficiency.
4. A high level of adult probation and parole procedures.
5. Institutional treatment.
6. Community attitudes and deviation pressures that incite to crime.
7. The handling and treatment of juvenile delinquents by the juvenile courts, the juvenile probation officers, and the correctional institutions.
8. The prevention of juvenile delinquents, and ultimately criminals by (a) the discovery and treatment of pre-delinquents and (b) the removal of the causes of juvenile maladjustment.

The Institute divides the causes of delinquency into two general classes:

- (a) Physical, mental, or emotional conditions of the child's personality which produce maladjustment, or disordered functioning, in normal social situations.
- (b) Abnormal social conditions in homes, schools, community situations, and so on, which misdirect or block the normal satisfactions of childhood.

The Institute feels that a thorough program of delinquency prevention must aim definitely to provide for the discovery, the diagnosis and the treatment of both kinds of abnormality, the abnormalities of personality and the abnormalities of social conditions in which personality develops. It is the aim of the Institute to not only mobilize the scientific and clinical resources for the better understanding and ultimately the better adjustment of the problem but also to stimulate local communities in the reduction and removal of delinquent-causing conditions in the children's environment.

It is interesting to note, of the 554 children whose records were analyzed 12 per cent of the cases were referred to the Institute by the juvenile courts, 9 per cent by the parents, 4 per cent by physicians and 21 per cent by the University of Michigan Fresh Air Camp, county welfare agents and other sources. It was also found that incorrigibles led in the type of cases referred -- violation of property rights came second, and lying came third. The average age for all boys and girls whose cases were examined was 12 years and 6 months.





#### CALIFORNIA

Mr. H. H. Perry has been appointed Chief of Police at Blythe, California, succeeding Mr. Lee Richey.

Mr. W. J. Wisnom has assumed the duties of Chief of Police at Hillsborough, California.

#### IOWA

Mr. H. J. Atkinson has succeeded Mr. H. G. Zickefoose as Chief of Police at Red Oak, Iowa.

#### KENTUCKY

Mr. Andy Moore has been appointed Chief of Police of the Harrodsburg, Kentucky, Police Department.

#### MISSISSIPPI

Mr. J. B. Partain has been appointed Chief of Police at Columbus, Mississippi, succeeding Mr. J. A. Morton.

Mr. Jack Thomas has succeeded as Chief of Police of the Natchez, Mississippi, Police Department Mr. Joseph P. Serio.

Mr. Archie W. Ezell has succeeded Mr. C. F. Hudson as Chief of Police at Pascagoula, Mississippi.

#### NEBRASKA

Mr. A. B. Peterson has been appointed Chief of Police at Holdrege, Nebraska, to succeed Mr. Ben L. Deabendorfer.

Mr. John Jordan has assumed the duties of Chief of Police at Plattsmouth, Nebraska.

Mr. M. G. Kamprath has succeeded Mr. Rufus Anderson as Chief of Police of the Seward, Nebraska, Police Department.



## NEW HAMPSHIRE

Mr. A. Dusik has been appointed Chief of Police at Lyman, Lisbon, New Hampshire.

## NEW MEXICO

Mr. Armando Larragoite recently assumed the duties of Chief of Police at Santa Fe, New Mexico, succeeding Mr. Tom P. Delgado.

## NEW YORK

Mr. Louis M. Thomas is Acting Chief of Police at Oneonta, New York, succeeding Mr. Frank N. Horton.

## NORTH CAROLINA

Mr. A. R. Gibson has been appointed Chief of Police at Maxton, North Carolina, succeeding Mr. D. L. Maynard.

Mr. N. Warren has assumed the duties of Chief of Police at Raleigh, North Carolina, having succeeded Mr. A. H. Young, who recently entered military service.

## OKLAHOMA

Mr. Oscar Folsom has been named Sheriff at Atoka, Oklahoma, replacing Mr. John Shoemake.

Mr. Jack Herman has succeeded Mr. B. W. Johnson as Chief of Police at Durant, Oklahoma.

Mr. Leonard Holmes has been appointed Chief of Police at Hugo, Oklahoma, to succeed Mr. T. H. Loftin.

Mr. Cap Duncan is now Sheriff at Hugo, Oklahoma, succeeding Mr. Roy Harmon.

Mr. Cain Burnett has assumed the duties of Chief of Police at Muskogee, Oklahoma, replacing Mr. Carl Niblack who has been Acting Chief and who is now Captain of Police at Muskogee.

Mr. Roy Owens has succeeded Mr. Charles Bergdoll as Sheriff at Pawnee, Oklahoma.

Mr. E. G. Schroeder is now Sheriff at Stillwater, Oklahoma, succeeding Mr. L. L. Fisher.

Mr. John Ferguson, former Sheriff at Stilwell, Oklahoma, has been appointed Chief of Police, succeeding Mr. John Choate.



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

CITY	AGENT IN CHARGE	TELEPHONE NUMBER	BUILDING ADDRESS (Letters or Telegrams)
Albany, New York	Clegg, J. E.	5-4595	707 National Savings Bank
Atlanta, Georgia	Danner, R. G.	Walnut 3698	501 Healey
Baltimore, Md.	Soucy, E. A.	Plaza 6776	800 Court Square
Birmingham, Alabama	Guinane, E. P.	4-1877	320 Federal
Boston, Massachusetts	Peterson, V. W.	Liberty 8470	10 Post Office Square, Room 1016
Buffalo, New York	O'Connor, H. T.	Cleveland 2030	400 U. S. Court House
Butte, Montana	Banister, W. G.	2-2304	302 Federal
Charlotte, N. C.	Scheidt, E.	3-4127	914 Johnston
Chicago, Illinois	Devereaux, W. S.	Randolph 6226	1900 Bankers'
	Johnson, A. H. (Assistant)		
Cincinnati, Ohio	Suran, R. C.	Cherry 7127	637 U. S. Post Office & Court House
Cleveland, Ohio	Richmond, L. H.	Prospect 2456	1448 Standard
Dallas, Texas	Kitchin, A. P.	2-9086	1200 Tower Petroleum
Denver, Colorado		Main 6241	518 Railway Exchange
Des Moines, Iowa	Dalton, J. L.	3-8998	739 Insurance Exchange
Detroit, Michigan	Bugas, J. S.	Cadillac 2832	911 Federal
El Paso, Texas	Newsom, L. A.	Main 1711	202 U. S. Court House
Grand Rapids, Mich.	McFarlin, M. W.	G-5337	715 Grand Rapids Nat'l. Bank
Honolulu, Hawaii	Shivers, R. L.	4621	302 Dillingham
Houston, Texas	Richmond, E. L.	Capitol 9717	2706 Gulf
Huntington, W. Va.	Cook, L. K.	8928	700 West Virginia
Indianapolis, Indiana	Wynn, E. J.	Riley 5416	323 Federal
Juneau, Alaska	Vogel, R. C.	618	515 Federal and Territorial
Kansas City, Missouri	Brantley, D.	Victor 3113	707 U. S. Court House
Knoxville, Tenn.	Fierstone, C. K.	4-2721	407 Hamilton National Bank
Little Rock, Arkansas	Hallford, F.	2-3158	500 Rector
Los Angeles, Calif.	Hood, R. B.	Michigan 1161	900 Security
	Vincent, J. W. (Assistant)		
Louisville, Kentucky	Moss, H. K.	Wabash 2133	633 Federal
Memphis, Tennessee	Fletcher, H. B.	8-4236	2401 Sterick
Miami, Florida	Wyly, P.	3-5558	1300 Biscayne
Milwaukee, Wisconsin	Boardman, L. V.	Daly 3431	1501 Bankers'
Newark, New Jersey	Conroy, E. E.	Market 2-5511	1836 Raymond-Commerce
New Haven, Conn.	McGuire, J. J.	7-1217	510 The Trust Company
New Orleans, La.	Rutzen, A. C.	Raymond 9354	1308 Masonic Temple
New York, New York	Sackett, B. E.	Rector 2-3520	607 U. S. Court House, Foley Square
	Guerin, R. A. (Assistant)		
Oklahoma City, Okla.	Andersen, H. E.	2-8186	940 First National
Omaha, Nebraska	Stein, C. W.	Atlantic 8644	629 First National Bank
Philadelphia, Pa.	Sears, J. F.	Walnut 0555	4058 U. S. Court House
Phoenix, Arizona	Abbatichio, R. J.	4-5766	307 W. C. Ellis
Pittsburgh, Pa.	McKee, S. K.	Grant 0800	620 New Federal
Portland, Oregon	Swenson, J. D.	Atwater 6171	411 U. S. Court House
Richmond, Virginia	Hennrich, C. E.	3-0169	601 Richmond Trust
Saint Louis, Mo.	Norris, G. B.	Central 4115	423 U. S. Court House & Custom House
Saint Paul, Minn.	Berens, A. G.	Garfield 7509	404 New York
Salt Lake City, Utah	Newman, J. C.	4-4338	301 Continental Bank
San Antonio, Texas	Jones, G. T.	Fannin 8052	478 Federal
San Diego, Calif.	Nathan, H.	Main 3044	728 San Diego Trust & Savings Bank
San Francisco, Calif.	Pieper, N. J. L.	Yukon 2354	One Eleven Sutter, Room 1729
San Juan, Puerto Rico	McCormack, D. L.	1971	504 Banco Popular
Savannah, Georgia	Duffey, H. R.	3-3054	305 Realty
Seattle, Washington	Cornelius, A.	Main 0460	508 U. S. Court House
Sioux Falls, S. D.	Hanni, W.	2885	400 Northwest Security National Bank
Springfield, Illinois	Thornton, J. E.	2-9675	1107 Illinois
Washington, D. C.	Hottel, G.	Republic 7100	2266 U. S. Department of Justice

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

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

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

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

TELEPHONE NUMBER:  
EMERGENCY (KIDNAPING)

REPUBLIC 7100  
NATIONAL 7117



**WANTED BY THE FBI. . . .**



**Michael Grillo,**

**with aliases:**

**Mike Grillo, Mike Grilla**

**For**

**Unlawful Flight To Avoid Prosecution**

Detailed descriptive data on this  
individual appear on pages 46 and 47.

