

FBI

Law Enforcement

BULLETIN



1959

MARCH

Vol. 28 No. 3

Federal Bureau of Investigation
United States Department of Justice
J. Edgar Hoover, Director

FBI Law Enforcement Bulletin

MARCH 1959

Vol. 28, No. 3

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United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

March 1, 1959

TO ALL LAW ENFORCEMENT OFFICIALS:

The act of contributing to the delinquency of a juvenile is indeed a shameful offense which properly places a stigma upon the perpetrator. Rightfully, the wrath of a community and the indignation of decent citizens are aroused by adults who willfully exert a corrupting influence upon young people. Against those who design to bring ruin to children, we must continue vigorously to enforce and even strengthen existing laws.

Unfortunately, in considering the corrupters of youth, the public too often thinks only of criminals who lead youngsters into thievery, entice youth into immoral activities, or peddle dope to children. In truth, however, large segments of the adult population are also among the guilty. Countless adults escape the stigma, although by their negligence, indifference, personal greed and bad example, they are in fact responsible in large measure for juvenile criminality. Assuredly, a major factor in the youth crime problem is our present society which has substituted indulgence for discipline, pleasure for duty and money for morals.

The growing menace of youth crime calls for decisive action. In 1952, no less than 477,000 members of the 10- to 17-year-old group were arrested. Since that time arrests in these age brackets have increased more than 55%. The foreboding prospects, based on the alarming present rate, are that more than one million 10- to 17-year-olds will be arrested in 1962, and in each succeeding year.

The initial target in the fight against juvenile delinquency is clear--adult delinquency. The starting point must be in the homes of the Nation. Too often the quest for material things breeds delinquency. There are too many parents who devote all their attention to acquiring an impressive house equipped with plush surroundings, and in so doing they have no time for making a home founded on parental love, devotion and moral guidance. In the so-called modern era, the home as a place of learning how to live as well as a place of living has almost disappeared. The criteria of right and wrong have been replaced by more convenient yardsticks of material wealth, social prestige, and easy living.

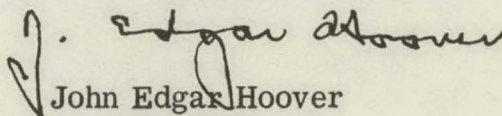
There is an urgent need for a return to a sound sense of values. The fathers and mothers who spend the time and effort to rear their youngsters

as substantial young citizens are genuine assets in a community and merit the respect of their fellow men. On the other hand, the parents whose negligence spawns youthful criminals deserve only the harsh scorn of public opinion and should be made to face responsibility for the crimes of their offspring.

Another fundamental measure in combating youth crime is positive action on the community level, for local communities are the primary arenas for the attack. The sting of an indignant citizenry and strong local laws are the best remedies for the smut merchants who dispense filthy literature and for others who ply young minds with sex, sadism and violence. Economy in providing proper youth recreational facilities and programs must be weighed in terms of strong bodies and clean minds instead of dollars and cents. Adequate salaries for qualified teachers and sufficient facilities for modern school systems--absolute necessities for the future citizens of the country--are enjoyed only by communities fostering active interest and support for education.

Public awareness of both the youth crime problem and of the problems of youth is certainly an obligation of every community in America. These are matters of vital concern not only to law enforcement but to every adult organization comprising parents, teachers, religious leaders, businessmen, civic authorities, community leaders, and individuals interested in the future of the Nation. For the good of our youth and for the welfare of our communities, adult examples which set a premium upon good citizenship and programs which discourage crime demand immediate nationwide attention.

Very truly yours,


John Edgar Hoover
Director



FEATURE ARTICLE

In less than 20 years the Florida Highway Patrol has grown and developed into a traffic enforcement agency of foremost efficiency and stature.

Its story is one of phenomenal growth from a small cadre of 32 brave and hardy individuals who certainly put the desire to serve out in front of the want of salary.

Although the Florida Highway Patrol was created along with the Department of Public Safety by an act of the 1939 session of the legislature, those "original members" had weathered a storm of uncertainty for at least 5 years before that act made it official.

The idea of the original patrol was the outgrowth of the assignment of a dozen men to weights' inspector duties with the State Road Department. The State Road Department Patrol was later abolished by an executive order. The patrol then lived in a shadow of doubt for several months until the 1939 session of the legislature made the Florida Highway Patrol official.

Back in those rough and tumble days of Model A Fords, bumpy motorcycles and inadequate Florida highways, the men who made up the original patrol rode long hours, worked for \$125 per month, and had hardly heard of a time clock.

One officer, or patrolman, in those days would measure his territory with a sweep of the hand, and tell you, "It goes from somewhere out yonder to clear over there," and by that he literally meant what he said. The State was broken up into northern, western, and southern districts.

In that early era the State troopers had limited equipment, most of which was actually "hand-me-downs." Their radios squawked out messages that one was lucky to hear over the next hill.

In most instances, troopers were assigned to sheriffs' offices and utilized whatever space they might borrow to serve as a sort of headquarters. They had no official capacity beyond the desire to make the highways a little safer to ride on. The State headquarters was a one-office, one-radio affair which the director and his limited staff used

Development of the Florida Highway Patrol

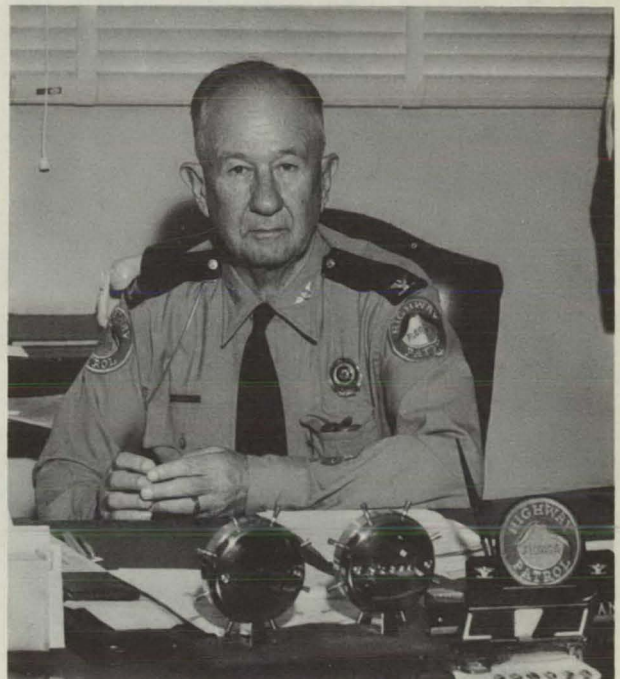
by COL. H. N. KIRKMAN, *Director, Department of Public Safety, Tallahassee, Fla.*

in the basement of the Martin Building which houses the Motor Vehicle Commission in Tallahassee.

District stations and troop headquarters, which now dot the entire length and breadth of the Sunshine Empire, were then scarce. Modern mobile two-way radios, powerful transmitters, Western Union-created nationwide network message teletype systems were unheard of, and those boys who made the rounds on their "putter bikes" or in autos in need of repair played it strictly "by ear."

The Florida Highway Patrol convinced those who had the power of its value and fought a winning battle against the "doubting Thomases."

It was like planting a patch of lilies in a backwoods pasture—the patrol grew swiftly and surely. Today it is known around the world. The good deeds of its troopers bring hundreds of complimentary letters to my desk in everyday's mail, and there are lads in faraway Europe who have



Col. H. N. Kirkman.

written wanting to know "How old must one be to join the Florida Highway Patrol?" The same reaction is received from youngsters from almost every State in our own Nation.

On July 8, 1958, came the culmination of a 20-year dream—open-house ceremonies were held in the new \$500,000 four-story Department of Public Safety Building in Tallahassee, Fla. The new building, which is called the Neil Kirkman Building, carries the familiar black and yellow colors of the Florida Highway Patrol cars. Throughout the open-house period hundreds of people, including State dignitaries, swarmed through the various sections of the structure and were awed by the immense operation.

Most impressive is the big message-switching center through which more than a quarter of a million law enforcement messages flow each year to be relayed to every major law enforcement branch in Florida and in the Nation. Impressive, too, is the department's mailing room through which millions of pieces of mail have passed through the years.

This "pulse" of the department was perhaps the most interesting feature to the male visitors. Probably more interesting to the lady visitors was the large supply room containing the clothing for the largest family in Florida—all of the State troopers, driver's license examiners, radio operators and the secretaries.

The primary department of the driver's license division is located on the second floor. Here, the civilian workers keep constant tab on over 4 million permits of past and present car operators.



A view of the driver's license section.

On the third floor are located the IBM machines (which keep up with the driver trafficwise); the Records Section, which includes a modern Photostat division and a microfilm department; the Training and Communications Division; and Public Information offices.

On the top floor are the offices of Colonel Kirkman; Lt. Col. Reid Clifton, deputy director; Maj. Wallace Smith, veteran executive officer; and Maj. H. Lee Simmons, inspector in charge of patrol field operations.

Housed on this floor also are the offices of Tom King, Jr., head of the driver's license division, Capt. Clay Keith, chief examiner of the department, and the finance and auditing department headed by E. C. Morgan.

Basically, the Department of Public Safety is the parent organization. It is composed of the Florida Highway Patrol, which handles highway traffic enforcement; the driver's license division which directs control of the driver; and the weights section, which governs the big vehicles which bear weight on the highways.

The Florida Highway Patrol today is composed of 10 troops with over 400 uniformed men. The driver's license division has grown to the highest proportions and the weights division employs a number of men who are constantly on the lookout for the big trucks on our highways.

Each component does its job well, and the efforts of each dovetail into one big program which has as its primary objectives: safe highways and good highways, safe drivers and good drivers.

We are carving a small picture of success on a broad and difficult horizon. It is a difficult task—sometimes a thankless one—but the desire of those who try overshadows the efforts of those who will not cooperate. We keep trying.

Driver's License Division

You might have no pity on the lady you watch hunting for a tube of lipstick in a 2-foot-square purse. But think with sympathy on the plight of the ladies who shuffle the filing cabinets at the Department of Public Safety in Tallahassee. This efficiently run organization has a group of ladies who can find any one of over 4 million drivers' license records quicker than you can find red pepper in a piece of country-made sausage.

The driver's license division is headed by Tom King, Jr., and manned by over 100 persons in

general headquarters and 118 examiners in the field under the chief examiner, Capt. Clay Keith.

Basically, the role of general headquarters comprises the desk work for those millions of records. In the field, the 118 examiners and supervisors handle the drivers—first when they get a license, and again when they lose it—if the latter event occurs.

The work of these field employees includes re-examination procedures, filing, revocations and suspension matters, and, of course, parole investigations.

The fieldwork of the licensing division is a two-part job. The examiners decide by nationally accepted standards who is capable of being a driver. Then, through violation procedures or otherwise, the investigators serve the revocation notices.

The arduous task of keeping the records straight, so to speak, is accomplished at general headquarters. The long rows of filing cabinets are located here, attended by capable women who can unerringly produce a specific record at a moment's notice.

Driver licensing is one phase of the never-ceasing effort to produce safety for and by a none-too-willing public. It is that portion of the safety organization which labors to keep off the road the man or woman who will endanger himself or others.

The Records Section

If you have been in traffic trouble in Florida, the Florida Highway Patrol has your number in the records section.

No less than 100,000 wreck reports flow into the huge records section each year over which the public information officer, Capt. Karl Adams, holds sway.

In addition to those facts and figures compiled by the IBM formula, the records section can also tell you at the drop of a suggestion what any trooper has been doing and how far he travels; the locations and causes of wrecks; and numerous additional items of importance.

Besides those duty performances, the records section also cooperatively supplies information to a trio of trained State Road Department specialists assigned to general headquarters who relay information to their department for use in engineering, traffic safety markings, etc.

You might call the records section the statistical center of the Department of Public Safety and the Florida Highway Patrol. Incorporated into the records section under Captain Adams' supervision are such sideline activities as press, radio, and TV relations; photography; microfilm records of all accident reports; safety education; and general public information service.

Not the oldest arm of the department by any means, the records section is certainly one of the most convincing and it has shown its value many times. Not only does the patrol tabulate and analyze its own investigations of wrecks as well as death and injury figures, but also such activities as reported by cities of any size in Florida for inside corporate limits, highway, and street mishaps.

It simply means, then, that through the records section of the patrol, a quite accurate picture can be obtained for almost any safety, engineering, or enforcement purpose.

The records section, for instance, can tell by a simple matter of IBM tabulations, whether wrecks occur more often on straight and level roads (which they do), if more women have wrecks than men (they don't) or if written warnings handed out over a given time cut back traffic accidents as compared with strict enforcement in lieu of leniency.

Awards

Better drivers for tomorrow start in Florida today. Florida has a crop of new young drivers who have been given a good start down the safety lane and their actions should influence countless thousands.

Rewards for the efforts of these young drivers come in February each year, when the Florida State Junior Chamber of Commerce, the Florida Highway Patrol, and the State Department of Education join efforts to produce another Teen-age Safe Driving Road-e-o. This event takes place at the Florida State Fair in Tampa and climaxes a year of preparation in every school with driver education classes. Good drivers are chosen from the schools, and then the finalists are selected from district eliminations. The winners go to the finals at the State fair.

The Florida Association of Insurance Agents and the Pure Oil Co., put up the money which makes the winning in the road-e-o worth the effort. The Pure Oil Co., the original sponsor of this por-

tion of the program, offers a \$500 scholarship to the school of the winner's choice as the grand prize. The insurance group presents a \$100 and a \$50 savings bond for the second- and third-place awards. They also give the youngsters \$10 "pocket change" and pay their expenses.

The Teen-age Road-e-o has drawn commendation from top safety men and educators as well as from law enforcement from all sections. It is a high spot in our year's effort to put better drivers on our highways, and the fine prizes given by the cooperating organizations certainly are an inducement to participation on the part of the youngsters.

Organization

The Florida Highway Patrol follows a table of organization that has a pattern designed to best serve the 4 million people of Florida plus its multi-million tourist crop.

There are 26 stations, with troop and district headquarters in almost every location of any size in Florida. The network begins with the Pensacola station and ends with several troopers who serve Monroe County, down Key West way.

There are 10 troops and each has a commanding officer with the rank of captain. Under each captain are one or more lieutenants who, in some cases, may work troop headquarters or command district substations. For instance, the Jacksonville station is a component of the Palatka station which is Troop G Headquarters. Next in line come sergeants and corporals who supervise the patrolmen riding the highways.

The troops are designated by letters of the alphabet and run from A through K, excepting J.

The Sunshine State Turnpike contingent is known as Troop K and has headquarters at Palm Beach. The Weights Division of Orlando is known as Troop I. Other troops include headquarters as follows: Troop A, Panama City; Troop B, Lake City; Troop C, Lakeland; Troop D, Orlando; Troop E, Miami; Troop F, Bradenton; Troop G, Palatka; and Troop H, Tallahassee.

In each troop there may be from 20 to 50 men, including a required number of radio operators and driver's license examiners, plus a civilian clerk who now wears the uniform of the patrol. The men in the field and the troop and district head-

(Continued on page 13)



Headquarters Building.

BROTHERHOOD OF LOCOMOTIVE ENGINEERS HONORS FBI DIRECTOR HOOVER

On January 12, 1959, a certificate of honorary membership in Division 160 of the Brotherhood of Locomotive Engineers was conferred on FBI Director J. Edgar Hoover by Mr. Guy L. Brown, Grand Chief Engineer of the Brotherhood. This bestowal of honorary membership, one of the few ever made in the long history of the Brotherhood, took place in ceremonies held in Mr. Hoover's office.

At the presentation Mr. Brown remarked that the award was being made " * * * in recognition of your great contributions to humanity and your great services to our country. We deeply appreciate the magnificent work you have done and are continuing to do in defending the civil liberties and protecting the rights of the average citizen and the laboring man of this country."

Commenting upon the FBI Director's role in America today, the Grand Chief Engineer stated to Mr. Hoover that "by helping thwart efforts of those who would destroy our Government and our way of life by infiltrating and seizing control of

our labor organizations, you have aided not only the individual workingman but also the entire labor movement. For this, we will be everlastingly in your debt."

Making specific reference to Director Hoover's role in law enforcement, Mr. Brown said, "This country will never be able to thank you enough for your part in seeing that our internal defenses have remained fair and just and that the Nation has not become a police state in order to resist police state tactics."

In addition to the membership scroll in Division 160 of the Brotherhood of Locomotive Engineers, Grand Chief Engineer Brown presented Mr. Hoover a personalized copy of the constitution and the bylaws of the Brotherhood and also the Brotherhood's war service lapel pin.

In accepting the awards, Mr. Hoover asserted that the honor afforded him was based on the achievements obtained through the ceaseless effort, dedicated spirit, and devotion to duty of the men and women in the FBI. Expressing gratitude



Mr. Guy L. Brown, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, congratulates FBI Director J. Edgar Hoover after presentation of honorary membership in the Brotherhood on January 12, 1959. Looking on are Mr. Lawrence V. Byrnes, National Legislative Representative of the Brotherhood, and Mr. William E. Knox, Chairman of Division 160 of the Brotherhood.

for the recognition, Director Hoover stated, "I take great pride in the fact that the oldest railroad labor organization in the United States—a union created with the objective of securing justice for the individual workingman—sees fit to bestow these symbols of brotherhood upon me. As a member of the law enforcement profession, the word 'justice' holds a vital meaning for me and for my associates."



PRECAUTIONS WITH EXPLOSIVES

The most common signs of deterioration of stored dynamite are discoloration, leakiness, hardness or excessive softness, or the formation of crystals on the outside of the wrapper.

Care should be exercised in handling deteriorated explosives, whether loose or in containers.

Gloves should be worn in handling leaky or loose dynamite—and thereafter destroyed by burning.

National Bankruptcy Act

Fraudulent bankruptcy activities have been considered by the criminally minded and completely unethical and unscrupulous businessmen as logical means of obtaining easy money. Some bankruptcy frauds have resulted in losses of large sums of money.

During the fiscal year of 1958, there were 32 convictions for violating the National Bankruptcy Act which resulted in imposition of sentences totaling 87 years, 6 months and 18 days. Fines, savings and recoveries in these cases amounted to \$229,395. During the 1957 fiscal year, there were 37 convictions carrying sentences of 110 years, 6 months and 4 days. Fines, savings and recoveries totaled \$132,291.

Federal statutes contain numerous regulations designed to prevent frauds in connection with bankruptcy proceedings. Violations are investigated by Special Agents of the FBI.

Thefts from the premises of a bankrupt business of property which is part of a bankrupt estate by a person who has knowledge of such bankruptcy are violations of the criminal provision of the National Bankruptcy Act under the jurisdiction of the FBI.

The criminal provision of the National Bankruptcy Act also makes it unlawful to conceal

assets belonging to the bankrupt from the bankruptcy court.

An instance in which the theft of property from the premises of a bankrupt business was flagrantly committed is the case of a woman and her mother in conspiracy with a young man in their employ.

The two women operated a men's furnishings and clothing store in the poorer section of a large city. The young man acted as clerk and store manager and also sold clothing in outlying areas of the city. The younger woman conducted the business for a number of years, although at various times it was reported to be actually operated by her mother who had started the business some 10 years before.

Realizing her business was in a bad financial condition, the young woman filed a voluntary petition in bankruptcy.

Not only did the two women and their manager conspire to conceal most of their assets in various ways before filing the petition, but, after the clothing store was padlocked by the bankruptcy court officials, the brazen manner of the younger woman was exemplified by the fact that she continued to operate the business through the side door of the store and sent her manager into the country to sell merchandise.

Later, the Federal grand jury returned an indictment charging the three conspirators with testifying falsely while under oath before the referee in bankruptcy.

In United States District Court, the older woman was fined \$300 and placed on probation for 5 years. Her daughter entered a plea of guilty, was sentenced to pay a fine of \$250 and to serve 15 months' confinement. The store manager entered a plea of nolo contendere, was fined \$150 and placed on probation for 5 years.

Local law enforcement agencies, aware of the occurrence of thefts from premises of a business in bankruptcy, should notify the nearest FBI office, whose duty it is to investigate such matters.

HAIRS AND FIBERS

Hairs and fibers are often found at the scenes of crimes of violence or on the persons of suspects by the careful, painstaking investigator. Subjected to the examination of an expert, such hairs and fibers can be helpful in solving a crime by tending to place a suspect at the scene of the crime or by indicating that he had contact with the victim.



The Use of Small Aircraft in Police Work

by SHERIFF RUPERT L. GILLMOUTHE, Hood River
County, Oreg.

Hood River, Oreg., is situated above the Columbia River between Hood River and Indian Creek Canyons. It climbs up steep hillsides and, from these hilltops, fine views of Mount Hood and Mount Adams can be seen.

In rugged territory such as this, there are many and various uses for small planes in law enforcement work.

Transportation involving planes includes official trips out of the county for meetings, attendance at schools, etc. One of the most frequent and valuable uses is for the purpose of bringing out-of-state prisoners back to the county seat for trial, and sometimes taking them from the county seat to the state penitentiary. This type of movement of prisoners offers the best method, as we don't have to worry about his "making a break" except while on the ground, and even then the prisoner is out of his element and in unfamiliar surroundings. The trip is usually over before he can set any plans in action. Usually, several routes are available across country so the trips can be varied to further confuse the prisoner.

As far as the cost is concerned, we pay for the use of the plane (usually a 4-place Cessna 180) and pilot, at the rate of approximately \$18 per hour. This may sound high, but the time saved and the choice of restaurants available make it worthwhile. For example, we returned a prisoner from Milwaukee, Wis., in a total flying time of 20 hours at a cost of \$360. In addition to this, one night's lodging for \$9, and meals for \$15 brought the total to \$384.

Two days of travel time, compared with train time of 7 days at a cost of \$420 for one 1-way and 2 round-trip tickets, meals not included, make it far more desirable to transport prisoners by air.

A private car would have been slightly cheaper than traveling by train, but it would have taken as much time and there would have been the added cost of as many, or more, meals. We consider traveling by plane much safer than traveling by car for prisoner transport.

The question may arise, "What if a prisoner objects, can we take him anyway?" We believe that we could; however, we always ask the prisoner if he objects to flying, and no one has objected.

Spotting Fires

Our county is two-thirds forest land, with the county owning a proportionate share. If and when a fire starts, we send a plane up to keep a lookout for spot-fires started by the main one. This serves several purposes: (1) to direct forest service personnel to new fires; (2) to see that no one can become trapped; (3) to watch traffic; and (4) to see that enough guards are placed in proper places for guard duty to keep out the curious. In very dry years, we keep a sharp lookout for forest fires and have been fortunate in spotting some fires. Through radio contact from plane to ground, forest service personnel and/or fire fighters or fire departments have been dispatched while the fire is still small.

Sometimes it is necessary to know which car is in contact with the pilot. The radio number of police cars should be stenciled on the top of the cars so that the pilot can direct any message to a particular car. For the information to be effective, this number should be large enough to be read 1,500 to 2,000 feet away.

Traffic and Fugitives

In Hood River County we do not have much of a traffic problem, but in emergencies such as bank robberies and other serious crimes, planes are dispatched to observe traffic and to observe, if possible, any getaway cars or other unusual activity on the ground. Aircraft were used to assist in apprehension of several criminals who were cornered in a wooded area. According to the criminals, they were afraid to move while the airplanes were circling, and were overcome with a feeling of hopelessness in avoiding eventual capture should they try to make a "break."

Search and Rescue

By far the most important use we make of planes is for search and rescue, which involves a great amount of preparation and operation.

Searches are broken down into three types. First, the "known area" search, a specific area known to be the site of a lost person, or persons, or that in which a plane was seen to go down. There is always the chance that passengers or crew may be observed by the plane. Ground crews making their way to a wrecked plane may be directed which route to take by the rescuing pilot. The "unknown area" search is the unknown intended route of an overdue plane. Lastly, there is the "area between two known points" search; that is, the known route, time of departure, and time of arrival of a plane.

Before going into the techniques of searching, a word first about choosing the men who pilot the planes. Keep this thought in mind: "There are old pilots and bold pilots, but there are no old, bold pilots."

A pilot should have many flying hours to do a creditable job. Observers, also, should have many flying hours, as it takes a lot of experience to spot something on the ground, and attempt to identify it.

We grow up looking at an object on the ground, we see its overall shape and its movement; we see it at slow speed and close at hand. In a plane, we are not looking broadside, but down, and at a great distance, usually while traveling 100 to 150 miles an hour. Under these conditions a person ceases to look like a person, and, to make matters worse, a lost person seldom cooperates fully to aid in his identification.

A wrecked plane rarely resembles the impression you have of it in your mind; it is not bright and shiny. It may be a large plane scattered over a larger area of real estate, or it may be small, blackened, dirty, or in muddy pieces more nearly resembling a pile of rubble than an airplane. It may be under trees where sheared-off treetops are the only observable evidence. In a case where the plane has buried itself in deep snow, lumps or discolorations may be the only clues available. Thus, it is easy to see why it is important to have a lot of experience in flying and observing before a person becomes adept at recognizing even familiar objects on the ground.

In the excitement created by the cry of "plane down" or "fisherman lost," most observers (and

some of the pilots) just "go along for the ride," burning up gas and getting in the way of capable men or women. Here, in a local or "known area," we usually use one plane at a time. The pilot is connected by radio with the ground crew and is usually under the ground crew's direction. That may be changed if the pilot wants a particular area searched out. He may then direct the ground crew. On the other hand, if the ground crew wants a higher area worked out, the pilot can do it for them.

The pilot usually concentrates his search by circling his plane so that he is looking straight down, or nearly so, and the plane is not moving over the area at a fast rate. He keeps circling and working in any direction, and if there is anything on the ground, the pilot sees it; if it looks unusual or out of place, he then gets closer to take a better look, or calls for the ground crew. If there were more than one plane in the area, this would create the danger of collision.

The ground crew wears a bright, reflective-type cloth on the head or on the pack-sack so the pilot is able to distinguish the searcher from the lost.

In conjunction with our air posse, we have ground crews equipped with communication trucks and four-wheel-drive rescue trucks; we also have mountain rescue groups and saddle club groups with pack horses to aid in getting supplies and/or victims out of remote areas.

We sometimes get away from the one-plane search and use two, but only when a search is on the leeward of a high mountain. In this case we have a second plane flying 5,000 feet, or higher, watching the lower plane in case it gets into trouble. Thus help can be dispatched to it immediately. Our upper plane also watches for other planes which might happen into the area. By doing this, he can give the lower circling plane a warning. We use every effort to control the search area so a maximum amount of use is made of our pilots with a maximum amount of safety.

At night, we use one plane to spot fires which might be made by a lost person. If such a fire is found, the ground crew is called out, and the plane which has spotted the fire circles and directs the ground crew to the scene. At night the ground crew wears headlamps which can be easily seen from the air.

We have kits with medical supplies, water, matches, and first-aid supplies of all kinds to drop if needed—that is, if the ground crew should re-

quire several hours to reach the scene. In snow areas or around snow-capped mountains, tracks are easily noticeable and, from our plane, we have trailed lost persons for many miles, found them, and then notified the ground crew to pick them up. Thus, we have been able to eliminate large areas which otherwise would have to be laboriously covered by the ground crew through snow and ice. However, the pilot must have a sharp eye to distinguish between human tracks and those made by animals.

On occasions, in large and unknown areas, we sometimes use several planes in the search, but absolute control must be kept. We assign certain pilots to certain areas with definite boundaries and elevations, if necessary; but in any event, all planes start from the same side of their respective areas. For instance, a given area should be searched from north to south. If the search is early in the morning, the plane should start on the east side to take advantage of the sun's lighting up and poking itself into dark places and so that the pilot is looking away from the sun. In the case of an afternoon search, the planes start on the west side and work toward the east of the given area. All the planes, too, are working away from each other and working in the same general direction so that there is no danger of colliding. (This brings up another safety point—if the sun is shining, we start from the east in the morning; then if a plane should come close, the pilot would either be looking in the direction that the plane is traveling or he would observe his shadow before he could get too near.) We cannot emphasize too strongly the importance of search technique control.

A very important detail to remember in all searches is to notify the nearest Civil Aeronautics Authority radio station so that all transit planes may be notified to stay out of the search area.

Search aircraft departure time and return must be scheduled and strictly observed. Generally, in an intensive search, 1 hour is the maximum time that a trained observer can remain efficient and the pilot alert. Longer periods are apt to affect the alertness of the pilot (increasing accident hazard), and the usefulness of the observer. A 30-minute "break" will provide the opportunity for the director of the search to collect information on results of the flight over the prescribed area, evaluate those results, get closer information on the terrain, and decide whether or not to shift to another area.

The area assignments should be small enough to enable a thorough search several times in one period, so that every part is seen from all angles, since very often an object may be seen from only one particular direction and from only one elevation. Extremely low search is generally useless and can be very hazardous.

If the clearings are small, or search at a particular spot is desired, pivotal altitude of the particular aircraft in use will enable close scrutiny, with the area under observation stationary and seen from all angles. This will vary from 800 to 1,200 feet, depending on the type and speed of the aircraft.

Another essential part of a successful search is the speed in getting started. Mother Nature has a habit of very quickly healing all scars and wounds, and also has the ability to obliterate the damaged spots. Rain changes things quickly, too, and snow and wind soon make changes that prohibit easy identification from the air.

Air Identification

For training missions, pictures should be taken of actual airplane wrecks, and an attempt should be made to duplicate this scene with parts of wrecked cars, or whatever is available, in order that the new pilots may get the proper image in their minds of what they are looking for. It is a useless practice to land planes in small fields and place them near the edge of forests or under trees, as they retain their original shape and can very easily be spotted. The real value of reading signs from the air in this way is lost, particularly to new pilots and observers.

We have had considerable success in searching for drowning victims by plane. Usually a single plane is sufficient. On training missions involving drowned persons, mannequins can be obtained from stores and placed in the water so that the proper shape and distortion can be observed from the air. Sometimes the pilots themselves are not sure that what they see is a person down below, because swift deep water frequently alters the position (and sometimes the shape) of a body, and often causes it to become quite grotesque, or to look like a root or some other object unidentifiable by air. Only in shallow water, where the body retains its usual shape, is it quickly identified from the air.

Another important use of planes is that of power-line patrol. Arrangements are made in our

Civil Defense program whereby, in case of war emergency, our planes will supplement ground crews to help spot breaks in transmission lines.

These are some of the main uses of small aircraft for police work; however, there are many, many more uses and we consider that each county—or county of any size—should be equipped, as part of its operating equipment, with a small plane of one type or another.

Combating the Bad Check Artist

Are you willing to give \$50 of your hard-earned cash to a stranger? Are you willing to assist in providing him with expensive suits, imported liquid refreshments, class A travel accommodations, and the best in food with no return on your investment?

Thousands of Americans are doing just that to the tune of hundreds of millions of dollars a year. It sounds fantastic, incredible. Yet to the “paper knights of the highway,” the fraudulent check passers, their “here today and gone tomorrow” philosophy of living does not leave much space to worry as to where the next dollar is coming from. They know the “kitty” will continue to be fed. Their fertile fields encompass the banks, the chain stores, the gasoline stations, the corner grocery stores, the drugstores, the liquor stores, and respectable people who will pay the tab for the privilege of cashing worthless checks because they have not exercised proper caution and do not know their endorsers.

There is a moth-eaten phrase, “once a check passer always a check passer.” Yet, with tireless repetition, these words seem to be borne out by the innumerable occurrences of check passers resuming their nefarious schemes upon being released from a penitentiary where they have been serving time for passing their paper handiwork on the unsuspecting and the callous. It is necessary for people to become more check conscious, for caution to be exercised in cashing checks for strangers; they should know their endorsers or have ample proof of authenticity; they must develop sensible skepticism regarding out-of-state checks and have more respect for their own hard-earned dollars.

The National Fraudulent Check File in the FBI Laboratory each year receives thousands of worthless checks for examination from law enforcement agencies and FBI Divisions throughout the coun-

try. In this file are placed photographic copies of the checks as received which are used for future comparisons. Nearly two of every three checks received are identified with previous material submitted in connection with the passing of bad checks.

From the huge reservoir of fingerprint cards on file in the Identification Division of the Bureau are obtained known handwriting of check passers in the form of signatures. Approximately one of every three checks submitted is identified with signatures on fingerprint cards. From such identifications, photographs and copies of the subjects' identification records are sent to the law enforcement agencies submitting the checks. It is a common occurrence to find by this method that the “unknown subject” of a check case has been arrested since passing the checks that are submitted. In these instances the agency submitting the checks will not only be informed as to who passed the worthless checks, but where he is located.

The National Fraudulent Check File is extremely valuable to law enforcement agencies, particularly where the “fly-by-nighter”—the interstate passer of checks—is involved. Flooding a city with the trademarks of his profession today, he is away by plane and striking another city—hundreds of miles distant—within 24 hours. It is extremely difficult for the local law enforcement agency to combat this type of lightning activity. The National Fraudulent Check File acts as a clearinghouse in such cases. Contributors are kept advised of the professional's movements and as soon as he is apprehended and identified, the interested agencies are informed. Thus, unsolved cases become solved and another “sucker on society” gains a new address—in prison. But even here it has been known to happen that near the expiration of prison sentence the check opportunist has prepared “samples” of his handiwork in prison, that he might lose no time in furthering his “business” activities upon release.

What to do to be a successful check passer in manual form was prepared by one “artist” while serving time in a Federal prison. Instructions in detail were set forth by him:

- How to obtain check safety paper.
- Where to have checks printed.
- How they should look.
- Types of credentials to have prepared and where to carry them.
- How and when to make out the checks.
- Time of day to pass checks.

The approach.
Where to pass the checks.
The getaway.

It might well be that such a manual would have market value for many an aspiring check passer.

The National Fraudulent Check File is the silent witness of the interstate passer of bad checks plying his "trade" from coast to coast. Its photographs portray the results of many schemes well laid, hatched, and perpetrated on the unwary. It reflects many a vivid story of individuals devoting the greater part of their adult lives to the pursuit of passing fraudulent checks.

The National Fraudulent Check File stands ready to assist law enforcement agencies in tracking down their "paper knights of the highway."

FLORIDA HIGHWAY PATROL

(Continued from page 6)

quarters are closest to the public pulse and it is through them, their efforts and suggestions, that courses, present and future, are charted.

When science stepped in to help out in traffic violation detection a few years ago, the Florida Highway Patrol was among the first in the Nation to agree to experiment with the possibilities of the "secret eye." Proved in worth, and accepted as official in many courtrooms in Florida, the radar set is now standard equipment on many Florida highways where it judges the speed of the careless and helps to save his life. Some people sent up mild complaints at the first use of radar. Many individuals, however, have since recognized its worth and have accepted it as a friend of the careful and as a combating tool against those who insist on breaking the traffic laws.

In Florida we have 17 radar sets that are about as mobile as a thing can get. They are easily set up, easy to transport, and serve their purpose in ridding the highways of dangerous speeders.

Basically, the radar machine is an electronic device that registers on a chart for its operator the speed of a vehicle based on the length of time it requires a vehicle to pass two prearranged points along the highway. This method has been checked and cross-checked for accuracy and has not been disproved.

Radar is mostly used on spot traffic checks in the congested areas of the large Florida counties on

the east and west coasts and in the heavily traveled areas of lower central Florida. There are no regular "beats" on which the radar machine is placed; instead it is used whenever and wherever troop commanders or general headquarters officers think it is most advisable.

Radar is not intended to be used as a speed trap. It is a scientific method for detecting the correct speed of any flow of traffic, and is just as trustworthy as many other crime detection methods in use today and widely acceptable as admissible evidence by the courts.

Patrol officials and the men will tell you that the continued use of radar in any given area tends to slow down traffic, and acts as a silent keeper of the unruly behind the wheel.

This account of the organization and operations of the Florida Highway Department depicts its growth—in size and efficiency—in the past two decades. In our new headquarters we are appreciative of the opportunities to afford full service to the citizens of and visitors to the Sunshine State of Florida.

CRIME PREVENTION LESSON

A novel approach is used by an elementary grade teacher in an Ohio elementary school to impress upon her pupils the importance of obedience to the law. She has always started her new class with the thought that "obedience to the rules is freedom."

In order to impress this lesson upon the pupils she uses the inscription over the city jail. This inscription reads: "Dedicated to justice for all in the firm belief that obedience to law is freedom." She instructs her pupils to obtain the exact wording of this inscription by personally going to the jail or by calling police headquarters.

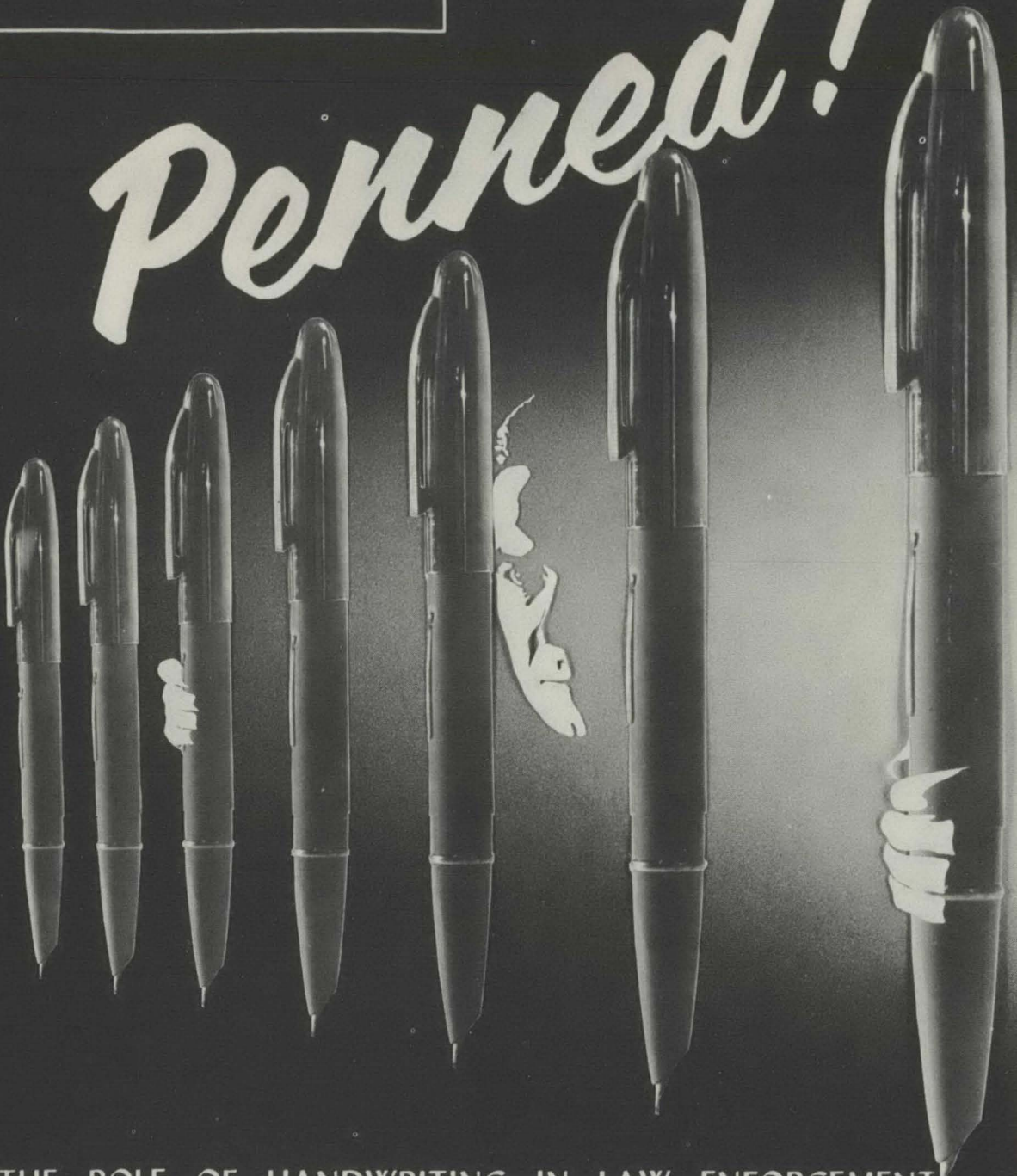
The pupils are instructed to be prepared to offer their thoughts on the meaning of the inscription. The teacher expressed the opinion that this technique gives the students something to consider for the year.

TOOL MARKS

Imprints of a jack left on a block of wood, used in the theft of wheels from a truck, were examined by FBI Laboratory technicians. This examination led to the identification and apprehension of the thief who had committed the crime.

SCIENTIFIC AIDS

Penning!



THE ROLE OF HANDWRITING IN LAW ENFORCEMENT...

The role of handwriting in law enforcement is well known among police agencies today. A total of 75,833 handwriting and handprinting examinations were made in the FBI Laboratory last year.

The purpose of this article is to refresh in the mind of the experienced law enforcement officer the possibilities and limitations of the science of handwriting and handprinting identification and the conditions necessary for the examiner in the Laboratory to do his job.

The question of the degree of certainty which can be based on handwriting and handprinting findings is answered many times a day in the FBI Laboratory. Positive identifications of the writers of extortion letters, bank robbery notes, ransom notes, fraudulent checks, spy letters, and other documents connected with a crime are made daily with a degree of certainty which many layman and some law enforcement officers find difficult to believe until the experience settles the matter for them.

One such case was that of an extortionist who confessed the writing of threatening correspondence. As a matter of record, handwriting specimens were obtained and the case was considered as practically closed until the FBI Laboratory disclosed that the writing on the note was not that of the subject. The Laboratory suggested that samples of the handwriting of the subject's relatives be obtained. It developed that the subject's 13-year-old sister-in-law was the actual writer of the extortion note. The subject belatedly explained that he had dictated the wording to her.

Another case in point involved the theft of four gasoline pumps. The driver of the delivery truck had turned in to his employer a signed freight bill showing delivery of the pumps to the consignee. It also showed that the freight charges had been paid by the consignee. The receiving clerk at the office of the consignee denied her signature was on the freight bill. The truckdriver denied writing the signature, explaining that, if he were going to steal the pumps, he would just have reported them missing. A review of the receiving clerk's records of stock on hand revealed an erased notation indicating that four pumps had been received on the day before that date appearing on the freight bill. The clerk said she had made a mistake and that the notation referred to other pumps received. A check revealed that 10 water pumps but no gasoline pumps had been received that date. Handwriting specimens in the wording of the disputed signature were obtained from the

driver of the delivery truck and from the receiving clerk whose name appeared in a distorted spelling on the receipt. In spite of the disguise present in the contested autograph, the examiner was able to establish that the actual writer was the truckdriver, who subsequently took the investigators to a place where the four pumps were recovered.

After watching a courtroom demonstration by an FBI document examiner at the trial of an extortionist, jurors and others volunteered that it was the handwriting testimony which convinced them of the defendant's guilt more so than did the fingerprint testimony which only established that he had handled the note. The defendant said he had handled the blank stationery innocently before it was used. This lessened the emphasis of the fingerprint testimony since the defendant had been in a position to have done so. The presence of his handprinting characteristics, on the other hand, left his alibi bald and unconvincing.

On October 15, 1931, a woman's body was found lying on the bathroom floor of the modest home she had shared with her husband and daughter. There were a bullet hole in her head, a gun on her chest, and a short note indicating suicide.

Because of the peculiar position of the gun, the matter was looked into further. A former domestic in the home said that the husband had asked her to copy his wife's handwriting in the wording of the note and had told her he would marry her if anything should happen to his wife. On the strength of the testimony, the husband was sentenced to a life term in prison for the "murder" of his wife. As a result of continued efforts on his



General view of Document Section, FBI Headquarters, Washington, D. C.

behalf, the note and known specimens of the dead woman's handwriting were sent to the FBI Laboratory some years later where it was found that she, not the domestic, had written the note. On December 23, 1940, the husband walked out of prison a free man.

This form of "indirect" evidence has in numerous instances undone the injustice caused by the so-called "direct" evidence of mistaken eyewitnesses.

In the early part of 1956, a police department submitted to the FBI Laboratory two checks and the known handwriting of a suspect. The 2 checks were part of 40 stolen from a fuel company. Two local merchants who had accepted the checks identified the suspect as the man who passed them. The suspect denied both the burglary and passing the checks. Examination in the FBI Laboratory disclosed that the checks were not prepared by the suspect. Furthermore, comparison of the checks with signatures on criminal fingerprint cards revealed that the endorsements were written by another individual who was then in custody in another State on a charge of breaking and entering.

Thirteen days before Christmas, 1952, a man was convicted for passing a fraudulent check and sentenced to a term in the State penitentiary. Part of the evidence used against him was the testimony of a bartender at the place where the check had been passed. The bartender had sworn that the suspect had endorsed the check in his presence. The check was later sent to the FBI Laboratory where it was immediately identified as the work of George Lester Belew, a prolific check artist. The State authorities were advised and the victim of this error, who was then in prison, was granted a full pardon on July 1, 1953.

No treatment of the relative merits of eyewitness testimony should neglect the classic case in 1932, in which 2 New England taxi drivers nearly went to the electric chair on the strength of the sworn testimony of no less than 9 eyewitnesses who identified them positively as 2 of 3 robbers who held up a theater and shot down one of the employees in their presence. Eight of the witnesses had picked the two suspects out of what appeared to have been a well-conducted "lineup." The only thing that saved the cabbies was an astute investigation of related crimes which turned up the actual robbers in possession of the moneybags from the theater. Up until that mo-

ment there had not been the slightest doubt concerning the outcome of the trial.

For 14 years, banks in New York City were plagued by an expert forger whose identity remained unknown through all of this period. Mr. "X" struck on an average of twice a year obtaining cash or credit for forged checks ranging in amounts from \$1,000 to \$8,000. Two general schemes were used from which the masterful penman netted more than \$250,000. For much of this time, it wasn't known for certain that Mr. "X's" various operations were the work of the same man.

The modus operandi in one of the schemes involved the burglarizing of a legitimate businessman. Blank checks were stolen from the victim's checkbook on which the forger prepared fraudulent checks usually in four figures using the firm's check protector where appropriate. Canceled checks also were stolen to provide samples from which the signatures were forged.

The forger would then proceed to a bank other than the one in which the victim had an account and open an account in the name of a legitimate person, identifying himself through papers previously stolen from the office of that individual. In this account, he would deposit a check drawn on the account of the first victim. A telephone call to the first victim under the pretext that the caller was an individual of the same name or was inquiring about someone of that name was made. The caller would state he was investigating a forgery. This was done apparently to find out whether the victim had discovered the loss of his blank checks. A call was then made to learn whether the second victim had been contacted by the bank to confirm the fact that he had opened an account. After the deposit of the checks and their clearance through the bank on which drawn, Mr. "X" would cash checks on the account he had opened under the assumed legitimate name. All transactions would occur before the victim received his statement at the end of the month.

The second scheme was similar to the first except that an account was not opened. The forged check was presented to a teller at the bank on which the check was drawn. The forger would first write on the back of the check the name he had assumed. Following this appeared the notation "Okay for cash" or "Signature Guaranteed" and the forged signature of the person who had apparently drawn the check. Then followed the second endorsement. It appeared to the teller that the bearer had endorsed the check in the

presence of the maker. If the second endorsement agreed with the first, the teller would usually give cash for the check after he had compared the signatures of the alleged maker appearing on the face and reverse side of the check with the signature card in the bank's records. If the teller tried to call the maker, the line was always busy because Mr. "X" had previously called the maker and told him that repairs were being made to his telephone, necessitating keeping the receiver off the hook. In some instances, a confederate would tie up the victim's line with a lengthy conversation.

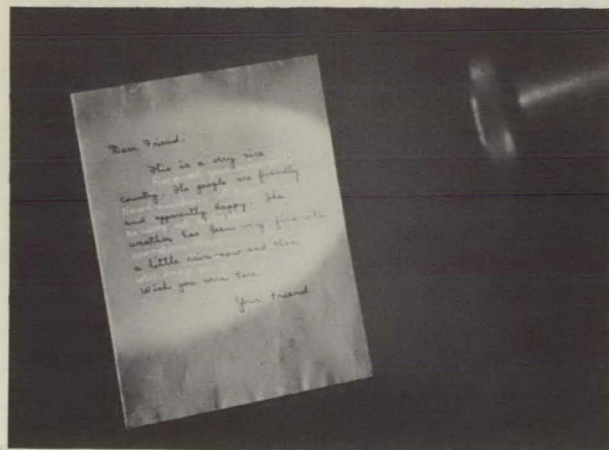
The forged signatures were so well executed that not one was ever discovered by the staff of the bank on which the check was drawn at the time it was presented. They were so good, in fact, that several of the victims whose signatures were forged hesitated to sign affidavits declaring that they had not written the forged signatures. In every instance, however, the FBI Laboratory was able to establish that the signatures had actually been forged.

Year after year in spite of warning circulars distributed to bank employees, Mr. "X's" forgeries went undetected.

Mr. "X's" activities were local in nature and as a result were investigated principally by the local authorities and private agencies. On January 12, 1943, however, Mr. "X" deposited in a New York bank a check for \$4,000 on an account in the State Street Trust Co., Boston, Mass. This came to the FBI's attention, since the check had moved in interstate commerce, and the FBI turned its jurisdictional attention to Mr. "X."

Previously, however, in February 1938, a man by the name of Bertram M. Campbell had been arrested and positively identified by an imposing number of eyewitnesses as the man who had passed a number of Mr. "X's" checks. In June 1938, as a result of this "direct" eyewitness testimony, Campbell was convicted of being the "front man" for the forgery gang and was sentenced to serve 5 to 10 years in Sing Sing Prison. Since Campbell's conviction was for being the "front man" for a gang, there was no definite proof that his conviction had been in error.

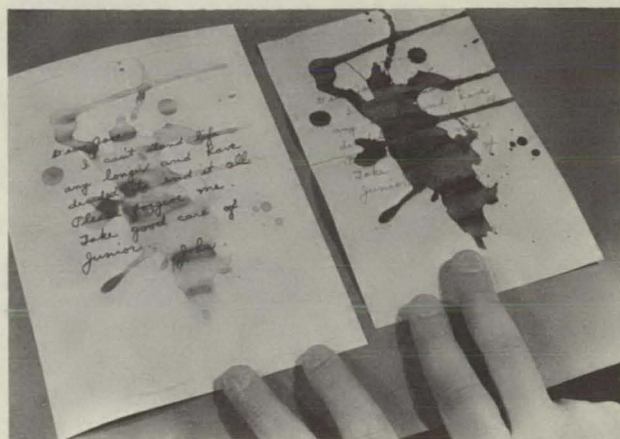
About 5 years later, in February of 1943, a forgery netting \$10,700 was committed in Chicago. The FBI Laboratory recognized characteristics in the handwriting on the checks and deposit slips used in the forgery as similar to those of Mr. "X." Thereupon, the Chicago Office of the



Secret writing detected by ultraviolet light.

FBI displayed photographs of various known forgers of the Chicago area to bank employees and other witnesses. No positive identification was made by any of the witnesses; however, one witness said that a photograph, that of Alexander D. Thiel, did resemble Mr. "X." Thiel's record in the Identification Division of the FBI revealed that on two occasions he had been arrested by the Narcotics Bureau for forging narcotics prescriptions and was sentenced to serve a term at the United States Public Health Hospital, Lexington, Ky.

Specimens of the forged prescriptions, together with known samples of Thiel's handwriting and handprinting, were submitted to the FBI Laboratory, where it was concluded that Thiel's handwriting and handprinting appeared on various checks in the Mr. "X" series in New York and the forgery netting \$10,700 in Chicago.



Infrared photography reveals contents of suicide note.

After an extensive investigation, Thiel was located and interviewed by FBI Agents on March 28, 1945. He was at first noncommittal, but when confronted with the weight of the information the Agents had gathered on him, gave a full statement concerning the violations over which this Bureau had jurisdiction. Later he discussed in detail 31 other operations in the New York area dating from March, 1930. He also admitted he "scratched" the checks used in a forgery scheme in New York in the year 1929, which resulted in a loss of \$163,000. He further admitted to forgeries in Chicago, Boston, Washington, D. C., Philadelphia, Cleveland, and Minneapolis from 1922 through 1940. When Thiel agreed to cooperate in clearing Campbell, the FBI advised the State's attorney's office in New York of the developments.

In cooperation with the New York City Forgery Squad, FBI Agents obtained from Thiel a statement in which he detailed his part in the crime for which Campbell had been convicted. Special Agents of the FBI also assisted when the eye witnesses who had previously identified Campbell were brought in to face Thiel to learn if they would repudiate their identifications, which they did.

On the basis of the facts in the case which at long last had come to light, Bertram M. Campbell was given a full pardon by the State of New York 7 years and 2 months after he had gone to prison, where he spent 3 years and 4 months before he was paroled.

On June 17, 1946, Bertram M. Campbell was awarded \$115,000 by the New York State Court of Claims.

Other instances in which handwriting evidence has corrected or might have corrected the mistakes brought about through erroneous eye witness identifications could be mentioned. It is believed the above are adequate.

The field of document identification, of which handwriting and handprinting identification are a part, includes a wide range of scientific knowledge. Because of the breadth of subject matter a practitioner must master, the term "document examiner" is replacing the earlier term "handwriting expert." While it is perhaps not entirely true to say of him that his field is the universe, there is very little in the realm of human knowledge that the document examiner can afford to ignore.

In addition to a mastery of the art of evaluating the individuality of handwriting and hand-

printing characteristics, he must possess an intimate familiarity with many other factors.

He must know the graphic arts, type design, printing methods, paper manufacture, typewriters, radiology (X-rays) as applied to the examination of watermarks, fiber patterns and trimming blade marks, special photographic techniques as applied to the restoration of obliterated markings, examination of line crossings, etc., microscopy in the examination of forgeries, overwriting, alterations, etc. He must also know chromatography and chemistry as applied to the identification of writing inks and the determination of their migration patterns on documents, plastics technology as used in the protection and preservation of documents and the numerous devices used by forgers and others.

For the purposes of this article, we are excluding these other aspects of the general field and are considering only the identification of handwriting and handprinting as such. This type of evidence alone in many instances has prevented criminals literally from getting away with murder.

When 33-day-old Peter Weinberger was kidnapped on July 4, 1956, a ransom note was left at the scene. Six days later, another ransom note was received by the parents. The handwriting on these two notes constituted the principal tangible evidence in the case and proved to be the means by which the kidnaper was eventually identified and brought to justice.

Document examiners from the FBI Laboratory were sent to New York to supervise the searching of various public records by a group of specially trained Special Agents for any similarities with the handwriting on the ransom notes. During the period from July 13, 1956, to August 22, 1956, the handwritings on approximately 1,974,544 records were examined.

While searching the records of the United States Probation and Parole Bureau in Brooklyn on August 22, 1956, one of the Agents noted some similarities between the ransom notes and the probation reports of Angelo John La Marca. An FBI Special Agent document examiner identified the handwriting on the ransom notes as that of La Marca.

This expert testified at the trial in State court. La Marca was convicted and sentenced to death, a sentence carried out on the night of Thursday, August 7, 1958.

Almost 2 million records had been examined and eliminated before the writer of the ransom notes was identified.

With the increased use of science in general as a tool in law enforcement and possibly as a consequence of the spectacular results sometimes obtained, there may be an occasional tendency to look upon the Laboratory as a labor-saving device, one more in a lengthening parade of modern gadgets which promise to eliminate any need for human thought and hard work.

One of the Laboratory's recurring problems is the receipt of dictated known handwriting specimens which do not contain an adequate amount of the wording of the questioned writing, and undictated handwriting specimens which later are found to be inadmissible as evidence because they cannot be authenticated at the time of the trial as the known writing of the subject.

Utilization of and even dependence upon the Laboratory have been helpful and promising developments of the past three decades. When the Laboratory is used to augment the work of the investigator, it enhances law enforcement and the stature of the law enforcement officer. Each is dependent on the other, however, in achieving maximum results.

Much depends upon the Laboratory expert, his mastery of his field, and his keeping abreast of developments. But, no amount of advanced know-how, experience, or time available to give to an individual case will enable the document examiner to extract from poorly obtained dictated known handwriting specimens anything which is not in them to begin with and may be lacking because the investigator failed in some way when he undertook to obtain the specimens.

By relying too much upon the Laboratory and too little upon himself, the investigator may have neglected to find out what is needed before proceeding to obtain specimens from a suspect and hence may have lost an opportunity for a solution.

If his case involves fraudulent checks on which the faces are handwritten and a handwritten address appears with the endorsement on the back, every reasonable effort should be made to obtain known specimens in the entire wording of the faces of the checks and of the endorsements. These specimens should include the addresses or other questioned writing appearing with them. Suspects should prepare specimens on check

forms similar to the forms on which the questioned checks are written and the writing instrument used should be of the kind used to write the questioned writing.

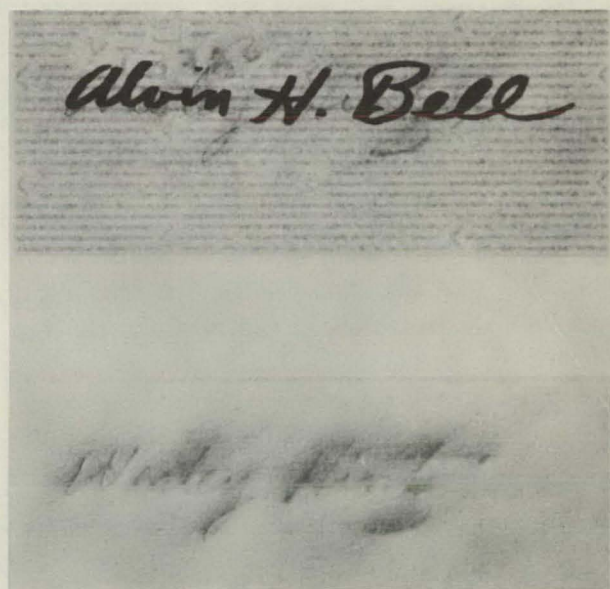
There are two points to remember even when everything else that is published about known handwriting specimens has been forgotten.

One is, in obtaining dictated known handwriting or handprinting specimens, duplicate as nearly as possible the conditions under which the questioned material appears to have been prepared.

The other point to remember is, never show the questioned writing to the suspect before he has prepared adequate known specimens.

The first point means that dictated known specimens should be prepared on stationery or printed forms similar to the stationery or type of printed form on which the questioned writing appears. Also, that a similar writing instrument should be used. It means that the wording of the questioned writing, the entire wording if possible, should appear in the known dictated specimens.

The writing style used in the known specimens must be one that can be compared with the questioned writing. Cyrillic script used by the eastern Slavic nationalities, for example, usually cannot be compared with the Palmer Method of writing. Nor can handprinting be compared with handwriting. Known handprinted speci-



By use of infrared with side lighting the apparent inked signature in top photo is dropped and original pencil signature is brought up.

mens prepared entirely in capital letters cannot be compared adequately in most cases with questioned handprinted evidence in a combination of lowercase and handwritten letters, or a combination of capital and lowercase letters where the lowercase letters predominate.

If the questioned writing was written with the strong hand, the known specimens, to be proper for comparison with it, should be written with the strong hand also.

If the questioned specimen possibly was written while the writer stood and held the paper against a wall, it would be helpful if some of the known specimens are written in a similar fashion.

A fraudulent check frequently cannot be compared adequately with a paragraph of writing or a column of words even though some of the words on the check may appear repeatedly in column form in the known specimens.

For lack of any of the above qualifications, known specimens may be described as "not sufficiently comparable with the questioned evidence." A so-called "no conclusion" report is inevitable.

The obtaining of known writing specimens requires a certain amount of preparation. Rather than take the pains to review what is necessary for a satisfactory comparison with the particular piece of questioned evidence at hand, it may be thought that, under the pressure of the investigation, it would save time to skip this detail. When that happens, the time thought to be saved is lost many times over. Generally, the investigator will receive instructions in the form of Laboratory reports which set out in some detail the requirements of known specimens if an adequate comparison is to be made. Irreparable harm may ensue if, in the meantime, the subject elects to refuse to give further specimens and there is not suitable undictated handwriting in the form of personal correspondence available.

Another and even less enviable predicament is that of the investigator who shows the suspect the questioned writing.

This takes care of a number of immediate problems which arise occasionally at this point in the inquiry but it is injudicious. The similarities pointed out by the expert witness at the trial may be attributed by the defendant to his effort in copying the questioned writing which was shown to him.

There are other points to bear in mind when obtaining and submitting handwriting or hand-

printing specimens for Laboratory examination. They are not as fundamental perhaps as the aforementioned, but nevertheless they are important and should be known by all enforcement officers who are in a position to be called upon to investigate matters in which evidence of this nature may be crucial.

When submitting known and questioned writings, always label each specimen so that the examiner will know which is known and which is questioned. When an examiner receives two or more writings without information as to which can be used as known, and the request is made that he determine whether "these writings were written by the same person," he sometimes is in the position of being able to establish that document A was written by the writer of document B if B is known. But document A may be so limited that it would be inadequate to serve as a known standard if document B is questioned.

If the known writing of more than one person is submitted, each specimen should bear, preferably on its back, proper identification. The dangers inherent in failure to do this should be apparent.

When undictated specimens of known writing are obtained from various sources such as public records, bank records, employment records, personal correspondence, etc., it should be determined before submitting them to the Laboratory which of the known specimens thus obtained will be admissible in evidence. It is a risk to wait until the day of the trial to inform the examiner that much of the known writing he used in reaching his conclusion will not be available for demonstration. It may be that insufficient known specimens remain to support the conclusion reached previously.

Through proper use of this science, genuine historical documents have been distinguished from frauds and enough extortionists, check artists, bank robbers, confidence men, and assorted other criminals have been removed from circulation to populate a fair-sized city. As a consequence of law enforcement's utilization of the science of document identification much expense has been saved the taxpayer.

Success in document identification results not only from the knowledge, skill, and ability of the document examiner but also from careful preparation and attention to detail on the part of the investigators who gather the evidence and who request suspects to prepare samples of their writing for comparison.

OTHER TOPICS

Among types of crimes ranking high in national crime statistics, automobile thefts continue at an alarming frequency. Taking into consideration the percentage of captures and convictions resulting from these auto thefts, it is difficult to understand why this type of crime remains so prevalent. One possible explanation lies in the ease with which cars can be acquired by a thief as a ready means of transportation.

We know that the crime of automobile theft is often provoked by the carelessness of car owners leaving their cars unlocked, with or without keys in the ignition. Another habit of car owners upon which thieves capitalize is a consistent pattern of leaving automobiles day after day parked in the same location for regular periods. Of course, there is hardly any precaution which will work every time against an experienced automobile thief who is determined to steal a particular car.

The law enforcement personnel working on this auto theft problem in Moffat County, Colo., consists primarily of the Colorado State Patrol, the Craig Police Department, the FBI, and personnel of the Moffat County Sheriff's Office. These agencies have established a program for the apprehension of car thieves and it is believed this program has in some measure been successful.

Cooperation

A successful program in the apprehension of car thieves and the recovery of stolen cars can be achieved only by hard work and cooperation. This means hard work on the part of all officers in a particular area. It means cooperation on the part of all law enforcement agencies and full cooperation by citizens and businessmen with the law enforcement officers in the area.

The city of Craig has a population of approximately 4,000 persons. It is located in the northwest corner of the State of Colorado 40 miles south of the Wyoming State line, 90 miles east of the Utah State line, and it is bisected by two

Program Against Car Thefts Calls for Cooperation

*by SHERIFF WILLIAM H. TERRILL, Moffat County,
Craig, Colo.*

interstate highways. Thus, Craig is peculiarly vulnerable to automobile theft problems, as well as to other transit-type crimes.

Educational Program

In order to cope with this problem, a program had to be set up to educate business establishments such as garages, motels, used-car lots, and service stations, ranches along the interstate highways, and the general public.

This program consisted primarily of making calls on all of the above-mentioned establishments and individuals, requesting their assistance and cooperation in reporting suspicious persons or abandoned vehicles to the sheriff's office and to the



Sheriff William H. Terrill.

State Highway Patrol Office. All were requested to call one of the indicated agencies immediately in the event any individuals attempted to sell or trade spare tires, radios, or other accessories from their cars; to report young boys in possession of new model cars; to report also unkempt, unclean and unshaven persons who appeared to be out of place in the vehicles they were driving; persons who appeared to be camping or sleeping in their vehicles; persons who had late model cars but no money to purchase gasoline; and to report instances of gasoline theft, or attempted theft, and other situations which would indicate that the persons did not own the vehicles they were driving.

The service stations, garages, and used-car lots were requested to be on the alert for "snap ons" on license plates, "hot wired" ignitions, persons trying to make a quick sale of their vehicle at a price much lower than its value, and persons who promised to "send the title later." The ranchers were requested to report instances of persons without funds begging for gasoline for their cars and also any persons abandoning vehicles along the highways.

The State road maintenance crews, who continually patrol the highways, were requested to immediately report any abandoned vehicles. Motel operators were asked to report any persons who appeared overly cautious in attempting to park their vehicles out of sight.

The program was initiated on an organized basis in order to cover as many persons and establishments as possible. The program has been continually implemented by day-to-day contacts by all of the officers with the public. The contacts are made in such a manner as to elicit cooperation and, at the same time, point out the benefits to the public in apprehending car thieves on the loose. The benefits to the individual were pointed out with instances in which such thieves, when not apprehended shortly after abandoning the vehicles, normally commit other crimes, such as burglaries and additional auto thefts, in the same area.

Newspaper Publicity

In order to further the program of public education and cooperation, the assistance of the local newspapers has been utilized with considerable success. The sheriff's office has been fully appreciative of the generous service given by the newspapers and has in turn endeavored to reciprocate, in instances where proper, by giving full credit to

the persons who have furnished information which led to the apprehension of the car thieves.

One of the primary factors for the successful apprehension of car thieves in our area has been the teamwork among all State, Federal, city and county branches of law enforcement. The individual officers in the area have been constantly alert for any suspicious activity as indicated above, and as soon as an abandoned vehicle is located, the information has been furnished to all officers in the area as soon as possible so that they can be on the alert for any hitchhikers or suspicious persons in the area.

From past experience, it has been determined that in most instances where individuals deliberately drive away from service stations without paying for gasoline, there is a good chance that the vehicle has been stolen. In view of the fact that a misdemeanor has been committed in the theft of the gasoline, under such instances a local pickup is immediately broadcasted for such vehicles. Experience has also shown that in most instances the vehicles involved were stolen.

In one instance I received information from one of our local service stations to the effect that a young man had attempted to use a gasoline credit card which obviously did not belong to him. When questioned by the attendant, the young man tore up the credit card, threw away the pieces, and paid for the gasoline in cash. The pieces of the credit card were retrieved, and a telephone call to the sheriff's office covering the city listed on the credit card determined that the card owner's residence had been burglarized and his car stolen. The stolen car matched the description of the one which had been at the station, as described by the service station attendant. A pickup was immediately broadcasted for the stolen vehicle and within a matter of minutes the vehicle was located by officers of the Colorado State Patrol operating about 50 miles east of Craig, Colo.

Local Benefits

In most cases when an out-of-state stolen car is located and the subjects apprehended, it is determined that additional local crimes are either prevented or solved. In numerous instances burglary loot has been obtained from the stolen vehicle or from the possession of the subjects. This has cleared not only cases in Moffat County but also numerous cases in surrounding areas. The re-

sultant goodwill has benefitted Moffat County considerably in a return of cooperative effort by surrounding area agencies.

A careful examination of any property contained in a recovered vehicle, and a subsequent thorough interrogation of any subjects apprehended concerning the route of travel and other activities, are essential practices. This technique has often made it possible to determine where property recovered in the vehicle was taken, even though the subjects refused to reveal the source of the stolen goods.

Abandoned Vehicles

Frequently, an abandoned vehicle will be found along the highways. A radio check to the police agency or motor vehicle department of the State from which the vehicle appears to have originated (noted through license plates or other material contained within the car) is made. It is then learned that there is no stolen report concerning the particular vehicle. The policy of this office has been to treat any late model cars abandoned under such circumstances as stolen vehicles even though there is no pickup out on the vehicle. Experience has proved that a high percentage of these vehicles, especially of the later models, are stolen. In some instances the cars were stolen in States other than the one which issued the license plates on the vehicle and sometimes the theft is not yet known to the owner.

Dusting of all such vehicles for fingerprints at the time they are first located and prior to the time they are moved will often develop a set of fingerprints and possibly other evidence which would be invaluable in the event the car is stolen and suspects are developed. If the vehicles are not processed for evidence and latent prints at the time they are first recovered, the opportunity is frequently lost. The subsequent handling of the vehicles by garage and other personnel in storing it would obliterate any existing fingerprints.

Since it is important to obtain a permanent record of the particular vehicle involved, the examination should include a scotch-tape lift of the motor number and the serial number before it is returned to the owner or his agent.

The keynote of our program is the expeditious and close cooperation of law enforcement agencies and the public. Such cooperation cannot be overstressed in any plan to combat the problem of auto thefts.

UNIDENTIFIED DECEASED

The Metropolitan Police Department, Washington, D.C., is seeking to identify an unknown deceased man who was found in a hotel room on November 17, 1958, and whose body has been interred in "potter's field." An autopsy has disclosed that this man died as a result of an overdose of seconal.

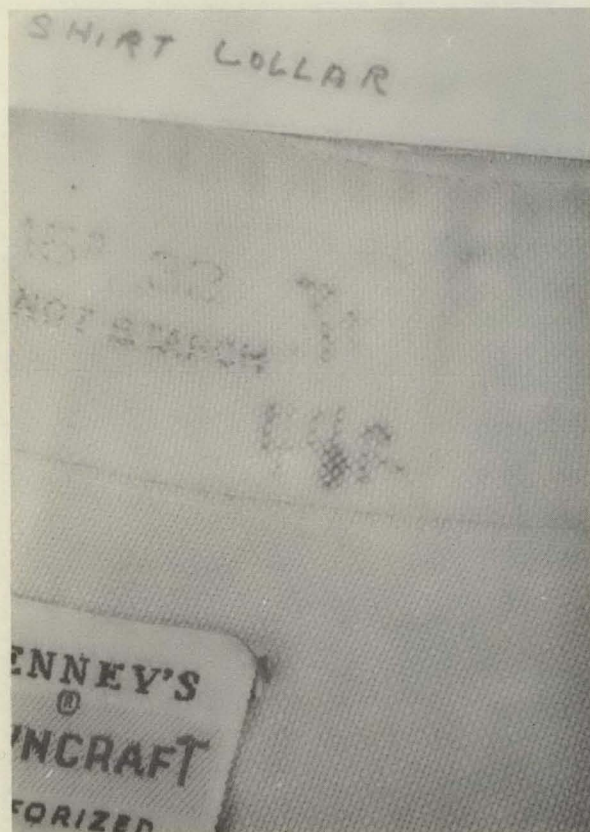
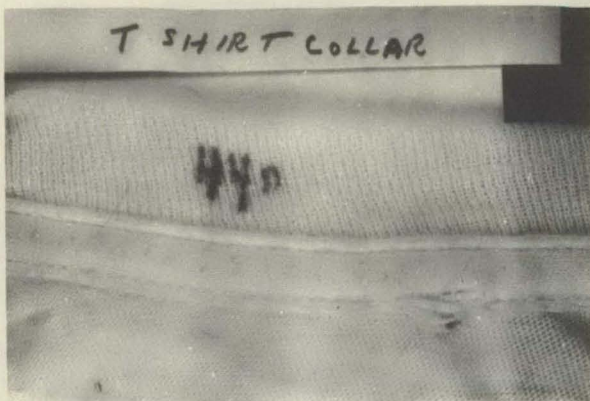
This individual registered at the Raleigh Hotel, Washington, D.C., on November 15, 1958, as Paul Sera, 5916 Lakeview Avenue, Minneapolis, Minn. The deceased is described as follows: 40-45 years of age; 5 feet, 8 inches tall; 150 pounds; medium complexion; black mixed with gray hair, combed straight back; hazel eyes; original lower teeth, with full upper dental plate; no distinguishing scars, marks, moles, etc.; wore horn-rim bifocal eyeglasses; smoked "Amphoria Dutch" tobacco in a pipe. He wore no hat and his outer clothing consisted of a blue mixture Harris tweed suit, brown shoes, and a tan "J. C. Penney" shirt.

The personal property of this man included the following items:

- One black suitcase, 24 x 13 x 10 inches, label Lincoln Zephyr Weight, New York.
- One blue camel hair outer coat, label camel hair.
- One blue mixture tweed, two-piece suit, label Harris Tweed No. 464042.
- One tan dress shirt, label J. C. Penney, laundry mark Z-44R.
- One pair tan shoes, no labels, good condition, apparently with original soles.
- One dark brown pullover sweater.
- One pair yellow cloth gloves.
- One brown satin-finish cloth bathrobe.
- One brown leather belt.
- One pair rubbers.
- Two pipes; one brown tobacco pouch; quantity of "Amphoria Dutch" tobacco.
- One pair bifocal eyeglasses, horn rims and earpieces.



Unidentified deceased.



Laundry marks.

One red eyeglass case from which all identification had been removed.

Underwear, socks, ties and toilet articles.

Two small brown and white striped paper bags with "Simpson's" printed on same.

Three books of paper matches with "Peerless Electric Company, Warren, Ohio," printed on same.

There were no billfold, money, keys, or identification papers recovered and the man had removed clothing labels and other items of identification. Investigation has failed to uncover the identity of this person. It has been ascertained that matches of the Peerless Electric Co., Warren, Ohio, are not distributed to the general public; that the paper bags found in the victim's possession are used by Simpson's Department Stores in Canada; and that "Amphoria Dutch" tobacco is handled in few places in the United States but has a more general distribution in Canada.

Fingerprints of the deceased were not located in the files of the FBI or the Royal Canadian Mounted Police but have now been placed on file with these organizations. A photograph of the victim and photographs of the laundry marks located on his clothing are included in this article.

It would be appreciated if any information bearing on the identity of this unknown deceased man could be furnished to Edgar E. Scott, Deputy Chief of Police, Chief of Detectives, Metropolitan Police Department, Washington, D.C.

Laboratory Finding Identifies Burglar

In June of 1958, two burglars broke into a gasoline station in the town of Brighton, Rochester, N. Y., and escaped with a tire, a box of spark plugs and \$30 in cash. They gained entry by kicking out a wooden panel used to replace a broken pane of glass in the door. Two suspects were picked up. One admitted his guilt, but the second one denied any implication in the crime.

An examination in the FBI Laboratory disclosed that the shoe-print impressions on the wooden panel were made with one of the shoes belonging to the second suspect. These findings served as the basis for an indictment by a local grand jury, charging this man with taking part in the burglary.

The FBI subsequently was advised on August 4, 1958, that this violator pleaded guilty as charged and that the findings of the FBI Laboratory were in large part responsible for the guilty plea.

WANTED BY THE FBI

WILLIAM CLAUDE L. ASHE, with aliases: Claud Ash, Oscar Claude L. Ashe, William Claudell Ashe, David Lee Daniel, David Lee Daniels, "Claudell"

Unlawful Flight to Avoid Confinement (Murder)

On August 23, 1955, William Claude L. Ashe, a convicted murderer, escaped from the Lincoln County, N.C., prison camp. Ashe had been serving a life sentence for the shotgun slaying of a North Carolina man in 1948.

Several days after his escape, Ashe was arrested at Niceville, Fla., as an escaped fugitive and was held at the Okaloosa, Fla., county jail awaiting extradition proceedings. On the night of September 19, 1955, Ashe sawed through the bars of the jail and again escaped confinement. Since escaping, he has remained at large.

Process

A complaint was filed before a U.S. Commissioner at Charlotte, N.C., on October 6, 1955, charging this individual, as William Claudell Ashe, with a violation of the Unlawful Flight to Avoid Confinement Statute in that he fled from the State of North Carolina to avoid confinement after conviction for the crime of murder.

The Criminal

Ashe is reportedly a mild-mannered individual until aroused. He is described as an avid musician, interested in playing the guitar, accordion and violin as well as singing. He specializes in country-style music.



William Claude L. Ashe.

Caution

Ashe has reportedly been in possession of a shotgun in the past. He should be considered armed and dangerous.

Description

William Claude L. Ashe is described as follows:

Age.....	33, born September 28, 1925, Greenville County, S.C.
Height.....	5 feet 7 inches to 5 feet 9½ inches.
Weight.....	150 to 160 pounds.
Build.....	Medium.
Hair.....	Brown.
Eyes.....	Blue.
Complexion.....	Ruddy.
Race.....	White.
Nationality.....	American.
Occupations.....	Bulldozer operator, musician, weaver in textile mill.
Scars and marks.....	Cut scar under right eye, 1½-inch scar over right eye, cut scar right thumb, vaccination scar left arm, birthmark on right shoulder, birthmark on left side of chest, small scar on left knee.
FBI Number.....	2, 447, 337.
Fingerprint classification...	15 I 30 W MOO I 22 U OOI
Reference	30 — AMP. 6

Notify FBI

Any person having information which may assist in locating this fugitive is requested to notify the Director of the Federal Bureau of Investigation, United States Department of Justice, Washington 25, D.C., or the Special Agent in Charge of the nearest FBI field office, the telephone number of which is listed on the first page of local telephone directories.



RECORD PRINT LOCATIONS

A record of the exact location of a print on an object and of the object itself should be made, since these facts may be of the utmost importance in any trial resulting from the investigation. No one should handle the object other than the examiner himself.

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

OFFICIAL BUSINESS

RETURN AFTER 5 DAYS

POSTAGE AND FEES PAID
FEDERAL BUREAU OF INVESTIGATION

Questionable Pattern



The questionable pattern presented here is classified as a loop with one count and is referenced to a tented arch. The core is found at point C and the delta at point D. The reference is necessary due to the fact that heavy pressure or inking might easily change the appearance of the sufficient recurve.