

• *Restricted to the Use of Law Enforcement Officials*

FBI

Law Enforcement

BULLETIN



1952

MAY

Vol. 21 No. 5

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

FBI Law Enforcement Bulletin

MAY 1952

Vol. 21 No. 5

CONTENTS

	Page
<i>Statement of Director J. Edgar Hoover</i>	1
Feature Article:	
Police Disaster Plans: System for Gulf Hurricanes, by Richard H. Hart, Chief of Police, Gulfport, Miss.	2
Identification:	
Whorl Tracing in Fingerprint Classification	7
Interesting Pattern	(Back Cover)
Traffic:	
An Outline for Traffic Control and Public Safety, by J. R. Blackmore, Chief of Police, San Jose, Calif.	10
Lynchburg Employs School Traffic Guards	13
Crime Prevention:	
Youth Program of The Chicago Park District, by Lt. William J. Szarat, Director, Youth Bureau, Chicago Park District Police	15
Police Officers Sponsor Bristol Boy Scout Troop	17
Fifty Pennies and a Big Heart (Anthony Perrocco)	18
Other Topics:	
Concentric Circle Road Block Plan Traps Fugitives, by Marvin Mitchell, Sheriff, Itasca County, Grand Rapids, Minn.	19
Walk East on Beacon	21
Wanted by the FBI (Thomas Edward Young and Margaret Rita Young)	22
Fire on S. S. <i>Noronic</i>	6
Can You Read These?	14
Finger Ridges Photographed	(Inside Back Cover)
Amnesia Victim Identified	(Inside Back Cover)



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



ERRATA

Page 1: The first word in line 4, paragraph 2, should read "of."

Page 21: The last sentence in paragraph 1 should show the director of the motion picture as "Alfred Werker" and not "Alfred Werlser."



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

May 1, 1952

TO ALL LAW ENFORCEMENT OFFICIALS:

Statistics compiled on national crime rates during recent years show a growing public menace from crimes involving theft of motor vehicles. This type of crime increased nearly five per cent in 1950 and another fifteen per cent in 1951, making a total increase of approximately twenty per cent in the last two years.

Automobile theft may seem a minor crime in any single case, but the total figures cannot be so easily dismissed. More than 500 cars were stolen during each average day in 1951. Even though most or the cars are recovered, the financial loss to the owners and innocent purchasers runs into large figures. Perhaps more important is the fact that these stolen vehicles often carry their temporary occupants much farther along the road to a criminal career. The boy who steals a car today may be involved in a burglary or robbery tomorrow. Every effort in the direction of making automobile theft more hazardous, and hence less tempting, gives hope of nipping some of those criminal careers in the bud.

The figures on automobile theft also serve to underscore the value of crime statistics. These compilations are our battle reports, spotlighting the scope and direction of each new threat in the constant fight against crime. With this information in hand we can intelligently shift our forces and procedures as the need requires.

Very truly yours,

A handwritten signature in dark ink, reading "J. Edgar Hoover". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

John Edgar Hoover
Director



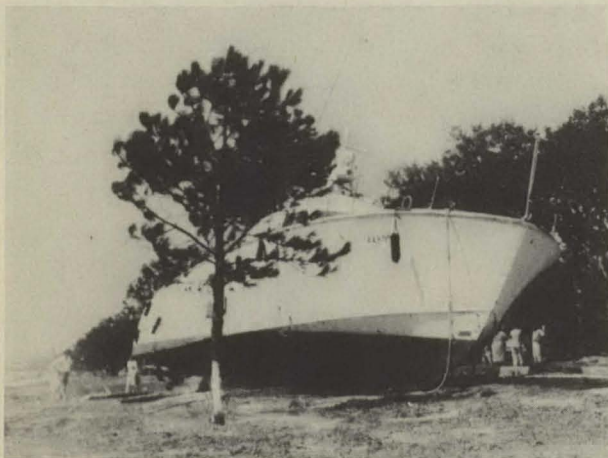
FEATURE ARTICLE

Editor's Note.—Hurricanes are peculiar to certain areas, but many of the problems they bring are not. High winds, floods, blizzards, fires, and other disasters in different areas confront police officers with many situations similar to those described in this article.

In Gulfport we have a disaster plan worked out in detail and ready to put into action on a moment's notice. We consider it to be an absolute essential in good police planning. Gulfport lies along the Gulf Coast, one of those areas vulnerable to periodic tropical disturbances born in the Gulf of Mexico and the Caribbean Sea during a part of the year, most often the late summer months. Hurricane winds bring dangerously high tides as a companion destroyer. If they strike hard there is disaster, fear, and trouble of many kinds. Not every situation can be anticipated, but it is the duty of the police to anticipate as many of them as reasonably possible and to work out a plan for handling each new development as soon as it appears.

The 1947 Hurricane

The Gulfport Police Department gained valuable experience during the devastating hurricane of



A large yacht thrown from the ocean by the tides and deposited in the boulevard area between the lanes of a highway.

Police Disaster Plans: System for Gulf Hurricanes

by RICHARD H. HART, *Chief of Police,
Gulfport, Miss.*

1947, which left in its wake heavy damage in lives and property. On September 18, 1947, an oppressive calm and stuffiness covered the Gulf Coast. There was the feeling that some deadly thing was stealing into our lives. Atmospheric pressure fell and continued to fall throughout the day. Then, on the 19th, the storm struck. The gales roared to 120 miles per hour. The tides rose to 15 feet, crested by pounding, destructive waves. This monster hurricane was approximately 150 miles in diameter and in the center of its whirlpool of crushing winds was, ironically, the calm, peaceful "eye."

The peak of the storm's fury came at 11:30 o'clock in the morning. By 4 in the afternoon it was all over—except the task of aiding the suffering, clearing the debris, and trying to begin again a normal life. Property damage from the 1947 hurricane amounted to many millions of dollars; this loss was small compared to the toll of human life with its incalculable values.

Fortunately, hurricanes do not spring up full grown like cyclones and tornadoes. The course of the hurricane can be traced from its birth, enabling meteorologists to warn the threatened communities. There may be ample time to prepare for the emergency—sometimes days. In 1947 spotting planes followed the storm's approach for days ahead. Twenty-four hours in advance we in Gulfport knew we were in for it. The hurricane had made its last erratic turn and headed our way. With this type of forewarning, there is much that can be done by an alert police department in the way of preparation for the storm.

Public Warnings

The most difficult task encountered by the Gulfport Police Department and other disaster agencies in the 1947 storm was that of convincing the populace that the hurricane actually would strike. Hoping against hope, praying that the hurricane would change its course, many people waited until the last minute before taking defensive action and

the necessary precautions against the fury of the storm. Valuable time was lost. The price of this negligence—unnecessary destruction. Thus a fundamental step in any disaster program is to have a well coordinated communications system for alerting the community.

The alarm bulletins must be convincing, and yet not frightening; they must contain specific instructions as to what is expected of the populace and what immediate steps everyone should take to avoid useless and wasteful destruction. It is an old adage, but a true one, that an ounce of prevention is worth a pound of cure.

These initial warnings to householders should entail instructions as to the boarding of windows, the stripping of plate glass with gummed tape, and the removal of all swinging and insecure objects which eventually might be dislodged to injure people and other property. It should also be suggested that everyone draw water as a reserve in the event the water supply is disrupted or contaminated. A supply of kerosene lamps, gasoline stoves, and candles are necessities in the event of gas and electric service failure. The people should be aware of the fact that ordinary commerce may be curtailed for days, and, therefore, they should have on hand a supply of staple groceries and canned goods. A *must* is a well-stocked first-aid kit. The community must be instructed to remain inside their homes or in substantial buildings during the storm. It was bitterly learned during the 1947 hurricane that the greatest number of casualties were among those who had ventured outside to watch the show.

Those owning boats should be advised concerning the removal of small craft to inland waters where their boats may have the protection of river or bayou banks. At the same time, these boats will be free from damage by floating debris tossed about by the tide. A police department, confronted by a hurricane, will find some owners who think their boats can weather the storm. These hard-to-convince fishermen and yacht owners endanger the sea walls as well as property along the shore line since at the height of the storm these boats, buffeted by tides and winds, become battering rams that can destroy a house as effectively as those ancient instruments once brought down the masonry of medieval castles. The destruction is twofold for both house and boat are splintered in the pounding. After warnings and instructions have been given to the populace, the police should check and recount auxiliary equipment and

personnel. The Gulfport Police Department has found it essential to have as part of their disaster plan an auxiliary force which has been trained and developed in advance of the crisis. All police problems multiply many times over during disaster, and not even the wealthiest of communities could maintain a police force of a size sufficient to cope with the situation. Civilian or military help of some sort must be committed in advance to come to the aid of the police. The need for auxiliary equipment must not be overlooked. Its source and its availability must be known and committed prior to the hurricane. In 1947 Gulfport experienced a power supply failure that handicapped the willing work of the hospital staffs of the city. Today, Gulfport has installed two auxiliary power plants which can furnish ample electricity in any emergency. One has been installed in such a manner that a throw of the switch will start auxiliary motors in the city hall, the city jail, and the community house. We will not be without our nerve center—communications.

When warnings have been given and auxiliary equipment and personnel mobilized, the endan-



Chief Richard H. Hart.



A principal highway which the storm left littered with debris, broken and partially washed away.

gered city can wait with some sense of security for the blow of the hurricane.

Traffic Problems

During the storm, traffic control presents a problem of great importance. In 1947 the Gulfport Police Department was confronted with the problem of directing emergency traffic through debris-littered streets and preventing a congestion that might have halted mercy vehicles engaged in the evacuation of those desperately in need of medical attention. In any disaster plan, certain streets should be designated for traffic moving north and south and others for east- and west-bound vehicles. Special attention must be given to these arteries by the traffic officers in order to keep them free from obstruction and nonvital traffic. Any difficulties encountered must be immediately reported to a central headquarters so that proper aid may be



A flotilla of barges washed ashore.

dispatched. Our department squad cars were all equipped with three-way radios and were constantly on the alert for any interruption in the disaster plan for traffic control. Reports were made promptly to the central station.

Looting

The most despicable and provoking problem that faces the police is that of looting. The more brazen of the looters begin operations during the storm. But looting does not reach its peak until the hours immediately after the abatement of the wind, when looters can then take advantage of the broken store windows and a wealth of property wantonly scattered by the wind over wide areas. Here the police, reinforced by auxiliaries, must play a part. In Gulfport we were compelled to call upon the military to assist in the prevention of large-scale looting by those unscrupulous individuals who are ready to take advantage of another's misfortune by pilfering and plundering.

Rescue Work

Rescue was our other task. We of the police department and other agencies were out in full force during the storm. It was necessary to patrol all areas, urging the curious back into the safety of their homes. We had many calls and reports for assistance in rescuing someone trapped in a poor shelter area. Since a storm or hurricane will seriously impair or completely destroy the communications system of a community, it is essential that patrols be established for rescue work while the hurricane is spending itself. Our department answered one urgent call from the wife of a local cafe owner. Her husband was missing. She could not reach him at the cafe. She believed him there. The cafe was vulnerable to the attack of the tides. Would we rescue him? Police officers went by jeep as far as the high water would let them, then they waded to the cafe. They found the refugee and two companions making the best of a bad situation.

After the Storm

After a storm of hurricane proportions, traffic control becomes the major problem. This problem has two aspects: First, to contain and stem the avalanche of relatives and friends of the victims, as well as the absent property owners, and

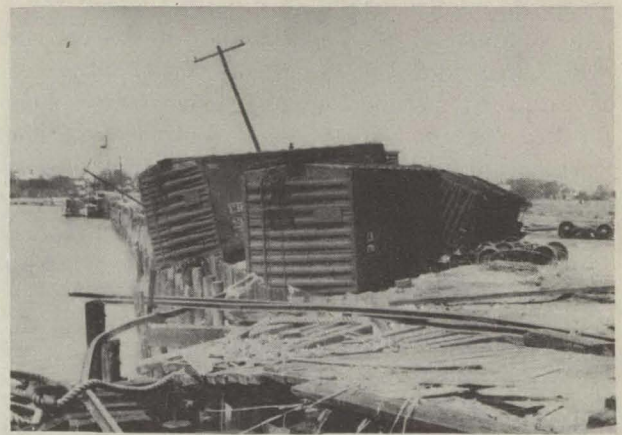
the just plain curious, who begin to pour into the stricken area; second, to continue to keep the arteries of traffic within the disaster area open so that the necessary rescue work can be handled efficiently and promptly. Gulfport met the first of these traffic problems by a careful system of road blocks on the incoming major highways. The Mississippi Highway Safety Patrol was responsible for this detail. They stopped all in-bound traffic and required identification of all persons seeking to enter the stricken area. They were carefully interrogated in detail in order to determine if their missions within the area were bona fide. Their stories were checked and only those with relatives or property in the area were allowed to proceed.

Within the stricken area the traffic problem becomes more acute after the storm. Débris usually covers the roads. In the case of Gulfport a main highway along the sea wall was partially washed away. Other sections, still standing, were equally useless because of the large clutter of boats and debris making their opening a task of weeks of work. Again, the police department found that back streets had to bear the burden of rescue traffic. The plan initiated for emergency travel during the storm was therefore kept in effect after the crisis. Streets that are relatively safe from the fury of the hurricane should in every instance be selected.

It was also necessary for the police department to barricade dangerously impassable streets. This was especially true of water-front roads which were partially washed out and undermined, making them subject to momentary collapse. With the cooperation of the safety patrol, we were able to stem the onrush of needless traffic and to control and direct the emergency traffic so that it proceeded in a safe and sane manner.

Communications

The communication system, which was so vital for alerting the populace prior to the storm, again plays a paramount part in the post-storm period. A great deal of the curious and frantic type of traffic that tries to pour into the disaster area can be quelled if a true and accurate picture is given of conditions after the hurricane. It is essential to let the outside world know as quickly as possible the true story, factually stated and without rumor or hysteria. It was our experience that many of



Railroad cars caught by the tides.

the people who rushed to the Gulf Coast did so because they had believed unfounded reports that the entire city had been washed away. A debt of gratitude is owed by Gulfport to those "ham" or amateur short-wave radio operators who within a short time after the storm subsided were in contact with the outside world, stressing our needs and allaying the fears of relatives and friends.

It will be seen from the outline of the various police problems that arise before, during and after the storm that the tasks that try the police are tremendous. However, the police officer is only one part of the vast machinery that must be put into operation when a hurricane strikes. In Gulfport, the restoring of order after the disruption of normal affairs of Gulf Coast life became a gigantic undertaking requiring the cooperation of such splendid organizations as the city government, the Red Cross, the Salvation Army, the National Guard, the Army, the Navy, the Air Force, and



Refuse from destroyed homes and buildings piled up along a seawall.

an untold number of public-spirited organizations and volunteers. During the 1947 hurricane the Red Cross and the Salvation Army provided shelter, food, and clothing and, in some cases, hospitalization to the stricken community. The naval supply depot, which offered trained rescue crews as well as amphibious vehicular equipment, was of immense value in evacuating marooned families. The invaluable work of "ham" radio operators has been mentioned previously.

Blue Print for Action

All of the above problems have been met in the disaster plan which Gulfport has ready to put into effect at the first warning from the Weather Bureau. The chief of police of Gulfport has been designated the director of the disaster or emergency committee which is responsible for the operation of the disaster plan. Under the chief's

supervision there are many committee chairmen who are responsible for such specialized tasks as public sanitation and health; debris clearance, communications, transportation, emergency medical care and health protection, shelter, and rescue. Private and public organizations are coordinated under the various committee chairmen. In subsequent years, during storms less violent than the disastrous one of 1947, the disaster plan has been proved to be effective. We in Gulfport are ready for any emergency. We hope we shall never again be called into action.

SERVICES OF LABORATORY

The facilities of the FBI Laboratory are freely and fully available to any duly constituted law enforcement agency in the nation. All its services are given without any cost to the court, the prosecutor's office or the enforcement agency which uses them.

FIRE ON S. S. NORONIC

TORONTO, CANADA, SEPTEMBER 17, 1949

11 VICTIMS IDENTIFIED BY THE FBI

TYPES OF SERVICES RENDERED

FBI expert was sent to Toronto at request of chief of Disaster Section, American Red Cross to aid in identifying unknown dead (almost all persons on passenger list of S. S. Noronic were American citizens).

Names of 266 persons on passenger list who were unaccounted for were sent to Card Index Section for search. Lack of complete information necessitated pulling approximately 2,200 name index cards for comparison.

Using name cards pulled by Card Index Section, the Technical Section pulled approximately 2,200 fingerprint cards and forwarded them to the Single Fingerprint Section for comparison with finger impressions of victims.

Single Fingerprint Section processed 48 fingers, representing 20 individuals, and 4 photographs of the right thumb of an unknown victim. Due to the charred condition of the specimens it was necessary to assign 7 experts to the processing of these specimens for a period of 3 1/2 days. Photographic reproductions of ridge details were obtained on all but two of the finger specimens.

By using fingerprint cards pulled by the Technical Section the experts conducted almost 2,400 comparisons with impressions made from the specimens; this resulted in the positive identification of 11 victims out of 21 on whom prints showing ridge detail were obtained.



Disaster plans—identification of unknown dead.

IDENTIFICATION

Previous issues of the FBI LAW ENFORCEMENT BULLETIN have explained the basic rules of whorl tracing.

Whorl tracing occasionally appears difficult due to unusual pattern formations. Close application of the rules and interpretation of tracing as brought out in this article will enable the classifier to obtain an accurate classification.

Three or More Deltas

Accidental whorls may possess two or more deltas. Where three or more deltas are present, follow the regular tracing rule: *start at the extreme left delta and trace to a point directly opposite and as near as possible to the extreme right delta.* Any delta between the extreme left delta and the extreme right delta is not considered for tracing purposes.

Figure 1 is an accidental whorl with three deltas. The extreme left delta is located at D^1 and the extreme right delta at D^3 . The stopping point on the tracing ridge is at A. Since there are more than two ridges between the tracing ridge and the right delta and the tracing ridge goes inside the

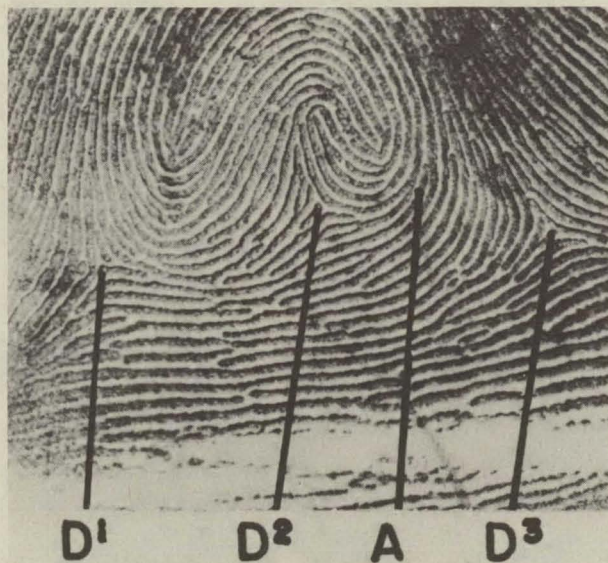


Figure 1.

Whorl Tracing in Fingerprint Classification

right delta, the tracing is inner. If the middle delta D^2 had been used as the right delta, the tracing would have been incorrectly classified as outer.

All other illustrations in this article will be marked "D" for the deltas and "A" for the point opposite the right delta.

Figure 2 illustrates an outer tracing. Again three deltas are present.

Figure 3 is another accidental whorl. The tracing is meeting since less than three ridges are between the tracing ridge and the right delta.

Unusual Tracings

Some double loops and accidental whorls present the problem of where to stop on the tracing ridge. *When the tracing passes inside the right delta and the tracing ridge goes upward, stop on the upthrust at the point nearest the right delta. If no upthrust is present continue tracing to a point opposite the right delta, or until the delta itself is reached.*

Figure 4 is a double loop. Starting from the left delta, a dot, drop to the ridge below, trace upward, and stop on this ridge at point A. The tracing is inner.

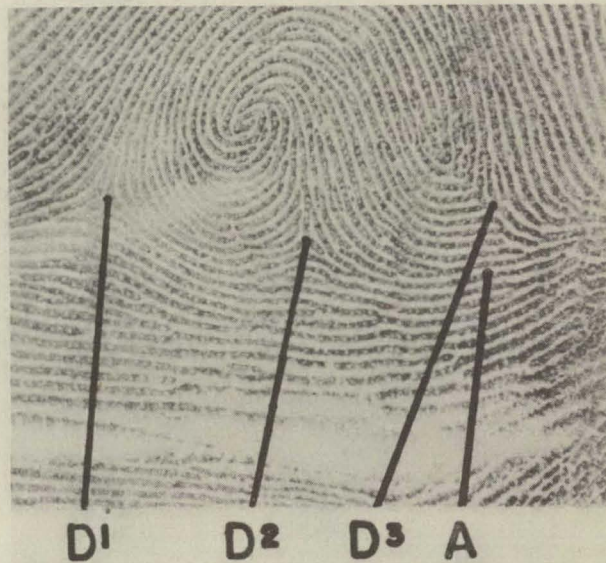


Figure 2.

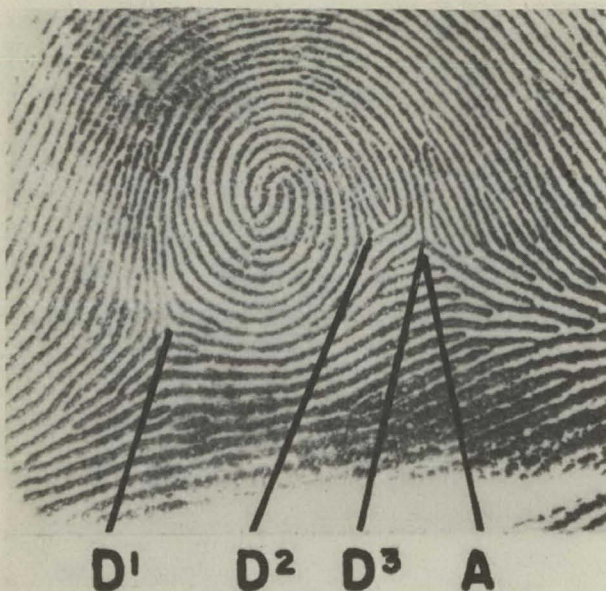


Figure 3.

In figure 5 the tracing stops on the ridge going upward directly opposite the extreme right delta. The pattern is an accidental whorl possessing three deltas, and the tracing is inner.

The tracing ridge in figure 6 has no upward trend so the ridge is followed around the lower loop to a point closest to and opposite the right delta, resulting in a meeting tracing.

Figure 7 is a double loop with a more conventional type tracing. It is an outer tracing.

The tracing of the double loop in figure 8 is inner.

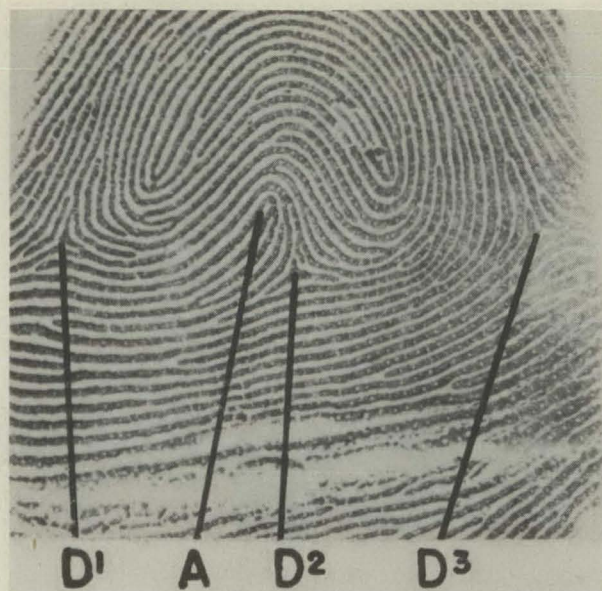


Figure 5.

In case of an ending ridge or a break in a ridge, it must be emphasized that the ridge must definitely end before the tracing may drop to the ridge below. A break, to be considered definite, must be as large as the other ridges are wide.

The determining factor is whether the break is a natural condition of the ridge; i. e., will it always appear. Short breaks in a ridge may be due to improper inking, the presence of foreign matter on the finger, creases, enlarged pores, and diseases or worn ridges. In any of these cases the break would not be a natural condition of the ridges.

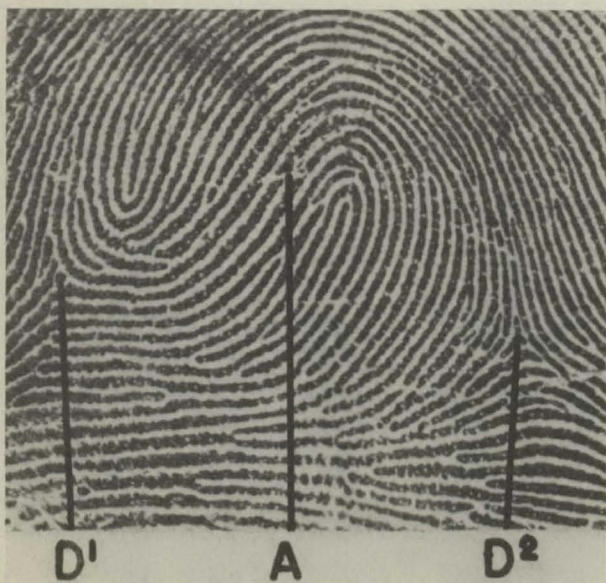


Figure 4.

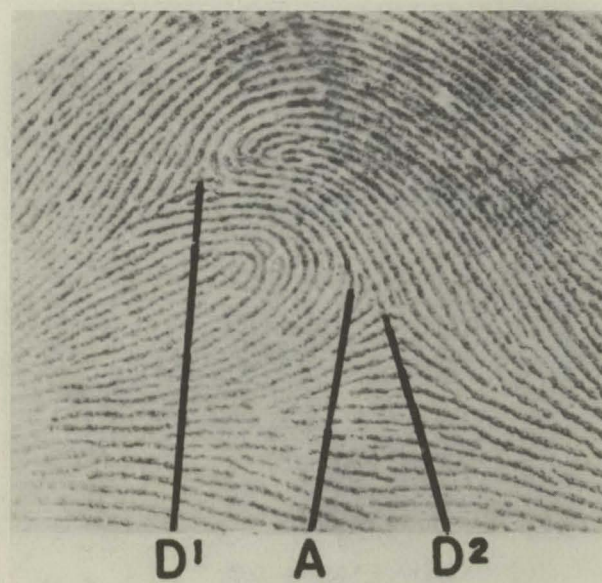


Figure 6.



Figure 7.

Therefore, the tracing should not drop but will continue through the break.

A reliable guide in determining whether the break is natural is to examine the ridges around the tracing ridge. If they show the same type of break, it is safe to assume that the breaks are an unnatural condition and the tracing would follow through the break.

If the break appears only in the tracing ridge and it is a definite break (as large as the other ridges are wide), the tracing would drop to the next lower ridge.

In either instance consideration must be given

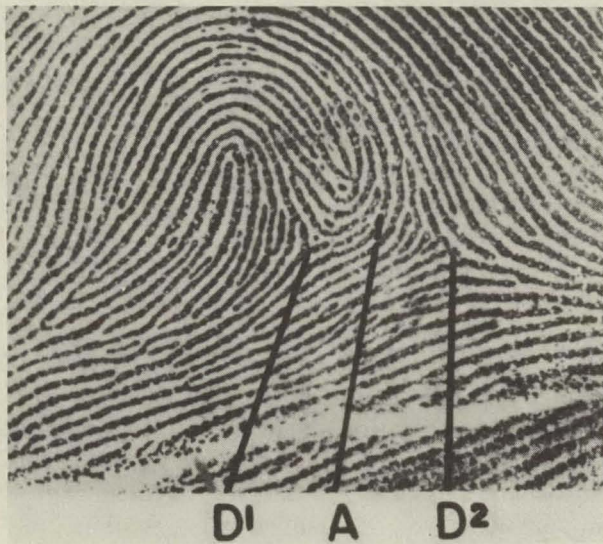


Figure 8.

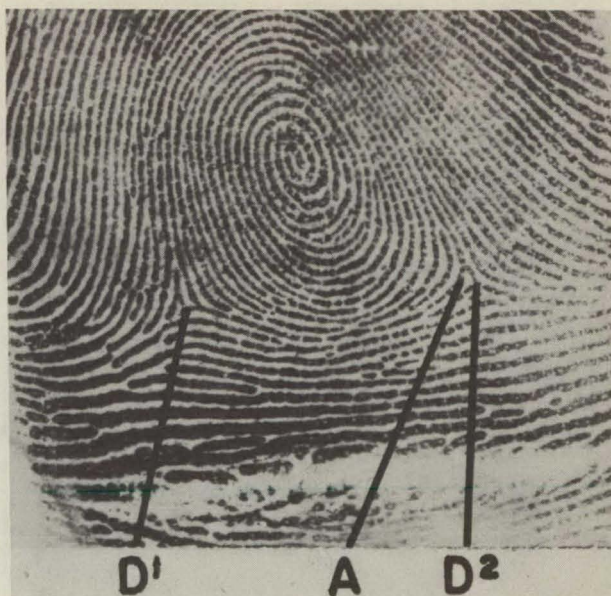


Figure 9.

to referencing the tracing. The accurate classification of the tracings is dependent on the good judgment of the classifier.

In figure 9 there is a series of breaks caused by enlarged pores and affecting both the tracing ridge and surrounding ridges. The breaks are unnatural so the ridge should be traced through the breaks. The tracing is meeting.

The tracing ridge in figure 10 has a definite break at point B. By dropping through the break the tracing is determined to be outer. The tracing would be referenced to a meeting tracing since the break is small.

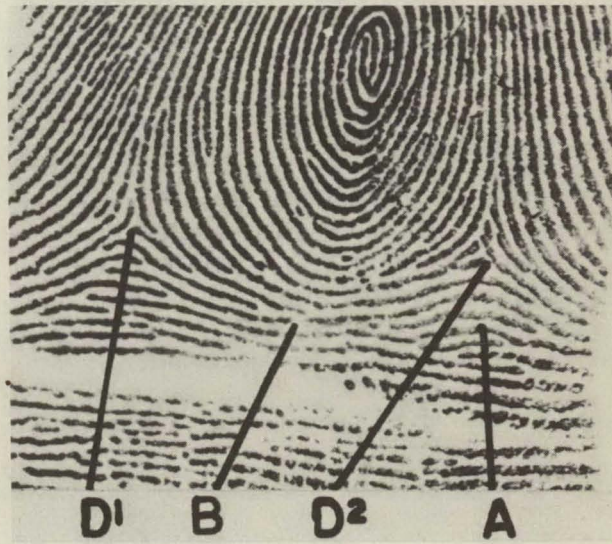


Figure 10.



TRAFFIC

An Outline for Traffic Control and Public Safety

*by J. R. BLACKMORE, Chief of Police,
San Jose, Calif.¹*

Police agencies, due to the recent world conflict and the resulting economic conditions, found it difficult to expand personnel in proportion to the demands and for a period of time were forced to suspend programs of traffic education, engineering, and other safety activities. As a result, a very serious and complex traffic problem developed. While this problem slowly developed over a long period of time, a rapid increase in population in this city immediately following the war was another of the contributing factors which caused our traffic accident experience to be recognized as a serious local problem.

Law enforcement accepted the challenge and with limited personnel initiated measures to reduce the number of collisions and fatal accidents. This program was carefully planned with the able assistance of City Traffic Analyst Arthur Philpott and Captain of Traffic Melvin Hornbeck, both graduates of the Northwestern University Traffic Institute. The program has been successfully carried on during the past 5 years.

I herewith present an outline briefly explaining the more important components of the program that decreased our fatal accidents from 21 to 7 in a span of 4 years despite a vast increase in the number of vehicles on the streets and highways.

Public Support

In the absence of active public support the program would not have been successful and law enforcement would still be groping for ways and means to alleviate this serious problem.

The following, in my opinion, indicate important steps to be taken in developing and maintaining public support of traffic law enforcement.

Traffic law enforcement must be predicated on a

¹The traffic program followed by the San Jose Police Department brought an award for "First Place in Traffic Law Enforcement, 1950" (Group 7, 50,000 to 100,000 population) from the International Association of Chiefs of Police.

factual analysis of the problem and must be controlled by police personnel. Public convenience, necessity, and safety are factors which must be considered before determining the quantity and quality of the enforcement to be applied. This can be accurately measured by a careful study of accident records and a knowledge of traffic congestion and its causes. We must bear in mind that laws are meant to control conduct and provide protection and should not be allowed to become oppressive. Unwarranted police action will cause loss of respect for law and order and will increase rather than diminish the problem.

Due to economic conditions, the citizen has become tax conscious and will only support efficient and economic police operations. It is therefore imperative that traffic enforcement personnel be assigned as to time and location only after a careful study of the over-all traffic problem that exists. The individual officer must recognize and appreciate his part in the enforcement program.

Police personnel cannot expect confidence and good public relations to be spontaneous. They must be developed. Proper methods of contact between traffic officers and violators will prevent conflict and criticism on the part of the public. Before we can expect proper action on the part of law enforcement officers, there must be good knowledge of the traffic laws and officers must understand their specific assignments and department policy. This can be accomplished by extensive in-service training, adequate supervision, and a sound administration sympathetic to enforcement. We must bear in mind that the enforcement officer's contacts are largely with the well-respected, law-abiding citizens of the community and not with criminals. The lasting impression of law enforcement by citizens in most cases is that obtained by contact with a traffic officer dispatching his regular duties. We can expect support when we in law enforcement conduct ourselves properly in our everyday work.

When it was determined that the driving public

had created a serious traffic problem, because of flagrant traffic violations, the local chapter of the National Safety Council and the police department initiated an educational program before an enforcement drive was put in motion. The public should always fully understand what factors are contributing to the problem and in addition they should know how their driving habits are causing a traffic hazard. Traffic officers, likewise, should be fully informed and briefed before embarking on a so-called traffic crackdown. The public will then appreciate the need for the traffic law enforcement that is applied and will extend active public support.

The quality of enforcement felt by the public must meet the standards of enforcement desired by citizens of the community and the standards of the proposed program of enforcement announced by the department.

The general level of traffic law enforcement in the community must be of the highest standard. The system of enforcement, including the parts played by the courts and prosecutors, must also be above reproach. There can be no loopholes for fixing. The court system must be adequate and impressive. Penalties must be appropriate to the violation. The results of the system should be to create a deterrent to traffic law violators.

Daily Activity Reporting System

The creation and adoption of an "Officer's Daily Activity Record" system was a major step taken to keep pace with the increase in traffic problems. The system was devised to accomplish two prime purposes: First, to constantly remind officers of certain activities, tending to emphasize their importance and stimulate performance; second, the system provides a method whereby the activities of an individual member of the department can be measured. The report gives a clear picture of the activities engaged in and the distribution of time. While the system does allow the officers to view the performance of other officers doing similar work, the purpose of the activity report system is not to set quantitative goals such as monthly quotas, or to stimulate contests. Quality of effort is considered more important than quantity. The system has proved advantageous to the administrators, the supervisors, and to the rank and file of the police department.

The administrative advantages of the system are the following:

1. Stimulates effort by constantly and selectively focusing attention upon activities which must be handled by officers.

2. Presents a clear picture of the attack made upon complex police problems. More specifically, it establishes the number of officers assigned to a complaint and the amount of time expended in police activities.

3. Provides an index, based upon facts, of the value of various police assignments.

4. Reveals the need for additional personnel and equipment.

5. Allows a supplementary record which can be checked against other available records.

6. Magnifies the importance of certain needed police activities which might otherwise have appeared secondary.

7. Permits quick detection of a letdown in effort. New assignments can be made to prevent a breakdown in enforcement.

8. Provides data to be used in making assignments and in recommending promotion and merit wage increases.

The system has provided the benefits originally expected. In 1947, the traffic division used the system as a tool for selective enforcement. The results prompted its use in the patrol division as well and the two divisions have continually used the system during the past two years. Like all



Left to right: Arthur Philpott, Traffic Analyst; Chief Blackmore and Melvin Hornbeck, Captain of the Traffic Bureau.

new reporting systems, it must be carefully developed and applied to accomplish the intended purposes.

The system was accepted readily by the officers and their effort increased 35 percent the first year. The city administration in return changed the workweek from 6 to 5 days with assurance that enforcement would not be diminished.

Most officers take extreme interest in their work. They believe in fulfilling their obligations and welcome any system providing guidance and a clear picture of what is expected of them. We are happy to report that no demotions or discharges have been made as a result of a study of the activity reports, while several officers have been given merit wage increases.

New Traffic Ordinance

In 1949 the city council adopted a new traffic ordinance patterned after the model of the League of California Cities. Adoption of this traffic ordinance at once aided the police department in its endeavor to control traffic. Highlights of the ordinance include:

1. Assigned responsibility for traffic engineering functions.
2. All traffic engineering measures must be based upon traffic and engineering studies.
3. Standards for signs, signals, and markings conform with State and national uniform standards.
4. An administrative section regarding the preparation and distribution of citation forms, and making it a misdemeanor for anyone to solicit the cancellation of any traffic citation or to cancel or dispose of any traffic citation except in accordance with the provision, and in the manner provided for in the regulation. It provides that all citations issued by the police department must be processed and recorded by the traffic division and the privilege of adjudicating citations was vested in the police court judge only.

Traffic Engineering Functions

With the recognition of a traffic problem resulting from released emotional tensions following the war, and the rapid increase in population and vehicle registration came an awareness of the need for traffic engineering services. One of the necessary factors of traffic control is accident prevention. This function is often performed as an in-

cidental duty by other departments, but this department undertook to improve the function of traffic engineering by assigning such duties to the traffic analyst.

At first these duties only included finding of solutions to referred problems. As awareness of the traffic problem grew and as more and more people became concerned over the increased number of collisions reported to the police, the functions of traffic engineering as an assigned responsibility became more and more apparent. In 1949, with the adoption of the revised traffic ordinance, the administrative sections of the ordinance set forth the duties and responsibilities of the city traffic engineer. Though this title is conferred on the city manager, the duties of the office are carried out by the traffic analyst. Many accomplishments were made possible by traffic engineering.

In December 1946, bus zone locations were revised to relieve congestion to the downtown district, including adoption of the far side bus zone wherever practicable.

In January 1947, the city of San Jose Traffic Safety Survey included city-wide studies of:

- (a) Accident records.
- (b) Pedestrian observance of traffic signals
- (c) Driver obedience to stop signs.
- (d) Driver observance of traffic signals.
- (e) Motor vehicle speed.
- (f) Motor vehicle volume.

These studies resulted in 20 recommendations for traffic engineering improvements such as signs, signals, and markings. Four recommendations were made for improvement of traffic law enforcement; two recommendations for traffic engineering administration; and one for the development of a traffic safety education program in the community. All the recommendations contained in this report have been carried out.

In August 1948, a system of one-way streets was planned and installed in the downtown business district.

In May 1949, the parking control plan for the downtown business district was redesigned, which included the use of 24-minute parking meters, adequate facilities for loading zones, and a regulation prohibiting the loading or unloading of freight between the hours of 11 a. m. and 6 p. m. The regulation excepted vehicles parked parallel with, and at the curb. This program has been very successful in minimizing double parking and speeding up the flow of traffic.

In 1949 an inventory of all signs, signals, and markings in the city of San Jose was made and a record system was developed for traffic control devices.

The traffic analyst has aggressively pursued courses of training in traffic engineering to prepare himself for his work and has established liaison with other departments and allied agencies. As a result, San Jose has the benefit of wide experience and knowledge in the field of traffic engineering.

Formation of a Traffic Staff

In 1951 a traffic staff was formed consisting of the police judge, the district attorney, an inspector of operations, the traffic captain, and the traffic analyst.

The purpose of the traffic staff is to coordinate and expedite traffic law-enforcement planning. One of the first efforts of the traffic staff was to prepare plans for a pedestrian protection program. This program is to be presented in four emphasized phases during a 12-month period.

The phases we have chosen to emphasize are: Pedestrian right-of-way, pedestrian walking habits, night pedestrian problems, and a pedestrian program directed at juveniles and the aged. The second phase is now under way and promises to be effective in reducing auto-pedestrian conflicts.

In-Service Training

Any advancement on the part of law enforcement and improvement in standards of performance are traceable largely to extensive in-service training programs.

During 1949 an in-service traffic school was conducted by traffic experts and sponsored by the Federal Bureau of Investigation. The schooling covered a 2-month period and was attended by all persons in the police department concerned with the control of traffic.

The police department has continued in-service training by introducing a "Roll Call Training Program" for members of the patrol and traffic divisions. Much of the information is based on material compiled by the Los Angeles Police Department. It has proven to be successful and the reasons are that it utilizes the experiences of the man on the job and the material covers fundamental police problems. The classes are held regularly, with the supervising officers acting as teachers.

Conclusion

While the department believes in limited specialization and employs specialized accident investigation officers, the policy of the department has been for all persons in the department to concern themselves with the traffic problem. The patrol division during the past year issued 40 percent of all citations given to violators. This can be attributed to their interest in traffic control, which is a decidedly different attitude from a few years back when police officers were inclined to overspecialize in everyday police functions.

The department, in cooperation with the State of California, maintains a driver's record file and is able to recommend the suspension of driver's licenses when it is deemed that an individual is a hazard to safety. In 1950 a group of public spirited citizens took the necessary steps and brought to this community the assistance of the National Safety Council by organizing a local chapter. Police personnel took an active part in this organization and presently are working very closely with both local and national representatives of the National Safety Council.

In summary, if we have enjoyed success in traffic control, we can attribute that success to improved standards of police performance which have been stimulated by better working conditions and extensive training, coupled with united public support and cooperation extended by other governmental agencies.

★ ★ ★

Lynchburg Employs School Traffic Guards

Motorists in Lynchburg, Va., are taking orders from the ladies, and liking it. For more than a year, 12 women in police uniform have directed both vehicular and pedestrian traffic near schools in the city. Maj. James H. Boice, Chief of Police, says he is highly pleased with their work.

Use of feminine school traffic guards began with a manpower shortage in the Lynchburg police department. While working on this problem Major Boice read in the FBI Law Enforcement Bulletin a story of such a system being used in Louisville, Ky.¹ Careful study of the Louisville system resulted in a recommendation that a similar plan be put into effect in Lynchburg.

¹ "Louisville Women Solve School Traffic Problem," *FBI Law Enforcement Bulletin*, December 1949.



Guard directing traffic near school.

On October 1, 1950, a class of 12 young married women began their training as traffic guards. The training program included first aid, police courtesy, responsibility as related to vehicular traffic, report writing, and laws relating to arrest and traffic. The ladies do not, however, have the power of arrest. After completing the course, a guard was stationed at each of Lynchburg's 12 schools.

The guards are at their posts approximately 2 hours daily, reporting for work 45 minutes before school opens and leaving 5 minutes after opening time. In the afternoon, the guards return 5 minutes prior to the school's close and remain for 45 to 50 minutes. The guards work during the school year and have no police duties other than those of traffic guard. They have no pension rights.

The school traffic guards receive \$50 monthly, with an extra \$1.25 an hour whenever they are called upon to perform special traffic assignments. When Lynchburg retail merchants sponsored a fall festival, the guards assisted officer personnel in



Lynchburg's School Traffic Guards.

handling traffic. On another occasion, they participated in a pedestrian education program when new type traffic lights were installed.

School traffic guard applicants had to meet the following requirements: age, between 25 and 45; height, not less than 5 feet 5 inches; weight, within 15 percent of the standard weight; eyesight, good; physical condition, good. In addition, applicants were to be high-school graduates and residents of Lynchburg. Ability to work with the public and to enlist cooperation from children were also considered in selecting personnel.

Whenever possible, the guards were assigned to schools near their residences. Most of them have children attending school.

Each guard was equipped at city expense, with two skirts, four shirts, necktie, two hats, one blouse, one mackinaw, white gloves, badge, and whistle. The department is hopeful of adding white raincoats to this equipment.

Major Boice is emphatic in his recommendation of school traffic guards. Not only have they alleviated the manpower shortage by releasing 12 officers from school traffic but they have fulfilled their duties most efficiently. Major Boice says they "have created a tremendous amount of favorable public opinion."



Can You Read These?

Acc to iss C---- big w on rr---- ch & swd---- dep
proc----F US obli. These cryptic notations are standard abbreviations appearing on identification records. They mean, respectively, "accessory to issuing checks," "beating way on railroad," "cheating and swindling," "deportation proceedings" and "forging United States obligations."

If you have trouble reading identification records, a complete set of the abbreviations from A to W (there is no X, Y, or Z) and the offenses which they signify can be obtained free by writing to the Director, Federal Bureau of Investigation, United States Department of Justice, Washington 25, D. C.



SABOTAGE

The several sections of the sabotage statute cover generally the willful destruction or attempted destruction of war materials, premises or utilities, and the willful making of any war material in a defective manner. Violations thereof are within the FBI's jurisdiction.

CRIME PREVENTION

Because it is cheaper for a community to prevent than to cure delinquency, and because it is also cheaper to entrust delinquency control to trained people than to untrained, the Youth Bureau of the Chicago Park District Police Department was organized 6 years ago. It was hoped that, through the bureau with its carefully selected and specially trained personnel, we could give to the socially maladjusted youth the type of experience to enable them to develop the highest respect for law enforcement.

Whether today's youth will be good or bad citizens tomorrow depends largely on the influence they meet today. Proper childhood guidance will produce great benefits, and policemen have a wonderful opportunity to share in this uplifting work. Primarily, the policeman's function is preventive rather than punitive, and, though the public may not generally realize it, the policeman is duty bound to encourage youth toward good whenever possible. Crime prevention does not mean that steps to preserve law and order should be deferred until a boy or girl has grown up or landed in trouble.

The Youth Bureau approach has borne positive results; thus, I feel our organizational experience may be helpful to other agencies desirous of developing similar programs. In organizing our bureau, the counsel and recommendation of our local family court officials, sociologists, psychiatrists, and psychologists were sought—and proved to be especially valuable. Conferences were held with civic leaders, social welfare agencies, school and church authorities and community organizations to arrive at a cooperative spirit to inaugurate this program.

To select competent police personnel, a questionnaire was given all department members to determine which officers were interested in working with problem youth. The gratifying response enabled the selection of the most qualified, with each candidate given a personal interview. Thirty

Youth Program Of The Chicago Park District¹

by Lt. WILLIAM J. SZARAT, *Director, Youth Bureau, Chicago Park District Police*

policemen and policewomen were selected to participate in the initial Youth Bureau Training Institute.

The institute convened November 14, 1945, and adjourned November 20, after a total of 48 hours of highly specialized training. The course consisted of the sociological, psychological, legal, and practical aspects of the juvenile delinquency problem. The faculty included sociologists and criminologists from local universities; specialists from the Chicago Municipal Court and Board of Education; psychiatrists and psychologists from the Illinois Institute for Juvenile Research and the various private agency clinics, the family court judge, and numerous members of his staff.

The carefully planned lectures included The Social Causes of Delinquency and the Social Implications; The Policeman and The Socialized Court; Pathological Development and Psycho-



Lt. William J. Szarat.

¹ From the Illinois Police Association, Official Journal.

pathic Personalities; Human Behavior; Gangs and Gang Problems; Public and Private Agencies and Their Functions; Laws of Arrest; Preparation and Submission of Testimony; Report Writing; Case Histories; Problems of Delinquency and Prevention Techniques; Community Organizations, and Functions and Procedures of the Family Court.

From daily tests, a final examination and the personal interview was determined a list of candidates for Youth Bureau officers, who were then commissioned as police probation officers by the Cook County Family Court. January 1, 1946, the bureau began to function officially as a distinct police department unit. Branch offices were established in four district police buildings, giving ample coverage to all sections of the city.

The bureau's policy is to work with the predelinquent and the delinquent child. In every case referred to the bureau, a home visit is made and the parents are interviewed. Thus, both social and police information is accumulated for the juvenile case history report. This data is essential in determining whether referral is necessary to some other agency that would assist in bringing about the child's adjustment.

Relations have been established with other agencies, and through our coordinated efforts the child receives all necessary benefits essential to adjustment. The bureau's ambition is wide in scope and allows it not only to combat existing delinquency but to do research and study the problem in a realistic manner. This enables us to reach and correct the socially maladjusted child before he becomes a delinquent and, eventually, graduates into a full-fledged criminal.

During the 1946-47 term, bureau personnel were enrolled in a juvenile delinquency seminar at Loyola University. This furthered their understanding and assisted in developing techniques for prevention. The Chicago Park District In-Service Police Training School introduced a course for training police personnel in the field; the course was given to all members of the force to train them, in a general manner, in the field of working with problem youth so that the total force could cooperate in attaining the bureau's objectives.

It is most important that law enforcement place great stress on crime prevention in its functions in addition to its routine obligations of apprehension and prosecution of offenders. If law enforcement is to make any inroads to the problem of crime control and prevention, it must make every

effort to develop a positive and progressive program to help adjust youthful offenders before they become involved too seriously.

The following case history illustrates, in part, the merits of training police personnel in crime prevention and control. It specifically shows how law enforcement can seek out youth participating in antisocial acts, without a crime in fact having been committed in the officer's presence, or the presence of any outward indication that anything is amiss.

About 9 a. m. one Sunday morning, a patrolman observed three young girls standing near a drive in one of Chicago's major parks. One girl waved to a passing motorist, and he decided to question the three. Due to the early hour, their appearance and his dissatisfaction with their explanation he took the girls to the district Youth Bureau Office.

A competent policewoman questioned them. They had become acquainted some months previously while all three were detained at the Juvenile Detention Home. All three—two were 16 and one was 13—were presently under supervision of family court. Four days prior, Mary ran away from a private girls' school, Jean ran away from her own home, and Kay from her foster home. Investigation revealed this escapade started with an accidental meeting of the three in a Chicago amusement park. Looking for excitement, they made the acquaintance of three young men and all proceeded for a ride in the country, after a round of taverns.

Because of the car's "mechanical difficulties," the group allegedly was compelled to spend the night together. Next morning they drove back to the city and the men gave the girls some money for food, tentatively making a date for the following Saturday.

All that day the three girls wandered about the city until they made the acquaintance of three other men. After an evening of visiting taverns and riding around in a car, the group spent the night at a hotel. The next night the girls returned to the amusement park where they met three other young men. Again it was a round of drinking, and the group spent the night inside a moving van left unattended and unlocked in a parking lot.

On the fourth day the girls met two more young men, went riding with them, picked up a third man, visited a number of taverns, and then spent the night with the men in a furnished, but unrented house. In the morning the men left the

girls with the understanding they would meet later in the park. It was while the girls were waiting for their companions of the night before that they were apprehended.

The officer and the policewoman took the girls on a tour of taverns and neighborhoods in Chicago's North Side, hoping to apprehend the men involved. Because their names were unknown, the presence of the girls was needed for positive identification. After several days, six of the men were arrested and all were found guilty of violating the persons of these young girls. No tavern owners were prosecuted because the girls would not—or could not—identify any person who allegedly sold them intoxicants.

The girls were referred to the family court for disposition. Mary was committed to a private home for girls. An illegitimate child, she had a long history of delinquency, including running away from home on several occasions and larcenies of money from her maternal grandparents with whom she lived. Jean was committed to the State Training School for Girls. She had a previous juvenile record of sexual promiscuity and examination indicated she was venereally infected. Jean's I. Q. was low, perhaps accounting for the fact she was easily led into the commission of delinquent acts. Kay was released to the custody of her parents under the court's supervision.

Through the combined efforts of the Youth Bureau and court probation officers, it was possible to establish a mutual understanding and cooperative relationship between Kay and her parents which previously was nonexistent. They also found a summer job for Kay in a loop department store. While working, she met and dated a young man. In the fall Kay returned to high school; the young man entered military service. They wrote to one another and were later married, moving to his Army base.

About a year later, Kay returned to visit her parents in Chicago. A very happy and proud young woman, she visited the Youth Bureau officer to thank him for his interest and assistance and to introduce him to her infant son.

We in the Youth Bureau like to feel that because of the thorough training given Chicago Park District Police in the field of crime prevention and control, it was possible for the apprehending officer to detect three wayward girls and, through the combined efforts of the family court and law enforcement, to bring this episode to a happy conclusion.

It must be remembered, however, that this kind of achievement cannot be attained through the effort of one individual or the efforts of a small group, but only through the coordinated and integrated efforts of all in the community who are interested in the welfare of youth.

The credit for the successful Youth Bureau approach must be given to the board of commissioners and the general superintendent of the Chicago Park District who made the program possible, and to the chief of police and every member of the department, and all other public and private youth agencies in the community who, by their interest, provision of needed services and cooperation, make it possible for the Youth Bureau to function.

Police Officers Sponsor Bristol Boy Scout Troop

The Bristol, Va., Police Department believes it may have more officers serving as volunteer Boy Scout leaders than any other city of comparable size. Of the 20-man force, 7 officers are scoutmasters, 4 are assistant scoutmasters, and 4 are troop committeemen. Their activities cover Scout troops at 5 churches, the Elks Club, and the police department. Chief of Police John W. Stover is chairman of the local district organization and extension committee for Scouting and is chairman of the troop committee for the Kiwanis Club.



Scout leaders Clifford Kiser, Harold Dettor, and Capt. Andrew Kristofek with members of Troop 5 of the Bristol, Va., Police Department.

Shortly after his return from the Marine Corps in 1946, Chief Stover organized a junior police force. He disbanded it before long, however, and referred the boys to new Scout units being organized.

Scouting in the Ocanosta (Bristol) district, with 54 units serving 912 boys, has more than doubled within the past 5 years. This growth, according to Ernest Dickey, president of the Sequoyah Council, Boy Scouts of America, is due in large part to the interest which the local law enforcement officials have taken in the Scouting program. Federal and State officers also serve Scouting in the area.

The Bristol Police Department Scout Troop started last year with the prescribed minimum of 5 boys. It now has 42 boys and is rapidly becoming one of the outstanding local troops. Officers on duty are excused for troop meetings and other Scout functions. When necessary, the chief and other officers fill in to insure adequate police service.

Chief Stover is convinced that any man of good character and reputation can be a Scout leader if he likes children. The short instructional course, handbooks and program aids which are available, together with the assistance of other volunteer Scouters in the area, provide the necessary tools to become a scoutmaster. The size of a troop is limited according to the ability and number of adults participating. Emphasis is placed upon the boy and the troop earning all necessary expense money, and the program is available to any community regardless of size.

Scouting, according to Chief Stover, is an effective implement for any crime prevention program and is a means of rendering additional public and personal service. Scouting develops both the boy and the adult, and when engaged in by officers, develops greater respect for law and closer co-operation of the police with the church.

Law enforcement officers desiring to explore the possibilities of participating in the Scouting program should contact a member of the local Scouting committee, the nearest Boy Scout Council Office, or the Boy Scouts of America, 2 Park Avenue, New York, N. Y.

★

PICK UP THE GLASS

Glass particles found at the scene of a "hit-and-run" accident have in some cases been sufficient evidence to determine the make of automobile involved.

Fifty Pennies and a Big Heart

An 8-year-old boy named Anthony "Tony" Perrocco is the new hero and mascot of the Youngstown, Ohio, Police Department. Tony won the honors singlehanded, and it will likely be a long time before his position is seriously challenged.

During the early morning hours of Saturday, January 5, 1952, Patrolman John Harkins of nearby Struthers, Ohio, was shot and killed while investigating a burglary case. Citizens of the community were shocked. Their spontaneous contributions to a fund for the officer's widow and two small daughters echoed the words of Youngstown Chief Edward J. Allen in describing Harkins as "a man true to his trust, a man whose obedient devotion to duty culminated in the sacrifice of his own life."

Late Sunday afternoon the lad named "Tony," a stranger until that time, walked into the Youngstown headquarters. He could not see over the sergeant's desk so Patrolman Ray Polombi came around in front to see what might be wrong. There seemed nothing particularly unusual; only

(Continued on inside back cover)



Anthony Perrocco and Chief Allen.

OTHER TOPICS

Since I became sheriff of Itasca County, Grand Rapids, Minn., in 1947, the question of road blocks in the apprehension of subjects has been a matter requiring considerable thought and planning by my office.

Itasca County is located in north central Minnesota and consists of an area 74 miles north and south and 65 miles east and west. The area generally is forest and lakes. Koochiching County borders Itasca County on the north, St. Louis County on the east, Beltrami and Cass Counties on the west and Aitkin County on the south.

The main road arteries consist of Highway No. 2 running diagonally from east to west, Highway No. 169 diagonally from south to northeast and Highway No. 38 running directly north and south. Besides these main highways the county is covered and intertwined by county and township roads generally converging into State highways which in turn provide an avenue of escape from almost all points.

Planning the Block

An area meeting of law enforcement officials was called in 1948. This meeting included representatives of the municipalities in my county and the chiefs of police and representatives from the sheriff's offices from all adjoining counties and from the FBI. The purpose of this meeting was to plan effective road blocks in regard to the main and arterial highways. At this meeting besides road blocks, there were also discussed the weapons to be used on each road block, the personnel to be used and the training to be afforded them. Familiarity with weapons was discussed, and it was agreed that the sawed-off shotgun is a good weapon to be used on the road block itself. We chose the sawed-off shotgun because of its effectiveness, the ease of operation and the general familiarity of all officers with this type of gun. At this meeting it was agreed among the representatives that less training was needed by the officers in the use of the sawed-off shotgun, and it was also

Concentric Circle Road Block Plan Traps Fugitives

by MARVIN MITCHELL, *Sheriff, Itasca County,
Grand Rapids, Minn.*

believed that there was less possibility of accident by use of this type of gun. It was also agreed by the officers present that if at all possible only law-enforcement officers be used on any of the road blocks which were set up. It was the consensus that use of civilians on a road block might raise difficult problems and that not using civilian personnel would lessen the chances of anyone getting injured.

Because of the fact that road blocks on the main highways were effectively covered through this meeting, my main problem as sheriff of Itasca



Sheriff Marvin Mitchell.

☆
**Of Interest to
 Law Enforcement**
 ☆

Walk East on Beacon

A New Motion Picture

Louis de Rochemont, producer of *The House on 92nd Street*, deals with a subject which is vital to all Americans. The new feature highlights the FBI's answer to the challenge of Soviet espionage in the United States. The Federal Bureau of Investigation cooperated fully with Mr. de Rochemont in producing this picture which stars George Murphy, Finlay Currie, Karel Stepanek, Virginia Gilmore, and Louisa Horton. Directed by Alfred Werlser, it will be released by Columbia Pictures.

Filmed against authentic backgrounds in Boston, various areas of New England, and Washington, D. C., the picture reveals for the first time the enormity of the task involved in tracing the ramifications of a detailed system of intrigue which

discretions and forced to give their services through fear of disclosure. They remain as links in the elaborate system of communications which the conspirators have developed.

Walk East on Beacon is not only informative; it is entertaining as well.



Scene in the FBI Laboratory during the shooting showing George Murphy with Special Agents of the FBI.

Communist conspirators have developed over the years.

Several aspects of the film will be of particular interest to those engaged in law enforcement. These include the investigative techniques utilized by the FBI and the revelation of the manner in which individuals from all walks of life fit into the Red web. Some of the espionage agents are fanatically dedicated to the Communist ideology; others are dupes ensnared through youthful in-



Conspiracy between spies takes place in this scene between Virginia Gilmore and Karel Stepanek.



Scene taken in a local police station shows left to right: a Special Agent of the FBI; George Murphy who played the part of Inspector Belden; and Sgt. Martin O. Betz of the Portsmouth, N. H., Police Department.

WANTED BY THE FBI

THOMAS EDWARD YOUNG, with aliases: Larry McClinish, Larry McClish, Larry McGlee, Larry McLish, Teddy Morton, Tommy Rooney, Ronald Angus Sharon, William Sickart, Arvin Weston, Tommy Young, Thomas Harry Edward Young, and others.

MARGARET RITA YOUNG, with aliases: Margaret Rita Geise, Mrs. Henry Geise, Margaret Giese, Margaret Rita Moran, Mrs. Henry O'Giese, Mrs. William Reed, Ardith Lee Sickert, Margaret Reta Young, Marge Young.

Bank Robbery (Burglary); Interstate Transportation of Stolen Motor Vehicle; Federal Escape

Thomas Edward Young and his wife Margaret Rita Young are wanted by the FBI on five separate charges for violations of the Federal bank robbery, Federal escape and interstate transportation of stolen motor vehicle statutes.

Young's arrest record dates back to June 5, 1930, when he was placed in the Iowa State Training School for Boys. In the two decades since he has been imprisoned on a number of occasions and served four separate terms in State penitentiaries, including a term for breaking jail.

During 1951 Young was arrested on three separate occasions, jumped bond after the first arrest, and made two successful breaks from jails in Sioux City, Iowa, and Fargo, N. Dak.

A drug store in Sloan, Iowa, was burglarized on January 17, 1951, and a quantity of narcotics, money, cigarettes, cigarette lighters, and other

loot was stolen. Young was sought by local authorities for the burglary and was arrested at Des Moines, Iowa, on February 12, 1951. He was returned to Sioux City, Iowa, charged with commission of this burglary, and was released on bond on February 16, 1951, but failed to appear for hearing. On March 18, 1951, he was indicted by the county grand jury at Sioux City, for breaking and entering.

From Sioux City, Iowa, Young next traveled to Hebron, Neb., where his wife was recuperating from an automobile accident. In view of his interstate travel, a complaint was filed by the FBI before a United States commissioner at Sioux City, Iowa, on April 19, 1951, charging Young with violation of the Federal unlawful flight to avoid prosecution statute.

Young and his wife went to Des Moines, Iowa, and there obtained a Buick automobile, which they drove to Long Beach, Calif. They stayed in Long Beach for several weeks and Young worked by the day for various dry cleaning establishments.

From Long Beach, Young and his wife went to Baker, Calif., where they took jobs in a motel and cafe. Young worked 1 week. From Baker they moved on to Las Vegas, Nev., for 4 or 5 days, where Young is said to have won about \$1,600 playing poker.

Young claims that his next stop after Las Vegas was Salt Lake City, Utah, where he looked unsuccessfully for a business to buy. From here the couple went to Huntsville, Ark., stopping en route in Denver, Colo. In Huntsville they rented a house and settled down.

Efforts to locate Young during this period developed that he had friends who had served time in the Iowa State Penitentiary at Fort Madison, Iowa. Young himself had served time in the same penitentiary, and was released on July 17, 1950. On the first anniversary of Young's release, July 17, 1951, a friend of Young was let out of the penitentiary at 3 o'clock in the morning. Less than 2 hours later, this man was picked up on the street in Fort Madison by several people in a blue Dodge sedan, which was then driven out of town toward Burlington, Iowa.

The car was stopped by police and FBI agents in Burlington. The driver, Thomas Edward Young, jumped out with a gun in his hand, which he dropped immediately on command. In the car were his wife, Margaret, another couple and the newly released prisoner. Margaret later ad-



Thomas Edward Young.

mitted that she had urged her husband to shoot the officers when they stopped the car.

Margaret Young's arrest record began when she was sentenced on October 22, 1940, to the Nebraska State Reformatory for Women, to serve a 1-year term for grand larceny. On October 12, 1943, she was returned to this same reformatory to complete a 1-year term for forgery. On August 12, 1948, she was again returned to serve a 3-year forgery term.

Following their apprehension at Burlington, Young and his wife were turned over to the Woodbury County sheriff's office at Sioux City, Iowa, and were placed in the county jail. On July 26, 1951, an information was filed in State court at Sioux City charging them with burglary of the drug store at Sloan, Iowa. The Federal charges of unlawful flight to avoid prosecution were dismissed on July 31, 1951.

On the evening of August 18, 1951, Young overpowered a jailer in the Woodbury County Jail, took his keys, released Margaret and another prisoner. The trio forced their way into the car of a local resident who was just parking about a block from the jail. They took the driver out of town in his own car, then released him and abandoned the car. The prisoner whom Young had released was apprehended by local officers in a tavern on the evening of the same day. Young and his wife could not be found.

The Youngs, after deserting the commandeered car, walked to Jefferson, S. Dak. The following morning they allegedly stole a new Kaiser sedan in Jefferson and traveled to La Junta, Colo., where the car was abandoned.

The FBI again filed complaints against Young and his wife for unlawful flight to avoid prosecution. These complaints were filed August 22, 1951, at Sioux City, Iowa.

From Colorado the Youngs moved to Kansas and the Dakotas. On October 13, 1951, they were apprehended at Lewistown, Mont., by the sheriff and local police. When arrested, Young was armed with a loaded automatic pistol which he carried in his jacket pocket. The Youngs were removed from Lewistown to Fargo, N. Dak., to face Federal charges of post office burglary. The unlawful flight complaints filed against them by the FBI in Sioux City, Iowa, were dismissed.

The Youngs were arraigned on October 31, 1951, in the United States District Court at Fargo and entered pleas of guilty to the commission of two

North Dakota post office burglaries. After these pleas, they were held at the Cass County Jail, Fargo, for trial on additional charges. On November 26, 1951, while being held, Thomas Edward Young admitted that in May 1951, he stole a car at Milton, N. Dak., after burglarizing the Milton post office. He said he drove the car to Minnesota and abandoned it. An information charging Young with this violation of the interstate transportation of motor vehicle statute was filed in the United States District Court at Fargo on November 30, 1951.

On the evening of December 27 or the morning of December 28, 1951, Thomas and Margaret Young escaped from the Cass County Jail, again taking a companion with them. They have not been located since that time.

On December 28, 1951, the FBI filed a complaint at Fargo against Thomas Edward Young, charging him with violation of the Federal escape statute. A complaint against both Young and his wife, Margaret Rita Young, was also filed for violation of the interstate transportation of stolen motor vehicle statute, involving the alleged theft of a car in Fargo, in which they escaped.

On January 2, 1952, a complaint was filed against both the Youngs at Denver, Colo., charging a similar violation in transporting a stolen car from Jefferson, S. Dak., to La Junta, Colo.

A bank, a lumber company, and an implement company in Satanta, Kans., were all broken into on the night of December 30, 1951. Several firearms, cash of approximately \$2,100 and other loot were taken in this foray. On January 7, 1952, a complaint was filed by the FBI at Topeka, Kans., charging both Thomas Edward Young and Margaret Rita Young as participants in the burglary of the bank.

Young is a large and powerful man, who claims



Margaret Rita Young.

at one time to have had a bear-wrestling act in a carnival and to have been a prize fighter.

Young served a term in the State Reformatory for Men, Lincoln, Nebr., beginning October 15, 1936, for breaking and entering an automobile. On June 9, 1938, he was received at the State Reformatory, Anamosa, Iowa, to serve a 1-year term for breaking jail, and after his release was arrested, convicted of breaking and entering and entered the same prison December 28, 1939, to begin a 10-year term. He was discharged after serving 5 years, and after a short period of freedom was arrested on June 23, 1945, at Des Moines, Iowa. On September 11, 1945, he was received at the State Prison, Fort Madison, Iowa, to serve a 10-year term, again for breaking and entering.

Young is armed and should be considered extremely dangerous; he and his wife have escaped on previous occasions; extreme caution should be exercised in approaching or attempting to apprehend them.

Young is described as follows:

Age----- 34, born Apr. 22, 1918, Colfax, Iowa
(not verified).
Height----- 6 feet 1 inch.
Weight----- 230 pounds.
Build----- Large.
Hair----- Dark brown, wavy, thinning on top.
Eyes----- Brown.
Complexion----- Ruddy.
Race----- White.
Nationality----- American.
Education----- 2 years high school.
Occupations----- Farm laborer, motor trucker, coal
miner, dry cleaner.
Scars and marks----- Border of right ear crimped; small
circular scar on back of head;
small irregular scar at inner corner
left eyebrow; two small cut
scars on right thumb; scar on tip
of right middle finger.
Remarks----- Has gold inlay in a front tooth;
sometimes wears a mustache.
FBI No----- 1,147,225.
Fingerprint----- 18 O 17 W 100 15
classification----- L 18 U OOI

Margaret Rita Young is described as follows:

Age----- 32, born Dec. 28, 1919, Omaha, Nebr.
(not verified)
Height----- 5 feet 5 inches.
Weight----- 138 to 150 pounds.
Build----- Medium stout.
Hair----- Brown.
Eyes----- Brown.
Complexion----- Medium.

Race----- White.
Nationality----- American.
Education----- 2 years high school.
Occupations----- Housewife, seamstress, nurse's aide.
Scars and marks----- V scar above left eye; 1-inch scar
inside right forearm; operation
scars on abdomen; small scar
above left instep.
Remarks----- Has prominent teeth
FBI No----- 2,194,718.
Fingerprint----- 16 M 9 U 000 17
classification----- M 2 U OOI

Margaret Young is suffering from an abdominal cyst, and has required a medicine compounded of codeine and aspirin, which can be obtained only on prescription. Ordinarily a physician would want to make an examination of the patient before giving such a prescription, and it appears probable that she will contact physicians in order to obtain the medicine.

Both Young and his wife are known to have a preference for staying at motels with kitchen facilities. Margaret Young is also known to be a skilled seamstress and needleworker, and is very fond of crocheting.

Any person having information which may assist in locating Thomas Edward Young or his wife Margaret Rita Young is requested to immediately notify the Director of the Federal Bureau of Investigation, United States Department of Justice, Washington 25, D. C., or the Special Agent in Charge of the Division of the Federal Bureau of Investigation nearest his city.

ROAD BLOCK

(Continued from page 20)

River. To the north the road was blocked at the junction of a county road and Highway No. 38. The county roads were also blocked at the east and west so that it was impossible for the fugitives to reach a State highway.

The Apprehension

The fugitives proceeded north on Highway No. 38 and were stopped at the road block established north of Bigfork. They gave fictitious names and reported they were on a fishing trip and were staying with friends at a nearby resort. As we had no description of the fugitives, it was very important that all persons allowed through the block were

positively identified. Upon questioning the subjects, they became confused as to the location of resorts, could not produce proper identification, and were detained for further questioning. Deputy Darwin Holsman appeared on the scene at this time and identified the car the fugitives were driving as the vehicle stolen in Bigfork a short time previously. The fugitives then were arrested and brought to the county jail at Grand Rapids, Minn. Later identification reflected they were escaped convicts from the State Penitentiary at Rawlins, Wyo. They were subsequently released by my office to the Wyoming State Penitentiary.

The merchandise in the first stolen car was the proceeds of burglaries in an adjoining St. Louis County town. Later my office determined that the subjects came to Bigfork, Minn., in a car which was stolen in Wyoming. All stolen cars as well as the loot from burglaries were restored to their rightful owners.

Value Proven

The above case shows the value of a planned road block system and also the merit of identifying all persons allowed to pass through the road block. It also shows the value of close cooperation between law enforcement officials.

The attached map shows clearly the circular system of road blocks and the various points on the inner and outer circle where the road blocks were set up. The circle of blocks to be used is determined by the time element involved. This type of road block is primarily effective for rural areas.

FIFTY PENNIES

(Continued from page 18)

a little brown-eyed boy standing there holding a worn leather purse in his hand. But Tony quickly made it clear that he had something important to discuss. He was ushered into the office of Capt. Harold Faust. There he opened the purse, emptied its contents of 50 pennies on the desk and said to the officers, "I'd like to give this for the policeman who died. He was a good cop."

For one long moment words seemed inadequate. But when the silence was broken Tony was the "boss." The officers placed him in the captain's chair with candy in one hand and a soft drink in

the other. Later he visited Chief Allen, rode in a police cruiser and attended the funeral services for Officer Harkins. The officers of the Youngstown Department adopted Tony as their mascot and are having a miniature badge, inscribed with Tony's name and the word "Mascot," made for him.

Inquiry revealed that Tony's 50 pennies had been accumulated by raking leaves and doing other odd jobs. The money had been saved to pay for movies, which Tony loves, but on the day following Officer Harkins' death Tony changed his mind. He announced that he was going to give all the money to the fund for the deceased officer's family and convinced his father, Michael Perrocco, that he should make the donation himself.

★

Finger Ridges Photographed

The body of an unidentified man was found in the Russian River in Sonoma County, Calif., in a condition which made it impossible to obtain inked impressions of the fingers. The sheriff's office at Santa Rosa forwarded to the FBI Identification Division photographs of the pattern area of the fingers of the unknown dead.

A search through the fingerprint files of the FBI Identification Division revealed that this individual had registered as an alien in San Francisco in 1940. In addition to his alien registration print, there were also three prints reflecting his application for employment in various agencies and an arrest print.

★

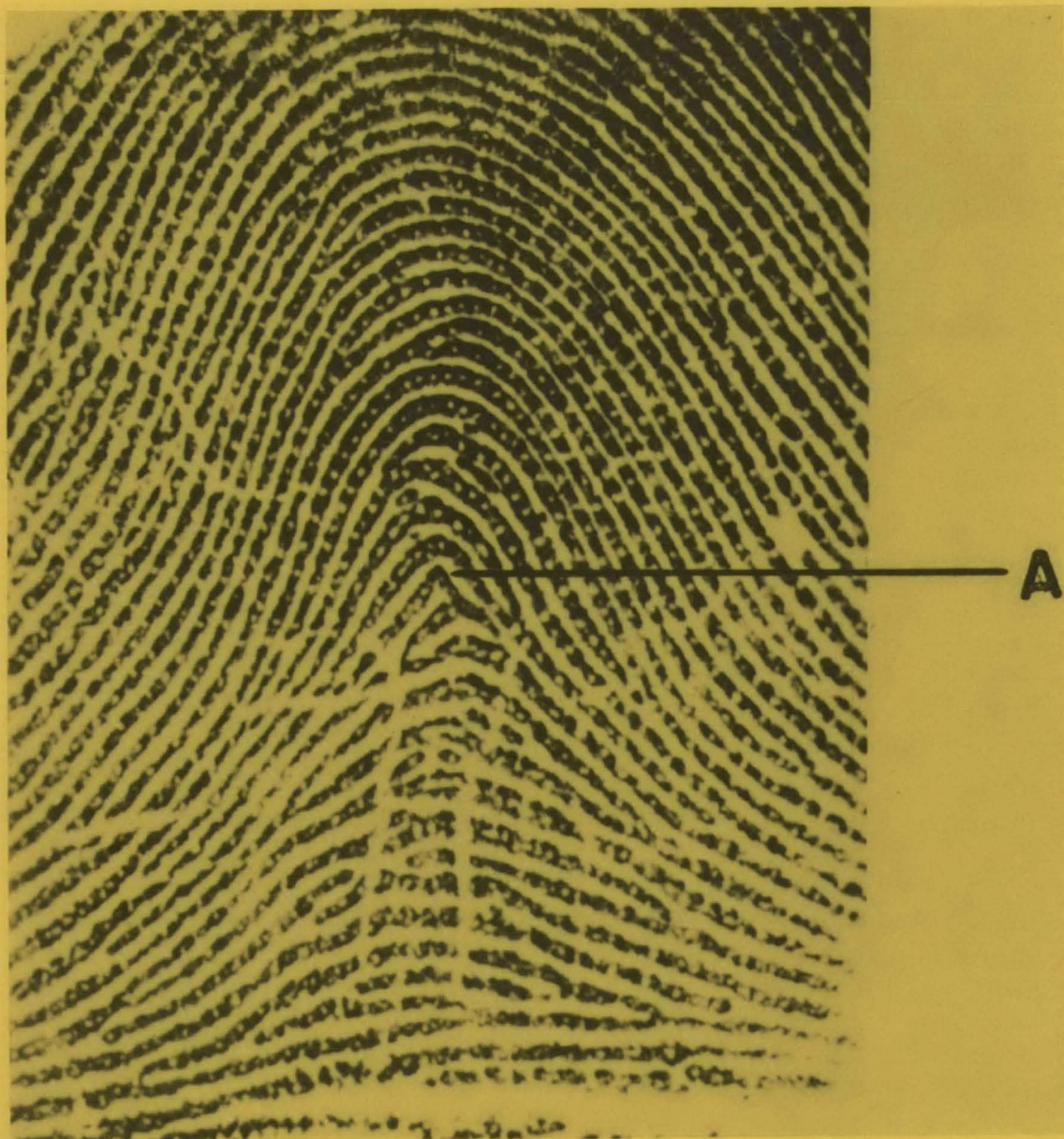
Amnesia Victim Identified

The Personal Identification fingerprint files of the FBI Identification Division were established to provide for the law-abiding person a measure of protection against loss of identity by amnesia, accident, or disfiguring death.

The fingerprints of a young girl who had been found unconscious on the streets of Washington were brought to the FBI for examination and identification. A search of the Personal Identification files revealed that these fingerprints were identical with those of a girl who had first been fingerprinted in September 1942, at the age of 12. Taken for personal identification purposes and submitted by the West Virginia State Police, the fingerprint card bore information as to her residence and the identities of her parents.

Interesting Pattern

FINGERPRINTS



This pattern is not unusual in formation. It is an example of the angular type tented arch.

The angle requirement is that two ridges meet and form a definite angle. In the

above pattern a definite angle is formed by two ridges at point A. Unless the angle in this type of tented arch is acute, a reference search should be conducted in the plain arch classification.