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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.





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

May 1, 1953

TO ALL LAW ENFORCEMENT OFFICIALS:

Murder, rape and aggravated assault are prominent among the crimes to which greater attention should be paid during the coming months. Although he may be quite unaware of the fact, the average citizen and his family are in more danger of being the victims of these crimes during the summer months than at any other time of the year. It may be of some consolation to know, however, that during the same period their property is less likely to be taken by robbery or burglary and there is smaller chance that any of them will meet death from manslaughter by negligence.

These conclusions are based on statistical studies of crime by seasons which we publish in the annual bulletin of the Uniform Crime Reports. The general pattern, repeated year after year, shows that crimes against property are committed more frequently during the colder months while crimes against the person, often associated with passion of some nature and degree, occur at an above-normal rate during the summer months. Manslaughter by negligence, an exception to the rule for offenses against the person, commonly involves carelessness rather than passion and has been highest when highway conditions are worst during the winter.

Seasonal trends in crime are only one of the warning flags posted through the Uniform Crime Reports bulletins. Analyses made of the data supplied by more than 5,700 cooperating law enforcement agencies also show current developments in regard to the age and sex of offenders, crime rates in rural and city areas, value of property stolen and recovered and many other facts which merit the closest attention of both police officers and the public.

Very truly yours,

A handwritten signature in dark ink, which appears to read "J. Edgar Hoover", is written over the typed name.

John Edgar Hoover
Director



FEATURE ARTICLE

The Green Mountain Troopers and Their State Police Work

by SGT. ANDREW H. MONTI, *Vermont State Police*

Amid the colorful and picturesque Green Mountains in the State of Vermont, a young organization equally as colorful is making a name for itself as an efficient law enforcement agency.

Patrolling the highways and enforcing the motor vehicle and criminal law in rural Vermont are Vermont State troopers attired in snappy green and gold uniforms. Just as distinct as the resplendent uniforms is the efficient work which is accomplished by this unit of 64 State policemen.

Organized in 1947

The State troopers, which are the uniformed division of the Department of Public Safety, came into being on July 1, 1947. Prior to that time Vermont's statewide law enforcement agency was the Highway Patrol, whose activities were confined solely to highway patrolling and traffic accident investigation.

In 1947 the legislature created the new department, thereby establishing Vermont's first State police force. Twenty-seven veteran highway patrolmen were transferred to the new department. An additional 28 men were trained by the Federal Bureau of Investigation in a 6-week course held at Montpelier, Vt. Since that time the total complement has risen to its present quota of 64 uniformed troopers.

Lack of suitable housing for the administration of the department retarded the progress of organization until the legendary Burgess estate known as "Redstone" in Montpelier was acquired for the headquarters of the new department. This building, which had been vacant for almost 30 years, attracts hundreds of visitors each year, not only as State police headquarters but for its historical background as well.

The 18-room Gothic structure of red sandstone and brick with tower, balconies, oriel windows and portico lends itself admirably to a state police headquarters. Aside from the beauty of its plan and its magnificent view, the building, whose cornerstone bears the date 1890, is near the Capitol

yet with its spaciousness provides ample quarters for Vermont's State constabulary.

Commissioner Baumann

The man heading this "top notch" State police organization is also young in years, but a veteran in law enforcement. Directing the activities of the department is William H. Baumann, Commissioner of Public Safety. At 32 he is the youngest man to hold the top post of State police executive in the United States.

Baumann has risen through the ranks to the office of commissioner, a just reward for the energetic and efficient work he has accomplished. He has had 7 years of federal law enforcement work with the Border Patrol of the United States Department of Justice, 2 years as arson investigator for the State police and a great deal of other investigative work allied with law enforcement.

In 1949 Baumann resigned his position with the Immigration Service to assume the duties of investigator in the arson squad of the State police. His training, experience and ability soon made themselves obvious and he established an enviable record as a "crack investigator" on many difficult arson cases.

Second in command of Vermont's State police is Ray C. Smith, Deputy Commissioner, a veteran officer who has served the State of Vermont for over 25 years in law enforcement. Smith has earned himself a reputation as one of the best "hit-run" accident investigators in New England.

In carrying out its duties in the field of law enforcement the Vermont State Police depends to a large extent upon the services of the Federal Bureau of Investigation. As Commissioner Baumann points out, "We are indeed fortunate to have the facilities of the Federal Bureau of Investigation at our disposal and it is gratifying to know that only the finest of cooperation exists between the Vermont State police and the FBI."

The State is divided into 5 district or troop areas with 6 substations and 9 outposts. A ser-

geant is in charge of each district with a corporal as second in command. The district headquarters are manned 24 hours a day with an officer on duty at all times.

Radio Network

Covering the entire State is a modern 3-way frequency modulation radio system with main transmitting-receiving stations located on Mount Mansfield, Mount Burke, Pico Peak and Mount Ascutney. These main stations are operated by remote control units at each of the five districts. Mobile equipment and emergency units are equipped with 50-watt transmitting and receiving units.

The nerve center of the department is in the operations room at the State police headquarters in Montpelier. Here all radio traffic between stations is monitored and in the event of an emergency "operations" is able to assume control over any or all districts and mobile equipment.

To supplement the radio and to afford rapid means of interstate police communications the State police in Vermont are directly linked with the Northeastern States teletypewriter police system. This system provides a formidable ally in law enforcement work with other States.

Another important function of the department is carried on by the Fire Prevention Division of the department. This bureau is under the capable command of Lt. Chester M. Kirby. Numerous arson cases are investigated by this bureau and the majority are brought to a successful prosecution by the squad of skilled investigators under Lieutenant Kirby.

Tourist Traffic

Vermont with its "million dollar" a year tourist business poses an additional problem to the State police. Commencing before Memorial Day and lasting well after Labor Day an endless flow of tourists from every State in the country crowds the highways and byways of the Green Mountain State. This creates greater traffic accident exposure and troopers are kept on the jump 12 to 16 hours every day. Preventive work is accelerated and the normal curve of activities rises sharply.

Summer resorts, colonies and campsites awaken with hustle and bustle and far into the fall these locations take on the aspects of miniature cities. The troopers patrol these areas regularly night



Commissioner William H. Baumann.

and day and handle numerous complaints from the temporary residents.

During this busy tourist season an increase in thefts occurs. It is not unusual for troopers to be called to investigate the theft of various and sundry watercraft, outboard motors and other vacation paraphernalia.

Late in the fall, the "migration" of tourists commences its exodus. However, this does not mean that the work of the State police lessens. Boarded up summer camps must be periodically checked and the areas regularly patrolled. Numerous breaks into the closed camps are investigated and in a majority of cases the loot, which often runs into several hundreds of dollars, is recovered for the camp owners. In a great many instances troopers discover a break, investigate, apprehend the culprit and recover the stolen property before the camp owner, who may live in another State, is aware of the loss. He is usually quite surprised and pleased when notified by the State police.

There is a short lull in our activities during the early winter but with the first snow the Green Mountain State Police again swing into action, this time kept busy by the multitude of skiing enthusiasts who tax the facilities of the famous ski resorts in Vermont. Numerous ski meets and competitions bring "out-of-staters" in droves to



Sergeant Monti (left) supervises firearms training.

the now ermine mantled hills. Again traffic problems arise, this time on highways made hazardous by Old Man Winter. But, rain or shine, snow or sleet, warm or frigid, these Vermont State troopers, as hardy as the famous Green Mountains, are on the job.

In keeping with progressive law enforcement of today the Vermont State Police has availed itself of the opportunities afforded by the Federal Bureau of Investigation in its National Academy. Several of the top ranking officers of Vermont's State police are graduates of that school.

Sgt. Norton T. Fitzsimons is a graduate of the thirty-seventh session of the academy. He holds a responsible position in the unit as inspector and operates out of the executive office of State Police Headquarters. Sergeant Fitzsimons is a seasoned officer and has served the State of Vermont for more than 20 years. He supervises the workings of the field force and carries on special investigations for the executive office.

Another veteran officer with 14 years of service and also a graduate of the FBI National Academy

in its forty-third session is Sgt. Kenneth J. Fletcher. Sergeant Fletcher is in charge of the department's Identification and Records Division. Complying with the statutes creating the department, this division is set up as a general clearing and service agency for all law enforcement groups and penal institutions within the State of Vermont as well as for "Ident" Bureaus of other States and the FBI. Herein are contained extensive criminal files, fingerprint files, photographs, descriptive data, etc.

In addition to his other duties Sergeant Fletcher maintains files of missing and wanted persons, photographs of criminals, cross-indexes of aliases, *modus operandi*, etc.

The "Ident" Bureau has a modern and complete photographic laboratory where all work for the State police is processed. Each one of the State police districts is equipped with a 4 x 5 Speed Graphic camera.

Training School

Also in compliance with a directive contained in the enabling act of the department, i. e., to organize and maintain a training school, the author, who graduated with the forty-sixth session of the FBI National Academy, was placed in charge of the training division. It is the function of this division to devise and administer examinations for State police applicants and to supervise and conduct recruit and in-service schools for the department. The aid of the FBI has been enlisted in all of the training programs presented by the State police.

Corp. H. Carlyle Lawson, an investigator in the Fire Prevention Division, is also a graduate of the FBI National Academy. Another experienced officer having the benefit of FBI training is Sgt. Edward J. Luce who has charge of "K" District at Montpelier, Vt.

The following are cases taken from the files of the Vermont State police. While names of the principal characters have been changed the stories are of actual cases.

The Body in the Well

This actual case which transpired during the night of July 29, 1949, has its setting in the rustic atmosphere of the Green Mountains.

The first notification that all was not well was when State police received word at 2:45 p. m., July

29th, that a sedan had been found on a side road under circumstances indicating violence. Upon being dispatched to the scene a Vermont State trooper found a 1940 Plymouth Sedan bearing California registration plates. The evidence upon and about the vehicle indicated that possibly a homicide, or at least some violence, had occurred. The right side of the front seat cushion of the vehicle was covered with a substance which had the appearance of blood. Some of this substance had even flowed over the rear part of the front seat.

There were also traces of this same substance spattered about in various places on the instrument panel of the vehicle and on the inside of the windshield. There was a hole in the top of the car, slightly to the left, over the position where an operator of a vehicle would sit. A close inspection of this hole indicated that it was a bullet hole probably made by a small calibre rifle or pistol. The evidence relating to this bullet hole indicated that the missile had gone through the cloth covering on the inside of the roof of the car, penetrated the metal roof, and spent itself after passing through the roof. Two empty .22 cal. shells were found inside the car and a leather hunting knife case, or sheath, was also picked up. The ignition keys of the car were missing and a cursory examination indicated the fuel tank was empty.

There was no "information stolen" on this particular vehicle nor were any personal effects or identifying certificates found within which would disclose the ownership or possible earlier occupants of the vehicle. A check with the California authorities brought to light the fact that the vehicle was owned by a Vermont youth, Alton Barker, 21 years of age, who had recently returned from California, and now resided in a small rural settlement a few miles away. State troopers, the sheriff and the State's attorney, in checking the home of Barker, found that he was missing and members of the Barker family provided the information that Barker, and one Ronald Marks, age 22, had been visiting at the home of a Barnard family and had left that place at approximately 2 a. m. the day the car was found on the side road.

The investigating officers immediately went to the Marks residence and at that place were told by the Marks family that their son had left the house sometime the previous evening and he had not been seen or heard from since. The officers then obtained detailed descriptions of both Barker and Marks and these were given out by all radio



A class in defensive tactics.

stations in Vermont. Meanwhile the vehicle had been carefully processed for fingerprints and photographed and the seat covers were removed and forwarded to the FBI Laboratory to undergo chemical tests and analyses to determine if the substance on the covers was blood and, if so, human blood.

The Crucial Interview

In further questioning of the Marks family an alert Vermont State trooper noticed a hesitancy in answering questions on the part of the father of the Marks youth. Pressing his questioning of the elder Marks, the officers were finally able to obtain the statement that his son Ronald had come to him early in the morning and awakened him and related that he had been in a terrible fight with the Barker boy.

Marks claimed that his son informed him that he had shot Barker, then knifed him and disposed of the body by throwing it in an abandoned well in a field on the Marks property. The story the elder Marks gave the officers related how they had scraped together \$67 in cash and he had taken his boy to the bus line the same afternoon to go to the home of an uncle in a neighboring State.

Investigating and prosecuting officials were then led to the abandoned well by the elder Marks where the body of Barker was found. The body had been thrown into the well, some loose hay thrown over it and an old board cover that had previously covered the well was replaced. Photographs were

taken of the body in its position within the well and it was then removed and taken to the morgue.

An immediate autopsy performed by the State pathologist revealed that Barker had met his death as the result of the penetration of a small calibre bullet into the brain. The missile had entered the right eye of Barker and the exit wound was in the rear part of the skull. In addition to this wound, which had caused instantaneous death, it was found that numerous wounds apparently made by a knife had been inflicted upon the body after death according to medical determination.

In the meanwhile Vermont State Police Headquarters notified the police of the city where Ronald was reportedly hiding that he was wanted in Vermont for murder. The police of that city immediately went to the address furnished and took Marks into custody. Upon being informed that Marks would waive extradition Vermont officers immediately made arrangements to return Marks to Vermont.

Upon his return Marks was questioned by the State police and the sheriff and while admitting the slaying of Barker he gave several conflicting versions of the affair. However, in a final story and reenactment of the crime Marks claimed that the slaying was the result of an argument over a girl. When Barker had returned from California he had taken Marks' place and Marks had become resentful over this state of affairs.

The story as related by Marks was that both he and Barker had been drinking during the evening and that he, Marks, had brought along his rifle, with the intention of selling it to Barker. They had both visited at the home of the Barnard girl and at approximately 2 a. m. left that place. They became involved in an argument over the girl. According to Marks the argument became very heated and Barker pulled a knife and attempted to attack Marks. Marks claimed that he grabbed the rifle, shot Barker and then took the knife away from Barker and stabbed him several times. While this story of Marks was inconsistent with some of the evidence which the officers had found, the main part of the story was apparently true.

Laboratory Analysis

All evidence obtained in the case was subjected to laboratory tests and analyses by the FBI and this evidence together with all facts was presented to the grand jury which formally indicted Marks on a charge of murder.

On November 23, 1949, Marks' attorneys entered a plea of guilty to second degree murder, whereupon Marks was committed to the State prison for life.

Cattle Rustling

The following narrative, again taken from the case files of the Vermont State police, is reminiscent of the saga of rustling during the days of the Wild West. However, in the story which follows we have the factor of modern transportation as the means used in conveying the stolen cattle.

At approximately 5:30 p. m. on June 8, 1949, a Vermont State police outpost in the northern part of the state was notified that 3 farmers in the nearby vicinity had lost a total of 8 head of valuable cattle. The complainant advised that the 3 men had diligently searched their pastures and could find no trace of the cattle. State troopers dispatched to the farm of the complainant found that all 3 men were made aware of their loss because the cows failed to appear for the morning milking.

Crime Scene Search

The troopers conducted a thorough search of the pastures and evidence was found which indicated that a truck had driven through one of the pasture fences. Impressions left on the surface of the earth at that point gave indications that some object had rested thereon. The investigating officers were led to believe that the impressions were made by the tail-gate of a truck. The officers followed faintly discernible tire tracks to a point where further evidence was found which indicated that a red object had scraped a heavy fence post as it left the pasture. Gouge marks were present in the post and small chips of wood had been torn from the outer surface of the post.

The residue of the red paint left on the fence post was carefully scraped from the post, properly identified and marked as evidence and the investigating officers commenced an inquiry in that general vicinity in an effort to locate a person who might have seen a truck—possibly a red one—in that area.

On the following afternoon troopers came upon a red truck in the yard of a commission auction stable located at a nearby village. The officers thoroughly scrutinized various parts of the vehicle and evidence was found on the left side of the

body indicating that it had scraped against another object. Characteristic of cattle-type bodies, this particular truck body had protruding carriage bolts which secured the horizontal wood slats to the vertical uprights on the truck body proper.

A close inspection of these bolts and the recess directly underneath the bolts revealed small particles of fresh wood chips. Without benefit of scientific analysis the officers observed a similarity between the wood chips and the wood of the fence post which they had examined the previous day in the pasture. The driver of the truck was questioned without avail. He denied knowledge of the theft of any cattle and denied being in the vicinity where the cattle were allegedly stolen.

Convincing the Suspect

The officers then requested the truck driver to drive the vehicle to the scene of the theft. At the scene the truck was placed in position next to the fence post which had been scraped and the marks on the fence post and on the truck body corresponded. The truck was also backed to the position where it was believed the cattle were loaded. The tail-gate was carefully lowered into position and marks peculiar to that particular tail-gate fitted perfectly into the impressions left on the surface of the ground.

The driver of the truck, who had observed the officers making their comparisons, broke down and gave a signed statement. The driver claimed that he and two other men had discussed a plan for stealing cattle and selling them. Putting their plan into action, the three men went to the pasture in question and loaded the eight head of cattle in the truck. After loading the truck the men left with the cattle for a commission auction sale stable in the southern end of the State where they were sold. State police near this sales stable were notified and a search of the stable located the cattle. The owner of the stable had purchased the cattle, unaware that they were stolen. The cattle were recovered for the owners and all 3 men were arraigned and convicted on a charge of grand larceny. Two of the men received 2- to 3-year sentences at the State prison and the third man received 3 to 5 years in the same institution.

This new State police organization even in its short existence has been creating for itself an enviable reputation for efficiency and courtesy. Not only have Vermonters reason to be proud of their "crack" outfit but visitors from every State



Sound truck for traffic control and raids.

of the Union have been greatly impressed with the service of the Vermont State troopers as attested by the many letters of commendation received daily by Commissioner Baumann.

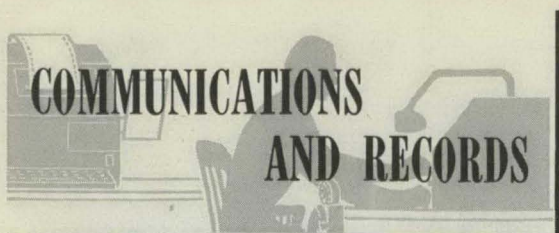
To use the Commissioner's own words, "The State Police of Vermont has and will continue to dedicate itself to serving its fellow citizens and all who enter the borders of the State with the utmost of efficiency and courtesy on the part of its own personnel. Public safety and police service is the public's business, however, and only with their full cooperation can law enforcement successfully achieve its goal."

Fingerprints Locate Brother Missing 18 Years

The FBI, with the excellent cooperation of the chief of police at St. Paul, Minn., was able to re-establish contact between a resident of Scotland and her brother, who had left Scotland 44 years before and from whom she had received no word for 18 years.

On the basis of descriptive data furnished, the FBI was able to determine that a man believed to be the missing brother had had fingerprints taken in 1941 and 1943 in connection with applications for employment and had given addresses in St. Paul, Minn., and Edmonton, Alberta, Canada, respectively. Copies of the correspondence with the Scots-woman were sent to the chief of police at St. Paul, since the brother's last-known address in this country had been in that city.

The chief subsequently wrote the FBI that the missing man had been located in St. Paul through the cooperation of the local Building Trades Union, which had his name and current address listed in their files. Interviewed by the local police, he acknowledged that he was the person sought. He had believed all his relatives were dead and was very pleased with the joint effort to locate him.



Police Radio Work Coordinated From One Central System

Orange County, Calif., has a police radio system which serves the county sheriff's office, 13 municipal police departments, and the following additional agencies: the Orange County Squad of the California Highway Patrol, California Division of Forestry (fire protection services outside incorporated areas), seven municipal fire departments, county fire districts, humane officers, fish and game wardens, constables, life guard services, the highway maintenance division of the county road department, and cooperating Federal agencies in the local area. This system has been furnishing a coordinated radio service to all law enforcement agencies in Orange County since March 1934. Recipient agencies serve in an advisory capacity to the county board of supervisors, which controls the system.

Personnel

Mr. W. E. "Bud" Whiteman, chief technician, supervises the system's maintenance and traffic. A staff of five technicians build and maintain equipment, while six dispatchers handle the traffic. The dispatchers' duties are:

A. Monitor all transmissions by law enforcement agencies served.

B. Monitor all transmissions by mobile units of law enforcement agencies served.

C. Monitor transmissions of law enforcement agencies in surrounding counties and furnish information obtained to interested local law enforcement officers and mobile units.

D. Operate State and county police teletype systems.

E. Control and operate the direct wire intercommunication system between each and all major law enforcement agencies in Orange County.

F. During emergencies or disasters, the dispatcher at headquarters assumes complete control of all transmissions and directs the operations of the mobile units of each of the law enforcement agencies.

All equipment and controls are located at the system's headquarters on the outskirts of Santa

Ana. The physical plant consists of the main building, a converted surplus army structure having about 4,000 square feet of floor space, and auxiliary buildings.

Besides housing the administrative offices, the main building contains an auxiliary emergency gasoline-powered unit of 15-kilowatt capacity and enough gasoline for a long period of continuous use, a shop for installing equipment in mobile vehicular units, facilities for general maintenance of all radio and technical equipment, and adequate bench space for all maintenance and repair work. It is completely equipped with power tools.

The main building also houses a machine shop for metalworking and structural work and a storage room for supplies and spare parts. All standard transmitters, microwave transmitters, monitoring receivers for local and outside law enforcement agencies, a direct wire communications system, and the main controls for each of these are kept here, as well as the State and county police teletype system controls.

A conference room with a seating capacity of about 50 serves as a classroom for the system's employees and a meeting place for the local amateur radio operators' club. The work of the amateurs is thereby coordinated in order that their radio units may be utilized in case of disaster or emergency.

At the time the headquarters building was obtained, the foundation and floors were so designed that the entire wiring system was placed in floor wells, subsequently covered with metal plates. This arrangement makes the wiring system easily accessible for maintenance and installation purposes.

Other buildings located at headquarters consist of two quonset huts, used for storing emergency transmitting equipment including a mobile emergency truck and trailer containing transmitting equipment, a complete woodworking shop where desks, cabinets, and other furnishings are made, a small building containing remote monitor receivers, and another building, complete with kit-

chen facilities, built to serve as living quarters for employees in event of emergencies.

A steel tower, containing the antenna for the amplitude modulation 11½ kilowatt transmitter, is also located on the grounds of the main headquarters.

Auxiliary Plants

In addition to the equipment found at Santa Ana, the radio system has several auxiliary plants. One, a relay station housed in a brick building, contains mobile-type receivers and repeater transmitters. It was the first relay station set up by the system and is located in the Modjeska Canyon at a 3,000-foot elevation.

The mobile receiver feeds a transmission into a repeater transmitter after receiving it from the main station. The message is then retransmitted, covering a much greater area because of the height of the tower at this station. The Modjeska Canyon relay station also contains an emergency power unit, which operates automatically should commercial power fail.

The principal relay station of the system is located in a quonset hut atop Santiago Peak, 22 air miles southeast of headquarters. Set up at an elevation of over 5,700 feet, it is located at the highest point in the area served by the system. The equipment here consists of mobile type receivers on amplitude modulation and frequency modulation frequencies, repeater transmitters which receive transmissions from the main station through the receivers at the site and repeat or re-broadcast the message, and microwave facilities. A 10-kilowatt power plant with automatic switches, operating automatically in the event of power failure, is located here. All equipment is fully automatic, operating without personal supervision.

Since the relay station at Santiago Peak is often isolated during inclement weather and can be approached only by a fire trail, two jeeps were acquired to transport maintenance personnel to it.

Should the Santiago Peak relay station fail, the relay station at Modjeska Canyon can take over its duties.

In addition to the relay stations listed, an emergency 1-kilowatt spare transmitter and receiver with appropriate monitoring facilities is located on top of the Orange County sheriff's office in Santa Ana, with emergency power equipment.



Max Elliott, technician (left) and W. E. Whiteman, chief technician, in front of one of the quonset huts.

The system also maintains small portable transmitting and receiving sets for use in surveillances, terrain searches, and emergency uses.

The system's main transmitter operates on a frequency of 2,490 kilocycles with an input power of 11½ kilowatts. It is of the amplitude modulation type. The mobile units located in the vehicles of the serviced agencies have AM-type receivers which pick up the 2,490-kilocycle transmissions. They also have AM- and/or FM-type transmitters. The AM mobile units transmit on



George Lillis, control dispatcher, seated at the main control panel and facing the main transmitter of the system.



Main headquarters building of the Orange County Police Radio System. Note microwave antenna on top.

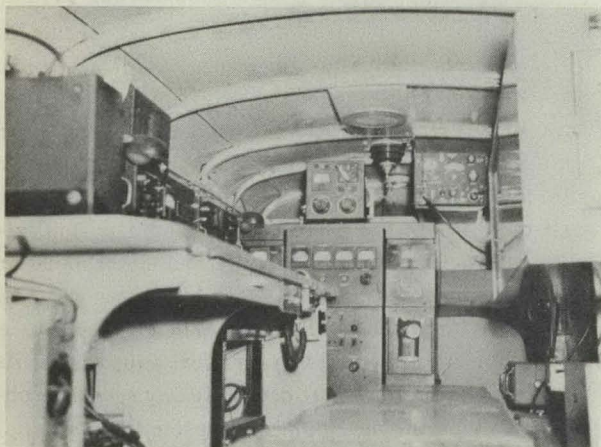
a frequency of 37.34 megacycles and the FM-type transmitters operate on a frequency of 37.42 megacycles.

Local agencies receiving the service possess their own mobile transmitting and receiving equipment plus any control equipment they may have at their local control group center or desk. This equipment is installed and serviced by the Orange County Police Radio System.

To help solve the maintenance problem presented by nearly 300 radio-equipped vehicles, a walk-in delivery truck obtained by the police radio system was equipped with work bench, storage drawers, light power equipment, testing equipment and a complete set of electric and hand tools. It makes on-the-spot repairs within its area of operations.

Direct Line Communications

The major police agencies in Orange County have direct lines from the dispatching control point in their departments to the main transmitter of the system. These agencies activate the main trans-



Interior view of the mobile truck with transmitter and receiver equipment installed.

mitter by pushing a button when they desire to transmit a message to one or more of their mobile units.

Law enforcement agencies not having direct lines to the headquarters of the system have mobile-type transmitter units at their control point. Dispatchers in these agencies transmit messages to be given to their vehicles directly to the dispatcher at the system's headquarters. The dispatcher then transmits the message to the agencies' vehicles.

The main transmitter controls are so constructed that only one department may transmit at a time. When one remote control point is transmitting, all other similar stations are locked out until it leaves the air. This construction avoids confusion and garbling on the air.

A direct wire interdepartmental communications system has been installed by the Orange County Police Radio System. It is composed of a network of lines between the system, the sheriff's office, nine police departments, and the California Highway Patrol. The master controls of this system are located at the main facility.

Each agency having a direct line connection is equipped with an individual control located on the dispatcher's desk. To contact anyone else on the network, a dispatcher presses a button to establish contact with the main dispatcher and asks him for one or more of the other departments having the same connection. The main dispatcher makes the connection by throwing the appropriate switch or switches.

Individuals using the line can talk back and forth by pressing a button. The lines in this system are the same lines that local law enforcement agencies use for activating the main transmitter when sending to their mobile units. A department desiring information from an agency not on the direct wire interdepartmental communications system requests the main dispatcher by direct wire to secure the desired information from the agency not on the direct wire by direct radio transmission.

High Frequency

A high frequency network of police communications systems known as the intersystem network, links all major police agencies from Ventura, Calif., south to San Diego, and east to the Arizona line. The police departments of Los Angeles, Ventura, Pasadena, San Diego, Pomona, Long Beach, and Orange County are tied into this net-

work, as well as the sheriff's offices in Los Angeles County, Riverside County, and El Centro. The Los Angeles Division of the California Highway Patrol is also a member of the intersystem network.

Other metropolitan areas contemplate joining the intersystem network within the near future.

The Orange County Police Radio System owns and installed the main repeater transmitter for the intersystem network. It is located at the principal relay station atop Santiago Peak.

Since it is on a high frequency, the intersystem network operates as a semiconfidential radio net. Member agencies use it, for example, to secure such information as vehicle registrations through the California Highway Patrol. Its use for inter-agency communications leaves the main transmitter free to handle local communication and avoids cluttering up the air with information of no value to local departments and/or mobile units.

The dispatcher at the Orange County headquarters is kept aware of activities beyond the county through the use of monitoring receivers.

In case of a major crime, disaster, or a hot pursuit, for instance, the dispatcher is then able to alert neighboring agencies which may be in a position to lend assistance. He can direct the setting up of road blocks and coordinate movements of mobile units of the departments concerned.

Should a disaster or emergency occur, the control dispatcher at headquarters notifies appropriate agencies in order that facilities under the mutual aid program can be activated.

Microwave Network

The Orange County Police Radio System is currently installing an intercounty microwave network, operating on a frequency of 954 megacycles. This network offers multiple advantages. Microwave is not affected by flood, strife, or disaster; it surmounts the difficulties which prohibit direct wire communications with remote departments; its use will link remote agencies with the interdepartmental communications system; and microwave, because of its very high frequency, offers almost the same security as direct wire connections.

Orange County has in reserve mobile and emergency equipment for use in case stationary communications facilities should be rendered inoperable.

A 500-watt transmitter and receivers capable of operating on various frequencies were installed in



Mobile truck and trailer carrying the transmitting and receiving equipment and a self-contained power unit.

a four-wheel-drive truck. An attached trailer mounts a 10-kilowatt power unit. This truck-trailer unit houses portable lighting equipment as well as other emergency equipment. This unit can be used at any time or place or while in motion. It will function with mobile law enforcement equipment, even though all other communication facilities are inoperative.

This mobile unit has been used in the field for directing vehicles engaged in fighting forest fires, floods, searches for victims of mountain airplane crashes, terrain searches for fugitives, and other similar uses.

Operating directly at the scene of activity, the mobile unit dispatcher can efficiently correlate the actions of participating radio-equipped vehicles and individuals on foot who can be contacted by radio. Use of this unit permits the main transmitter to handle normal traffic.

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LATENT FINGERPRINTS

The Single Fingerprint Section handles latent print work. Articles of evidence submitted by law enforcement agencies are processed for the development of latent impressions in the Single Fingerprint Section. In addition, photographs, negatives, and lifts of latents are scrutinized for prints of value for identification purposes. Photographs of the prints of value are always prepared for the FBI's files and are available for comparisons for an indefinite period. Should the law enforcement agency desire additional comparisons it need only advise the FBI Identification Division, attention Single Fingerprint Section, and either name or submit the prints of the new suspect. It is not necessary to resubmit the evidence. When necessary, a fingerprint expert will testify in local court as to his findings. Should a department have any special problems involving the development or preservation of fingerprints at a crime scene, the experts can give suggestions.

TRAFFIC

Strict Traffic Law Enforcement Wins IACP Award

by CAPT. CHARLES S. FOX, Director, Traffic Division, Bloomington, Ind., Police Department.

Traffic law enforcement plays a very heavy part in the daily work of the police officer and every other citizen of this country of ours today. The way in which it is handled can make or break our complete law enforcement program. The reason for this line of thinking is that traffic law enforcement is the most readily visible enforcement we have. It starts with enforcement of the lowly parking violation and progresses through the hazardous moving violation. We believe conscientious work in the parking violation field can and will eliminate many violations of the hazardous moving type, also that it may cut down some activities of a criminal nature. A rigid parking enforcement policy indicates that the police are really interested in the enforcement programs of their city. Besides the psychological effect, it is a means of putting officers on streets which would be patrolled less frequently if laxity of parking enforcement were allowed. For these reasons we place the fair and impartial enforcement of parking regulations high on our list of traffic activities.

The difficulties experienced in the traffic field come partly from our many and varied regulations, and partly from the fact that the average driver wants to do *what* he wishes, *when* and

where he wishes. He fails to consider that his action, against the rules of safe driving, may cause inconvenience—property damage—injury—even death, to himself or to other people.

Job Analysis

Our traffic officers need to know what actions against the rules are occurring most frequently and thus causing or contributing to the traffic accidents of our own localities. They must know *how* to enforce the law, also *when* and *where* their work will be most important. For these reasons we set up accident location maps, also violation and arrest maps. Along this same line we make out time of day and day of week graphs for accidents and for arrests. If the enforcement program is effective, the pins on the arrest maps should coincide with the pins on the accident maps—if the program is correct, the curves on the arrest graphs should coincide with the curves on the accident graphs.

The informative maps and graphs should be posted where officers can study them at any time, and should be kept current. Officers find this interesting and they will do their utmost to make the activity successful.

It is also quite important to make periodic speed checks of the informational type, not only in high accident locations but also in areas having a high accident potential. By this latter term we mean the school and church zones, where there is concentrated pedestrian traffic, and the industrial districts where loading and unloading of passengers are particularly heavy. These periodic surveys will show where a little extra preventive patrol may save a lot of work later on.

We must always consider the fact that good traffic arrests play a large part in our accident prevention program, also that these arrests should not be made merely for the sake of making arrests. It is not necessary to "billboard" or otherwise hide out in order to make or keep a high enforcement record. Quite contrary to that line of thinking,



Capt. Charles S. Fox (left) watches as Robert A. O'Neal, then Superintendent of the Indiana State Police, presents the IACP Traffic Award for 1951 to Chief John V. Axsom (right) of the Bloomington, Ind., Police Department.

during the years 1948 through 1951 our squad cars and motorcycles were painted a brilliant "Federal Yellow" and otherwise definitely designated as police equipment. Our men have always been instructed to work in the open only, as we believe violation prevention is as effective as arrests in the over-all accident prevention program. During the year 1951 our officers carried out the program well enough to win first place in the nation for cities in the 25,000 to 50,000 population group, as shown by an award from the I. A. C. P., for traffic law enforcement.

No Letup

We believe in the rigid, impartial, *sustained* program of enforcement. The "get tough" policy of making a week's intensive "drive" on traffic violations, then coasting along perhaps a month doing next to nothing is definitely of no value in our traffic era. This type of work does little except create a general feeling of contempt for the police.

Plan your work in such a manner, and with a degree of intensity which your men can sustain, so that your program operates every day throughout the year. Any letdown of enforcement, even for a week, will damage the entire program, so do not try to set up a program which you cannot maintain constantly.

We feel that the traffic law enforcement program can be made more thorough by proper use of the press and radio facilities. Publicize your plans, then use frequent releases to let the people know how the plan is working out. Have your monthly activity reports published in plain and simple fashion so the people will know not only how much activity is going on, but also how this is influencing the overall traffic accident picture.

Driver Training

In conclusion, let us urge your wholehearted support and cooperation with the driver training programs of your local high schools. Put the instructor on your mailing list for copies of all your accident and enforcement summaries and bulletins. The instructors will be happy to use the information you send them, and will do so to great advantage. Remember that the kids in those classes today will be the safety leaders tomorrow. Help start them off in the right direction, and a lot of tomorrow's traffic law enforcement problems will be solved before we get to them.

Policewomen For Traffic Duty

The problem of handling traffic at school crossings and otherwise safeguarding school age children is an important one in most city police departments. Chief of Police C. A. Hollingsworth of Greenville, Miss., believes the best solution lies in hiring women to perform these special duties.

The principal difficulties involved in this problem in Greenville were the resentment of regular officers toward the school crossing assignment and the lopsided shifts necessary to provide sufficient personnel during school hours, since uniformed officers were required at the crossings approximately 4 hours a day. A Safety Patrol composed of school children had certain disadvantages and met with only partial success.

As an experiment, on September 1, 1950, Chief Hollingsworth employed the first uniformed policewoman at Greenville for school crossing duty. This solution proved to be so successful that seven more have since been added.

In an effort to find suitable applicants and in order that each of the policewomen employed might be assigned to a school near her residence, the assistance of the Greenville Parent-Teachers Association was sought. Each policewoman has a child or children attending the school near which she guards the crossings.

The primary responsibility of the policewomen is to escort children across the street and to slow traffic in the school zone. The policewomen are

(Continued on page 16)



Greenville's policewomen.

CRIME PREVENTION

Midget Basketball Curbs Delinquency in North Tonawanda

by PATRICK F. GRIMALDI, *Chief of Police*
North Tonawanda, N. Y.

The North Tonawanda, New York, Police Department, like many another progressive police organization, has its police athletic league, designed to combat juvenile delinquency. Our plan, however, starts with athletic competition for boys under 12 years of age. Our motto here in North Tonawanda is "Get them young and train them right."

The North Tonawanda Boys Basketball League was started in 1951 with the cooperation of recreation Director William "Pop" Ramsay. This league was originally composed of eight teams for boys 8 to 12 years of age, and approximately 100 boys participated in the first year of competition. We now have 16 teams and over 150 boys are participating.

A police officer who acts as coach and advisor has been assigned to each team. Prior to par-

ticipating in the league each boy must have the consent of his parents. Uniforms are supplied through the cooperation of business organizations and clubs in North Tonawanda. Each team is sponsored by such an organization and it must be one with a good reputation in the community.

Each team is completely outfitted with uniforms, sweaters, basketball and miscellaneous equipment by the sponsoring organization. The total cost of sponsoring a team in the league has been estimated at approximately \$60 per year.

The league meets each Saturday morning and at the end of the basketball season playoffs are held and a championship team is crowned. Following the playoffs, the league holds a dinner for all participating teams at which awards are given for the most valuable players and trophies are



Chief Patrick F. Grimaldi (fifth officer, reading left to right, rear row) and his officers pose with the playing captains of the 16 teams. Others shown are Recreation Director William Ramsay (extreme right, business suit) and Assistant Recreation Director Felix Siezega (extreme left, back row).

awarded to the championship team. In addition, the sponsor of the championship team holds a second dinner for his team and awards them gold basketballs.

Patrolman Norbert Burnell has been assigned to the over-all supervision of the junior basketball league and, together with the other patrolmen who act as coaches of the participating teams, he gladly devotes his spare time to these boys. As expected, juvenile delinquency has declined during the season the basketball league is in progress. This program of activity, designed to keep the boys off the streets, was found to be successful. As a result, the North Tonawanda Police Department last summer formulated plans for a baseball league similar to the midget basketball which was so successful throughout the 1952 season. These midget leagues have given the boys and law enforcement officers alike an opportunity to become more friendly and to cooperate more freely. In addition, we have been able to obtain recruits for our school safety and traffic guard program from the midget leagues.

We of North Tonawanda are justly proud of our efforts in the juvenile delinquency field. The figures on teenage delinquents in our city have decreased greatly since the beginning of our athletic program. It is our intention this coming summer to cooperate with the North Tonawanda Department of Education and start a program for the girls of our city. We believe that we shall be able to run a program of activity which will be interesting to the younger girls just as successfully as we have operated the basketball leagues.

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FEDERAL RESERVE ACT

Embezzlement and related irregularities in national banks, banks which are members of the Federal Reserve System, banks which are insured under the Federal Deposit Insurance Corporation, banks operating under Federal laws and in Federal credit unions and Federal Savings and Loan associations are violations of Federal statutes over which the FBI has investigative jurisdiction.

OVERTHROW OR DESTRUCTION OF THE GOVERNMENT

Activity designed to overthrow any government in the United States by force or violence is a violation of a Federal statute within the FBI's investigative jurisdiction.

MAY 1953

What Is A Boy?

From an address by the HONORABLE HERBERT HOOVER, Chairman of the Board of Boys' Clubs of America, at the dedication of a new Boys' Club building in San Francisco. The Boys' Club Bulletin, November 1952.

To understand our problem we need some analysis of this very human person.

Together with his sister, the boy is our most precious possession. But he presents not only joys and hopes, but also paradoxes. He strains our nerves, yet he is a complex of cells teeming with affection. He is a periodic nuisance, yet he is a joy forever. He is a part-time incarnation of destruction, yet he radiates sunlight to all the world. He gives evidence of being the child of iniquity, yet he makes a great nation. He is filled with curiosity as to every mortal thing, he is an illuminated interrogation point, yet he is the most entertaining animal that is.

The whole world is new to him. Therefore his should be a life of adventure, of discovery, of great undertakings. He must spend much time, if he is to expand, in the land of make-believe. One of the sad things in the world is that he must grow up into the land of realities.

He is endowed with a dynamic energy and an impelling desire to take exercise on all occasions. His primary instinct is to hunt in a pack and that multiplies his devices. He is a complete self-starter, and therefore wisdom in dealing with him consists mostly in what to do next. He and his pack can go on this hunt for happiness either constructively or destructively. Our first problem is to find him constructive joy, instead of destructive glee.

The Three Million

To complicate this problem, this civilization has gone and built up great cities. We have increased the number of boys per acre. We have paved all this part of the land with cement and cobblestones. There are about twenty million of these human organisms in the country. Of these perhaps three million are crowded into the slums and poorer sections of our cities. They have to spend their spare time on these pavements, surrounded by brick walls. That boy has a life of stairs, light switches, alleys, fire escapes, bells and cobblestones and a chance to get run over by a truck. Thus that boy

is today widely separated from Mother Earth and all her works, except the weather. The outlet of curiosity in exploring the streams and the fields is closed to him. The mysteries of birds and bees and fish are denied to him.

The normal boy is a primitive animal and takes to competition and battle. In the days before our civilization became so perfect, he matched his wits with the bees, the birds and the fish. If he cannot find battle with animal or plant life in zoos or parks; if he doesn't contend with nature, he is likely to take on contention with a policeman. And yet we cannot restore many of the constructive joys in a land of cement and bricks.

The Problem

This is a marginal problem. It concerns only a minority of boys. And I may state generally that if the American people would only realize that our national problems are all marginal problems of eliminating evil, correcting abuse and building up the weak, rather than the legerdemain of Utopia, we would make more progress. I dislike to refer to these boys as "underprivileged." That is only a half-truth. The government provides even the marginal city boys with better facilities for education and better protection of health than any other government in the world. And we are today doing a better job of these things than ever before in our history. Far less than his grandfather does he suffer from mumps and measles; more quickly do we heal his fractures. Far less does he have to endure stench and filth. And the electric light has banished the former curse of all boys, of cleaning lamps and everlastingly carrying them about. The light switch has driven away the goblins that lived in dark corners and under the bed. It clothes drab streets with gaiety and cheer by night. And it is the attraction of these bright lights that increases our problem.

There are other privileges that the most lowly of them have. It is a privilege to have been born in America. They live under a representative government where they have more opportunity of becoming a mayor or a policeman or an editor or even a banker than in any other country. So they have some privileges.

But we are concerned with the privileges which this civilization has taken away; and the particular ones with which we are concerned bear on his character and moral stature. Now this brick and cement foundation of life is a hard soil for these

growths. Somebody will say morals are the job of parents. The better the parents are, the better the morals; the worse they are, the greater our problem. But the best of parents cannot keep him indoors all the time. And the world in the streets is a distorted and dangerous world, which the parents cannot make or unmake. So it becomes a job of public concern.

But there is more than that. The fine qualities of loyalty to the pack, competition with violent zeal yet without bitterness, the restraints that cover the rights of others—these are the spirit of sportsmanship. They are not so good on the pavements. For here the pack turns to the gang, where his superabundant vitality leads him to depredation. And here we make gangsters and feed jails.

POLICEWOMEN

(Continued from page 13)

unarmed and, while they do not write traffic summonses, should a traffic violation come to their attention they note the license number of the offender or stop him to obtain his name and later appear in police court to testify, if necessary.

The policewomen receive \$75 per month throughout the year, plus their uniforms. When school is not in session they are assigned to the city park areas.

The policewomen enforce the school crossing regulations remarkably well and receive better cooperation from motorists than the male police officers. In answer to a number of inquiries concerning the feasibility of using policewomen at school crossings, Chief Hollingsworth states that he considers their use to be by far the most economical and satisfactory solution to the school crossing problem.

Position of Trust

The FBI received a civil-service fingerprint card on a man applying for the position of warehouseman in a Government establishment. These prints were identified in the Identification Division as being identical with those of an individual who had been arrested on various charges including larceny of domestic animals, stealing a mule, theft of mule by conversion, forgery, and larceny of domestic fowls. It was interesting to note that the applicant stated on his civil-service fingerprint card that he had never been arrested for any reason whatsoever.

OTHER TOPICS

Identification of suspects through the use of artist's drawings based on descriptions given by witnesses is a technique which may warrant more frequent use in law enforcement. The following story of an actual case shows how this method of identifying the subject was used to good advantage.

Bank Robbery

At 12:20 p. m. on April 17, 1952, the noon quiet of the Leaksville, N. C., bank was interrupted when the cashier looked down the "business end" of a revolver held by a determined looking young bandit who said, "Lady, do like we tell you and you won't get hurt."

As she glanced around, the cashier heard a click at the front door. A second and older man was standing at the front door pulling the cord to the venetian blind. The click had been the door being locked from the inside. She was alone.



Wade Darnell Hamlin.

Artist's Drawing and a Wax Dummy Identify a Robber

The younger man nimbly climbed up and over the 7-foot cage enclosure, gun still in gloved hand. He bound the cashier's ankles and hands behind her with adhesive tape as she lay face down on the bank floor. In less than 5 minutes the men methodically stuffed a canvas bag with \$50,682—all in paper money.

"Warm up the car," was the order the younger bandit leader gave to the older man. Then he inquired of the cashier when "the boy" would be back. Fearing "the boy," her brother, would return from his lunch about the time the gunman walked from the bank, and knowing he would come to her rescue and possibly be shot, she quickly answered, "You must hurry, he will be back soon."

The cashier was found several minutes later in a hysterical condition. North Carolina State Highway patrolmen, Virginia State patrolmen, sheriffs and deputy sheriffs of Rockingham and nearby counties, Special Agents of the FBI and all nearby local police departments went into ac-



Artist's conception of the bank robber.



Life-sized figure of bank robber as prepared in wax by the mortician

tion. Road blocks were set up but there was no immediate positive description of the get-away car available and the bandits got away.

A Portrait

Despite her harrowing experience the cashier, the only witness to the crime, was able to give a complete description of the robbers. From the hundreds of photographs exhibited she picked five as having some resemblance to the bandits. When asked if she could put her description and impressions on paper, she agreed to assist an artist. A commercial artist of Leaksville, well-known at east coast summer resorts for his photographic sketches, agreed to work with the witness in making a witness-artist conception of the two robbers. Using as a basis for his work the five photographs picked by the witness as having some resemblance to the bandits, the artist began his sketch. After a number of "rehashes," the witness glanced back at the drawings and in a frightened tone exclaimed, "That's him, the man who held a gun on me." Of the drawing of the bandit who stood by the door and pulled the venetian blind, the witness enthusiastically stated, "The drawing looks like that man."

Local police officers recalled that a local mortician had done some amazing make-up likenesses in wreck cases. Using the artist's drawings, the mortician molded in wax the likeness of the first gunman. A store window mannequin of the correct height completed the model. The witness, with officers, made the rounds of various stores and picked out the robber's clothing—a pair of blue denim pants, a red sport corduroy coat, multicolored socks, brown shoes, and a grey felt hat turned up at front and back. His hair, the witness said, had been reddish blond, like that of a local truck driver. She had, in fact, mistaken him for the truck driver when she had first seen him with his back toward her only seconds before the robbery occurred.

The truck driver graciously lent a large cutting of his reddish blond hair. A master dye man at a nearby rug mill was assigned the task of duplicating the reddish blond hair. The witness, as definite in her perception of colors as in her other observations, was amazed when she saw the "hair" made from hairlike rug wool fibres.

Identification

Photographs of the artist's sketches and the dummy were displayed at various places. An observant guard at a prison camp near Leaksville, viewing the artist's conception of the first gunman, identified the drawing as that of Wade Darnell

Hamlin, who had served a sentence in the prison camp. This identification corroborated other information previously received.

A photograph of the suspected bank robber was obtained from the Durham, N. C., Police Department. When the bank cashier was shown this photograph, she became hysterical. She was positive that Hamlin was the leader of the bank robbers. Known friends of the suspect were questioned and the evidence began pouring in. It was learned that he had recently been to New York in company with some of his friends and had displayed large sums of money. A photograph of a known acquaintance of the suspect was identified by the witness as the man who stood by and latched the front door of the bank.

On April 30, 1952, a Federal complaint was filed charging Wade Darnell Hamlin with robbery of the Leaksville Bank. On May 12, 1952, Hamlin was arrested at Petersburg, Va., by local police officers and released to Federal authorities.

Conviction

On June 6, 1952, at Greensboro, N. C., before a United States district judge, Wade Darnell Hamlin entered a plea of guilty and was sentenced to a term of 25 years in the United States penitentiary. Six other men involved in the robbery were also sentenced on that same date to sentences varying from 7 to 25 years, bringing in all a total of 117 years. Of the \$50,682 taken in the robbery \$27,961.46 was recovered. The balance had been spent, though the seven men had been picked up within a month after the robbery.

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Suppression of Prostitution in Military Camp Areas

The Department of the Air Force has recently published a new regulation entitled: "Repression of Prostitution in Areas Adjacent to Air Force Installations." This regulation implements Title 18, United States Code, Section 1384, effective September 1, 1948, as amended (so-called May Act). (The Air Force regulation is similar to those of the Army and Navy already in existence.)

The May Act reads as follows:

Within such reasonable distance of any military or naval camp, station, fort, post, yard, base, cantonment, training or mobilization place as the Secretary of the Army, the Secretary of the Navy, the Secretary of the Air Force, or any two or all of them shall determine to be

needful to the efficiency, health, and welfare of the Army, the Navy, or the Air Force and shall designate and publish in general orders or bulletins, whoever engages in prostitution or aids or abets prostitution or procures or solicits for purposes of prostitution, or keeps or sets up a house of ill fame, brothel or bawdy house, or receives any person for purposes of lewdness, assignation, or prostitution into any vehicle, conveyance, place, structure, or building or permits any person to remain for the purpose of lewdness, assignation, or prostitution in any vehicle, conveyance, place, structure, or building or leases or rents or contracts to lease or rent any vehicle, conveyance, place, structure or building, or part thereof, knowing or with good reason to know that it is intended to be used for any of the purposes herein prohibited shall be fined not more than \$1,000 or imprisoned not more than one year, or both. The Secretaries of the Army, Navy, and Air Force and the Federal Security Administrator shall take such steps as they deem necessary to suppress and prevent such violations thereof, and shall accept the cooperation of the authorities of States and their counties, districts, and other political subdivisions in carrying out the purpose of this section.

This section shall not be construed as conferring on the personnel of the Departments of the Army, Navy, or Air Force or the Federal Security Agency any authority to make criminal investigations, searches, seizures, or arrests of civilians charged with violations of this section.

A violation of the May Act is considered a misdemeanor. Violations of this statute are on the same basis as other misdemeanors in violation of the general statutes of the United States and punishment is authorized of persons subject to military or naval law under the Articles of War, or in case the military or naval authorities turn the violator over to the civil authorities the trial and punishment may be under the general law.

The FBI has investigative jurisdiction over criminal violations of the May Act but this does not include responsibility for policing the area. Most of the Federal offenses also constitute violations of State laws, thus conferring simultaneous jurisdiction on State and local officers.

The following paragraphs numbered one through five, inclusive, constitute the new regulation published by the Department of the Air Force:

1. *Purpose and Scope.*—This regulation prescribes the procedure for carrying out the provisions of Title 18, United States Code, Section 1384, effective 1 September 1948, as amended (so-called May Act). It applies to Air Force installations within the continental limits of the United States, its territories, insular possessions, and the District of Columbia.

2. *General.*—This regulation in no way abrogates the provisions of AFR 14-15, which in-

corporates the joint agreement on Armed Forces Disciplinary Control Boards, specifying that the Boards are an agency that the commander can use in combating vice conditions detrimental to members of his command.

3. *Procedure:*

(a) Installation commanders are responsible for determining when prostitution in areas adjacent to their installation is having a material adverse effect on the efficiency, health, and welfare of Air Force personnel. The first step is to approach the local civilian authorities with a view toward eliminating these conditions.

(b) If local cooperative measures are not effective, the local installation commander will submit a written report to his major air commander setting forth the conditions of prostitution near his installation, the steps he has taken to combat them, and a request for a special report of prostitution in the specific area adjacent to the air installation. Such requests will be evaluated by the major air commander, and when warranted, referred to the appropriate regional director of the Federal Security Agency, who, under existing arrangements will conduct a special investigation, and forward a report of prostitution to the major air commander concerned.

(c) If the regional director's report to the major air commander supports the findings of the local installation commander, the major air commander will send the report to the installation commander and direct him to consult again with the local authorities, informing them of the general contents of the report, and advising them of the action in *d* below, which will be taken if the unfavorable conditions are not corrected.

(d) If the local civil authorities fail to correct the conditions inimical to the health and welfare of Air Force personnel within a reasonable period of time after they have been informed of the contents of the report, the local installation commander will inform the major air commander, who will submit a letter to The Inspector General, USAF, Headquarters USAF, containing:

1. A statement of conditions which are inimical to the efficiency, health, and welfare of his command, including the report of the regional director of the Federal Security Agency.

2. A narrative report of the efforts which have been made to cause the local authorities to correct such conditions.

3. A recommendation regarding the specific area or areas which the Secretary of the Air Force shall

publicly declare to be subject to the provisions of the May Act.

4. *Designation of Areas.*—If the special report referred to in paragraph 3b, together with the other available information, indicates the existence of a condition harmful to the efficiency, health, and welfare of Air Force personnel at the specified installation, which cannot be locally corrected, the Secretary of the Air Force will designate and publish in Department of the Air Force Orders, the specific area or areas adjacent to the installation where it shall be unlawful to engage in prostitution, or otherwise aid or abet same as described in the act of Congress referred to in paragraph 1.

5. *Limitations of Authority.*—Nothing in this regulation shall be construed as conferring on the personnel of the Air Force any authority to make criminal investigations, searches, seizures, or arrests of civilians charged with the violation of the act of Congress referred to in paragraph 1.

As stated by Maj. Gen. Joseph V. Dillon, the Air Provost Marshal, "The Air Force realizes that combating vice conditions detrimental to service personnel depends upon close cooperation between civilian law enforcement agencies and the military. This point is firmly stressed in the new regulation where every opportunity is presented for settling vice conditions locally between the commander and the civilian law enforcement officials."

The May Act does not in any way abrogate or displace the White Slave Traffic Act under which it is a Federal crime to transport any female person in interstate or foreign commerce for prostitution, debauchery, or other immoral purpose.

The May Act was originally enacted as emergency wartime legislation in July 1941, and was made permanent legislation by the 79th Congress in Title 18, U. S. C., Section 1384, effective September 1, 1948. The act has previously been invoked (and later rescinded) at Camp Forrest, Tenn., and Fort Bragg, N. C. It is inoperative at the present time but may be invoked again by the Secretary of the Army, Navy or Air Force.

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ASSAULTING OR KILLING A FEDERAL OFFICER

A Federal statute classifies as an offense the killing or assaulting of any one of a specified group of Federal officers who are engaged in their regular duties or who are killed or assaulted as a result of their regular duties.

The Air Force Mortuary Affairs Program

by KENNETH R. HAVENS, *Chief, Memorial Branch
Air Force Services Division*

Approximately 2 years ago the Department of the Air Force assumed the functions incident to the care and disposition of its own deceased personnel, which, formerly, were performed for the Air Force by the Quartermaster Corps, Department of the Army. When the Air Force became a separate department, it was realized that the new arm must assume, along with its other responsibilities, the care of its own deceased. Such a program was placed under the control of the Director of Supply and Matériel, Headquarters, USAF, and in order to develop the technical areas the Commanding General, Air Matériel Command, was assigned the responsibility. He, in turn, delegated this work to the Memorial Branch, Air Force Services Division, which is staffed by technical and administrative personnel, all highly qualified within the specialized fields of mortuary science.

The policy of the Air Force regarding care and disposition of remains is twofold: first, to insure proper and reverent handling of deceased Air Force personnel; second, to render every possible assistance to the families of the deceased. Everyone throughout the Air Force whose assigned duties include these activities is charged with the responsibility of rendering all possible services to the family, as well as to the body of the deceased. They keep in mind a statement made by Gladstone:

"Show me the manner in which a nation or community cares for its dead, and I will measure with mathematical exactness the tender sympathies of its people, their respect for the laws of the land and their loyalty to high ideals."

In order to perpetuate those ideals, the Air Force has continually attempted to provide all personnel in the operating field with the proper tools, guidance and assistance. Likewise, in view of the relative newness of the Air Force mortuary program and to implement this policy, the Air Force desires to contact all law enforcement agencies which, upon occasion, may investigate deaths involving Air Force personnel.

The necessity for such coordination is especially evident when the death of a member of the armed forces occurs away from a military reservation as

a result of violent, unusual or abnormal circumstances. In such cases Department of Defense regulations state that the nearest military installation will be responsible for the recovery, identification, care and disposition of all military personnel, regardless of the department or assigned home station.

Military authorities have facilities and procedures at their disposal to locate the next of kin quickly and to advise them on all details incident to funeral arrangements. These include preparation, shipment and interment, and likewise the monetary responsibilities assumed by the government.

The Air Force recognizes its responsibility of complying with existing public laws, local ordinances and procedures. In this connection, however, it should be noted that frequently claims against the Air Force have been submitted by funeral directors who have included charges for professional services incident to an autopsy. To avoid misunderstandings, the definite policy of the Comptroller General on this subject is that costs incident to an inquest or autopsy ordered by civil authorities (medical examiner, coroner, etc.) for the purpose of a civil report or determination do not constitute an obligation on the part of the government.

If positive identification of deceased Air Force personnel cannot be readily accomplished, the nearest Air Force installation is directed to communicate with the Memorial Branch, Air Force Services Division, Wright-Patterson Air Force Base, Ohio, where identification specialists are available on a 24-hour basis. Following such a call, the Memorial Branch will immediately dispatch these men to render technical assistance to identify positively all personnel involved. When military and civilians are involved in a common accident the Air Force identification specialists will be pleased to assist in the identification of all personnel.

In order to avoid possible misunderstanding regarding the release to the press of names of deceased personnel involved in a disaster, the following Department of Defense directive was published by the Secretary of Defense on 22 October 1952:

Release of information concerning military personnel involved in accidents:

I. Purpose of this directive is to establish uniform Department of Defense policy on the release of information

(Continued on inside back cover)

Maui Officers Build Hale Maka'i

The Maui Police Relief Association, Wailuku, Maui, T. H., recognizing the need for training as well as recreation facilities for the Maui County Police Department, built Hale Maka'i (House of Policemen), which was dedicated in August 1952.

The building is a one-story frame construction with overall dimensions of 125 by 45 feet, which includes a 15-foot lanai (porch) running the full length of the building. In front of the building is a 175-foot paved area, which will be used for basketball, volleyball and parking space. The view from the lanai looks toward a 30-position covered target range.

The sweep of the roof over the lanai is referred to as being "Hawaiian" style and the open lanai lends itself to Hawaiian outdoor living.

The main social hall in the center of the building is 30 feet wide and 69 feet long. It has been named the Frank Kong Recreational Hall in memory of the officer of the same name, who was killed in a recent jail break. This room will also play a large part in the training and retraining of police officers. The room not only affords excellent facilities for lectures, demonstrations and the working out of practical problems, but now makes it possible to use motion pictures and slides in the training program. The target range is easily accessible from this space by walking across the paved parking area.

To the right of the main hall is the 18- by 15-foot kitchen with service counter openings for both the social hall and lanai.

To the left of the main room is a 30- by 26-foot room known as the clubroom. Three pool tables and comfortable lounge chairs are available for the use of the police officers and their guests. Farther to the left of the club room and at the end of the building is a dormitory 30 by 15 feet. It is equipped with comfortable beds and an adjoining shower room for the use of visiting officers who might attend shooting matches.

Most of the materials for the building were salvaged from former military installations which were turned over to either the county or the Territory at the end of World War II. County jail prisoners helped to dismantle these buildings and the material was stored until January of 1951, when construction of Hale Maka'i actually started. The planning and construction of the building were carried out by the officers themselves, including Chief Jean Lane and Assistant Chief Andy Freitas. Technical assistance as well as the "know how" was voluntarily provided, when needed, by the various trade unions. Some financial help for the purchase of portions of the materials and incidentals, which could not be salvaged, was provided by some of the residents of Maui.



Hale Maka'i.

Each day during the period of construction, the work crew was made up of about 20 to 30 officers. Those having days off would work all day while officers on night duty managed to put in at least 4 or 5 hours each day. As an example of the volume of work these men produced, in one 3-day period the officers poured 5,600 square feet of concrete.

The officers of the Maui County Police not only constructed the building incorporating the above facilities but, in addition, built some very fine Philippine mahogany furniture to adorn it.

The Maui Police Relief Association, which was responsible for Hale Maka'i, has two sources of income. Funds realized through an annual benefit dance are funneled into the officers' insurance fund. Fees from the service of civil papers provide the second source of revenue. From a combination of these funds and the full cooperation and wholehearted participation by all officers on the Maui County Police Department, "Hale Maka'i is now a reality."

Police Buildings in Orangeburg, S. C.

Sheriff's offices and police departments with inadequate physical facilities may find a solution in the method used by Chief of Police T. E. Salley, of Orangeburg, S. C., to solve a similar problem. An entirely new set of quarters was obtained by adding a suitable extension to the old building.

The original building was in two stories, with a cell block on the first and a courtroom and office on the second. This met most of the needs of the five officers working in 1928, but was found to be inadequate for a staff of 26 in 1951.

Following authorization by the city council, old buildings adjoining police headquarters were acquired and the new addition was started in May 1951. When completed in November, the new part was equipped to handle the police needs in a community of 21,000 and became the central police office. A booking and squad room, public lobby, desk sergeant's office and cell rooms are located on the first floor. Separate rooms for interviews, identification, photographic work and offices for the chief of police, traffic lieutenant and detective lieutenant are on the second floor. The office space in the old building has been reserved for interviews and use by visiting officers.

The new facilities were built at an approximate cost of \$12,000.



Police Headquarters, Orangeburg, S. C.

Orangeburg officers also have a new recreation camp located 7 miles from headquarters on the South Edisto River. It is a block and frame building with a large screened porch, an assembly room big enough to seat 50 persons at a meal, 1 bedroom, a bath and kitchen. An open shed and a pit for cooking have been added on the outside. A pavilion will also be built for the Police Boys Club.

The camp is essentially a community project. Plans of the Police Recreation Club originally called for a simple shelter with cooking and eating facilities but news of the project brought offers of assistance from all over the city. Local merchants donated much of the necessary materials, construction crews were made available on a cost basis and the city and county engineering departments did a weatherproofing job on the old logging road leading to the camp. Other citizens made many voluntary contributions despite the fact that solicitation by officers and their families was strictly forbidden.

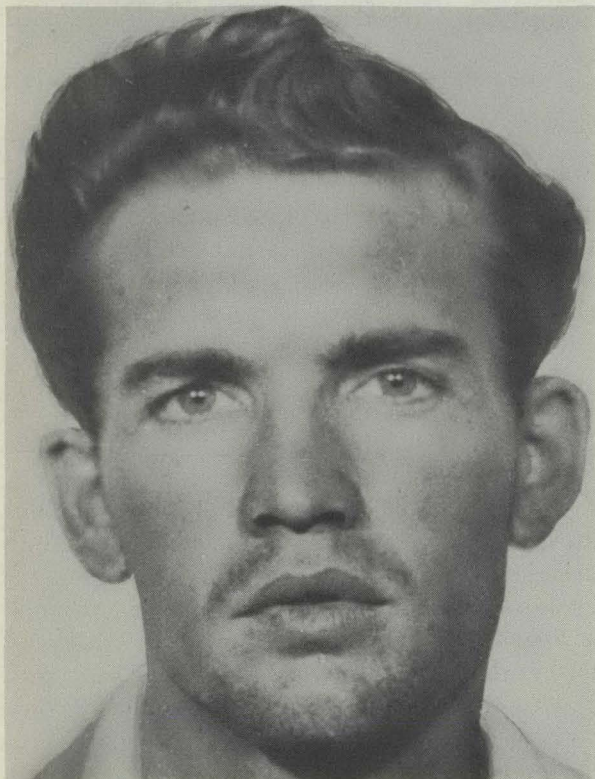
The camp is operated by the Police Recreation Club, to which all officers belong. Monthly dues are \$2 per member.



Police recreation camp.

WANTED BY THE FBI

David Dallas Taylor, with aliases: Clyde Anderson, Joe Blake, Johnnie Cole, Gene Crockett, James Franks, Charles Gilmore, Jimmie Gleen, Bill Harrington, Leroy Hilton, Dan Kilgore, Robert H. Lewis, Don Mullins, Ray Pitts, Charles J. Raymond, Bill Sharrow, William Utley, "Jack," "Sam," and others.



Unlawful Flight to Avoid Confinement (Murder)

On September 1, 1952, David Dallas Taylor, a fugitive being returned to Alabama prison authorities following his apprehension in Chicago, Ill., as an escaped convict, leaped from a train in Birmingham, Ala., while handcuffed and under guard. Following this spectacular escape, Taylor's fourth, the handcuffs and the red shirt he had been wearing were found in a nearby junk yard.

Subsequent investigation determined that Taylor had fled the State of Alabama. On Sept. 18, 1952, a complaint was filed before a United States Commissioner at Birmingham, Ala., charging Taylor with a violation of Title 18, United States Code, Section 1073, in that he fled from the State of Alabama to avoid confinement after conviction for the crime of murder.

The first of Taylor's four escapes resulted in the

death of an elderly prison guard. On June 25, 1948, Taylor, in company with another prisoner, escaped from the Walker County Jail, Jasper, Ala., where he was serving a 2-year term on grand larceny charges. During the course of the escape, a prison guard was killed by a blow on the head with a weight in the end of a stocking.

Apprehended shortly after this escape, Taylor was prosecuted on charges of second degree murder and larceny. In an apparent effort to obtain leniency, Taylor, a veteran, introduced military discharge papers during the trial to show he had served with honor in the United States Army and had suffered wounds in combat. A subsequent examination of these papers by the FBI Laboratory determined that the papers contained numerous erasures and alterations. Taylor was convicted of second degree murder and sentenced to a term of 20 years. He also received an additional sentence of 12 years on the larceny charge.

On August 7, 1950, in his second escape, Taylor and another inmate fled from the Atmore, Ala., Prison Farm in the dump truck to which they were assigned. Pursued by prison guards, the fugitives abandoned the truck and fled on foot. In the ensuing search, conducted with the aid of prison dogs, Taylor's companion was captured but Taylor remained at large.

Prison authorities, learning that Taylor had been in Arkansas immediately following this escape, requested the assistance of the FBI in locating him. On November 21, 1950, a complaint was filed before the United States Commissioner at Mobile, Ala., charging Taylor with unlawful flight from the State of Alabama to avoid confinement after conviction for the crime of murder.

Shortly after his escape from the Atmore Prison Farm, Taylor sought refuge in Memphis, Tenn., where he assumed the name of Johnnie Cole. While in Memphis, he met, married and deserted a girl, all in the space of a few weeks. At the same time he had a wife and two children in Alabama.

With the brother of his second "wife," Taylor struck out for Louisville, Ky., where, it was later reported, the pair stole a number of payroll checks and a check writer from a construction company early in January 1951. Taylor allegedly forged a series of these checks which were passed throughout the South and Midwest. On February 13, 1951, a complaint was filed before a United States Commissioner at Louisville, Ky., charging the

forger known as Johnnie Cole with the interstate transportation of fraudulent and fictitious checks.

During February and March 1951, four more fraudulent checks were cashed in Miami, Fla. In April 1951, Taylor appeared in Indianapolis, Ind., with a new female companion and obtained employment as a cook. Not long thereafter, he disappeared from his job, but returned on June 29, 1951, to collect wages due him and was apprehended by Special Agents of the FBI. When arrested, Taylor was in possession of an automobile stolen in South Carolina. He admitted at this time that he had cashed fictitious checks totaling more than \$1,100 in Kentucky, Indiana, Mississippi, Tennessee, Arkansas, Texas, and Illinois.

On July 16, 1951, Taylor was turned over to Alabama authorities and was incarcerated at Draper Prison, Speigner, Ala.

Taylor did not remain in Draper Prison for long. On September 14, 1951, he joined 18 other convicts in a mass break. The escapees broke into the prison vault, stripping it of all the guns and ammunition.

Although Taylor's fellow escapees were soon apprehended and all the firearms with the exception of a double-barreled shotgun accounted for, Taylor remained at large for almost a year. He was arrested on August 16, 1952, by Chicago, Ill., police officers while attempting to sell a stolen car and it was while being returned to Alabama that he made his fourth escape and the one for which he is presently being sought.

Taylor may be armed and should be considered extremely dangerous.

He is described as follows:

Age	26, born December 15, 1926, Cullman, Ala. (not verified).
Height	5 feet 11 inches.
Weight	144 pounds.
Build	Slender.
Hair	Chestnut.
Eyes	Blue.
Complexion	Fair.
Race	White.
Nationality	American.
Occupations	Truck driver, farmer, mechanic, welder.
Scars and marks	1¼-inch scar across inside right forearm.
Remarks	Has been known to dye hair red in the past.
FBI No.	53,894A.
Fingerprint classification	10 O 21 W III 16 I 17 U 000

Notify FBI

Any person having information which may assist in locating David Dallas Taylor 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 FBI nearest his city.

AIR FORCE PROGRAM

(Continued from page 21)

concerning military personnel involved in accidents within the continental United States.

II. Accidents within armed forces installations: in all cases of accidents within the confines of installations of armed forces:

A. Public release of names and addresses of killed or injured military personnel may be withheld until such time as the next of kin can reasonably be expected to have received the official notification of the accident;

B. Every effort should be made, however, to release such names and addresses simultaneously with, or as soon thereafter as possible, the release of the accident news itself so as to remove or lessen the anxiety of relatives of other personnel on the installation.

III. Accidents outside the armed forces installations: in all cases of accidents outside the confines of installations of the armed forces:

A. If military personnel figure in accidents involving civilian or military automobiles, trains, commercial or private airplanes, or in any other types of accidents, with the exception of III C below, the names and addresses of the military personnel should be released immediately upon identification;

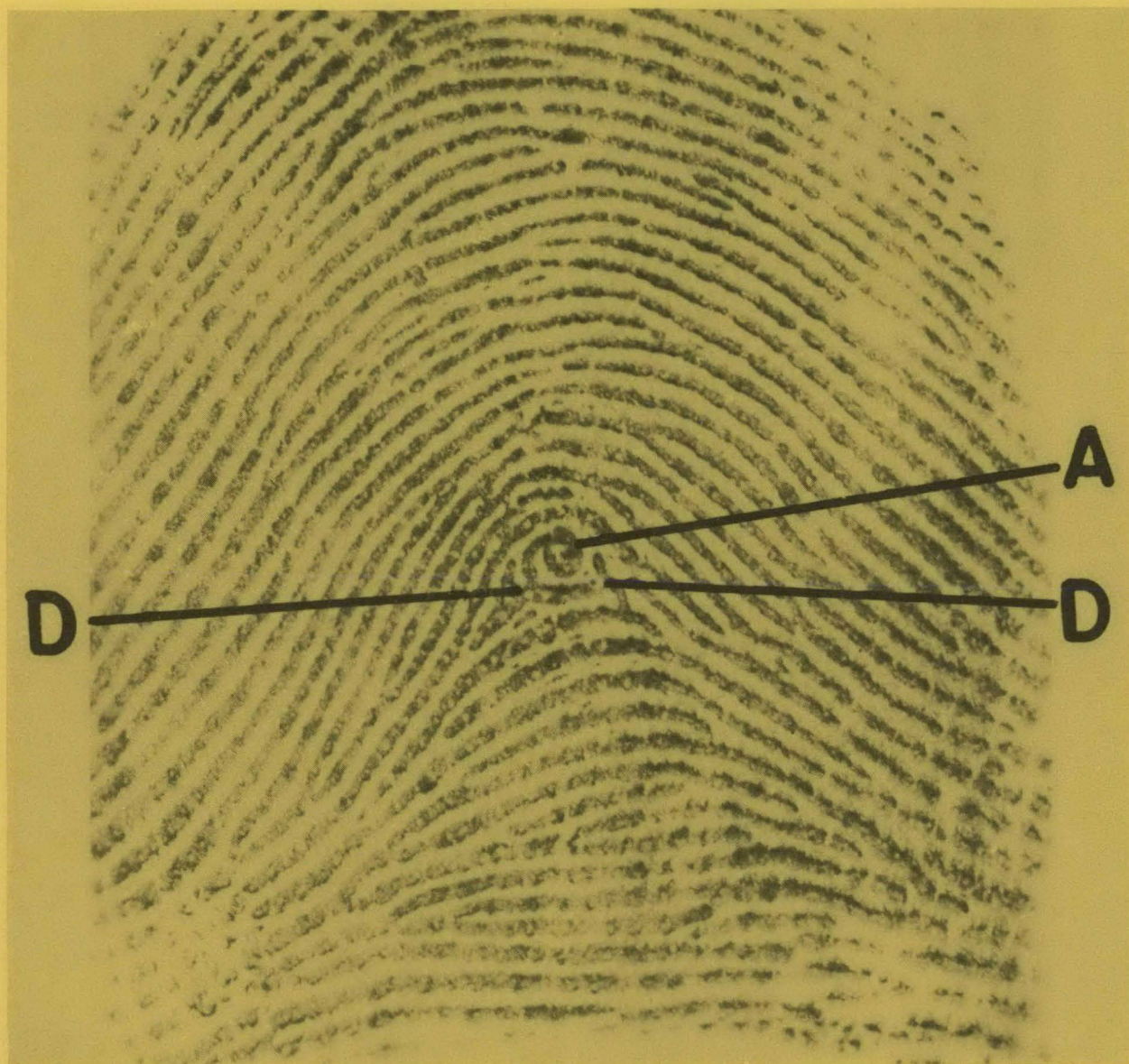
B. If the accidents involve military airplanes which crash in or upon the borders of cities or towns, or which cause civilian casualties or appreciable damage to property—that is, if there has been a major invasion of the civilian domain—the names and addresses of the military personnel should be released immediately upon identification; if classified equipment is involved, normal security precautions should be observed with respect to the equipment;

C. If the accidents involve military airplanes which crash in localities remote from populated areas, involve no civilian casualties, and cause no appreciable property damage—that is if there has been no major invasion of the civilian domain—names and addresses of the military personnel may be withheld until such time as the next of kin can reasonably be expected to have received official notification of the accident.

The Air Force solicits the cooperation of all law enforcement agencies in matters pertaining to the care and disposition of its deceased personnel. In return, the Air Force desires to be of equal assistance to these same agencies, so that these extremely sensitive situations may be quickly handled in the proper manner.

Questionable Pattern

FINGERPRINTS



The pattern presented this month has the minimum requirements for a central pocket loop whorl.

The tracing is meeting. One ridge, A,

forms a complete circuit, and there are two deltas. An imaginary line connecting the two deltas would not cut a recurving ridge in front of either delta.