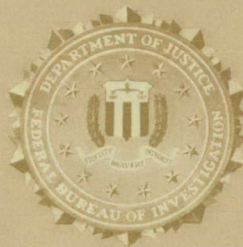


# FBI

*Law Enforcement*

# BULLETIN



1960

MAY

Vol. 29 No. 5

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

# FBI Law Enforcement Bulletin

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MAY 1960

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

May 1, 1960

**TO ALL LAW ENFORCEMENT OFFICIALS:**

Seeking to undermine the Rule of Law in our Republic, the masterminds of crime and communism in America have intensified their assaults on the laws which guarantee our freedoms. Communists pervert our Bill of Rights by pursuing their ulterior motives in the name of the very rights which they are pledged to destroy by violence. The underworld maneuvers skillfully--often with the aid of unprincipled legal experts--to prey upon our society by cloaking their nefarious activities with legal camouflage.

To emphasize to Americans the perils posed by lawlessness, President Eisenhower has again proclaimed May 1 as Law Day, a time when every American who cherishes liberty above all else may pause to rededicate himself to the principles which have kept our Nation free.

Guarding the meaning and intent of the basic laws forged by our forefathers in the flames of a heroic Revolutionary War is not the task of the various governments within our democratic national framework. Each and every citizen who prizes freedom must gird himself to defend any encroachment upon our laws. Every chip made in the foundation stone of our legal structure endangers our Nation's security.

Two thousand years ago a scholar wrote, "The good of the people is the chief law." Human nature being what it is, the pendulum of human reaction frequently swings to extremes. There is today in some quarters a tendency toward an excessive anxiety for the welfare of the criminal with little thought being given to the rights and safety of law-abiding citizens. This imbalance, if allowed for long, will destroy the concept of individual liberty. If we are to preserve our freedom and use the law for the benefit of all, we must insure that while we give scrupulous regard to the protection of the rights of the individual, we devote proper consideration to balancing those rights against the rights of all other individuals in society.

The callous lack of concern for human rights and dignity is shockingly revealed in the crime figures for 1959 which showed an alarming increase of 7 percent over 1958 in the number of crimes against the person.

Juvenile crime continued to spiral upward, rising 5 percent. When may we expect to see an end to this horrible pestilence?

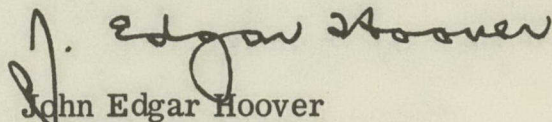
I recently received a letter from an ex-convict in a western state which partially answers this question. The correspondent has an arrest record dating back to April, 1938, for larceny of an automobile, forgery, burglary, desertion from the armed forces and directing a salvage-stolen car operation. Admittedly no philosopher, this former criminal wrote indignantly of the light sentences given to vicious criminals in some courts. Referring to persons of criminal inclinations, he wrote, "The only thing that keeps most people honest is the fear of getting caught and the punishment." Again, with simplicity but with the ring of truth, "Most everyone would borrow money if they did not have to pay it back--the same is true of breaking the law."

But perhaps the most thought-provoking comment from this man who has seen crime from the other side of the fence is this: "...I will say again, I respect good police officers...it isn't their fault that the judges don't fit the sentence to the crime and person."

Here, then, is a man who has apparently made his way back from the evil domain of crime. Surely his concern, his cry for supremacy of the law and his truisms, however ineloquent, should instill in every honest American the will to fight for eternal justice.

Truly, Law Day is both a monument to the past and a beacon for the future. It stands as a memorial to the rule of law and lights the course for man's destiny. Let each American shoulder his responsibility to insure that our laws--based on humanitarianism--may never give way to the enemies of our society.

Very truly yours,

  
John Edgar Hoover  
Director

## FEATURE ARTICLE

# Use of Policewomen Is Valuable Asset to Law Enforcement

by PHILIP PURCELL, *Chief of Police,  
Newton, Mass.*

For many years law enforcement was restricted to men. The one exception was the police matron—a civilian employee who had the care of women and children while they were in custody. The profession of law enforcement must adapt itself to the ever-increasing demands of our changing and growing society. It was inevitable, therefore, that many phases of police responsibilities required and could be better performed by women.

### History

New York in 1845 was the first city in the United States to appoint a matron. In answer to public demand generated by women's organizations, matrons were appointed in most of the larger cities during the period from 1877-90. Some of these were on a part-time basis, subject to being called whenever a woman or child was arrested, to search the prisoner and act as a turnkey.

The usual duties of matron are to remain at the lockup or place of detention and be responsible for the safe custody and physical well-being of the prisoner; searching of the prisoner during booking process; serving of meals, water, etc., when necessary; and accompanying the prisoner to court or institution.

Our present and past matrons have done a first-class job of carrying out their prescribed duties, and, in addition, providing comfort and sympathy to soften the shock of being arrested. To some unfortunates they have offered excellent advice many times, some of which was followed, but much of which was not appreciated by those who received it.

As distinguished from police matrons, present-day policewomen are charged with duties and responsibilities more closely related to those of male police officers.

In 1893 the city of Chicago appointed a woman "patrolman" who served for 30 years until her retirement, assisting members of the Detective Bureau in cases concerning women and children.

Portland, Oreg., followed suit in 1905, and by the end of World War I, women were generally accepted and recognized in law enforcement, particularly in the larger cities.

The trend towards policewomen has increased to such an extent that today we find them an essential part of nearly every large city police department, many of the smaller ones, and some state police agencies.

### General Duties

Policewomen's duties vary according to the problems of the community and the extent to which the police department works with juveniles. They specialize in cases involving women or children, either as offenders or victims. Usual duties include:

1. Investigation of complaints or patrol work.



*Chief Philip Purcell.*

2. Referring certain cases to appropriate social agencies.

3. Preparation or presentation of cases in court. (Present practice emphasizes prevention and rehabilitation, rather than punishment, in such cases.)

4. Patrol duty in dance halls and other recreation areas, railroad stations, restaurants, hotels, parks, and other public places.

This enables the policewomen to note violations of the laws and to recognize and correct conditions potentially dangerous to the health, morals or welfare of women, children, or the community as a whole.

Particular attention is given to the investigation of home conditions in relation to cases handled by the women. The attributes of sympathy and understanding peculiar to women have enabled them to win and retain the confidence of large numbers of persons with whom they come in contact. Complainants and defendants alike speak more freely on subjects which they would avoid discussing with male officers.

The excellent performance of women police officers has assured them a permanent place in American law enforcement.

Requirements for appointment as a policewoman vary widely. Some cities require a college degree—others a high school diploma. In addition to the basic educational requirement (college or high school), nearly all cities insist on one or two years' practical experience in social work, teaching, nursing or investigative work.

### ***Training and Supervision***

The majority of cities provide training in the usual police subjects such as criminal law; investigative techniques; identification methods; patrol duties; departmental rules, regulations and policies; police practice and procedure; court procedure; first aid; interviews; and techniques of arrest, police records and reports.

In order that the policewomen may be more effective in their specialized phase of law enforcement, additional intensive training in the following fields is generally mandatory: All laws relating to the arrest, transportation and detention of women and children; purpose, scope, programs and facilities of all agencies in the community or area; policies and practices of the courts in such cases; various methods and results of local and other police departments in their effort to reduce

or prevent juvenile delinquency; psychology of the juvenile; laws relating to contributing to the delinquency of minors; and laws relating to the neglect of children.

These are customarily followed with lectures by various police and court officials, civic leaders, correctional officers and social and educational leaders in the community.

Some of the larger cities have designated a women's division to which all women are attached under the command of a woman who holds high rank and reports directly to the head of the department. Other cities assign them to the Detective Bureau, Juvenile Squad, Special Services or Crime Prevention Bureau, where they are responsible to the commander of the unit. In smaller cities where the number is limited to one or two women, they report directly to the chief of police, and are assigned as their services are required.

### ***School Patrol***

In recent years, and particularly since the end of World War II, the increasing number of motor vehicles and the increasing number of school children have created a serious problem for practically every community in this country in providing protection for our children who must cross heavily traveled streets going to and from school.

Few cities and towns had sufficient officers to cover all the necessary school crossings and at the same time provide the general police protection that is needed. Many found that they could not cover all crossings even with the assignment of all available officers and with no thought of other demands for police services during the time students would assemble for and be dismissed from school.

All agreed that the protection of school children is one of the most important functions of any police department, but how could it be carried out? Police executives throughout our land, harried by increasing reports of accidents involving school children and swamped with requests from schools, parents and citizens for men that they did not have, turned to the idea of women for protection at school crossings.

The use of civilian crossing guards had been tried at various times in various parts of the country with varied degrees of success or failure. Some had used elderly, retired men, and in a few scattered places women had been used.

Those in opposition speculated that the novelty would soon wear off and the women would be "back in the home where they belonged." It was predicted that the children, the motorists, and the general public would not obey or respect them and that the whole plan would be a dismal failure.

Those in favor countered that women were the natural protectors of children, that their interest and feeling towards little ones would serve to keep up enthusiasm. Mothers with children whom they escorted or drove to school were ideally situated to stay for a short period, direct the traffic, and realize some compensation, while at the same time the community was getting the protection it required at minimum cost and police officers were freed for other essential police duties. Scattered instances were cited where women had volunteered to perform without pay.

Under the name of school-crossing guards, school traffic supervisors, women school patrolmen, and various other names and nicknames, women have moved into the picture and are generally accepted throughout all sections of the United States.

Their splendid performance is recognized, and they serve a need in this motorized age. It appears that they are on this job to stay—at least as long as the automobile stays.

Some cities give women full police authority in the enforcement of the motor vehicle code; others restrict them to guiding the children across the street with no authority to issue citations. All, however, have the same objective—getting the pupils across safely.

The excellent record they have made in attaining this objective is one of which the citizens, as well as the women crossing guards everywhere, can well be proud.

### ***Uniforms and Qualifications***

Uniforms are usually furnished by the department. Some communities require cap, white cross, belts and badge. In other sections, a full uniform consisting of cap, coat, skirt, black shoes, neutral shade of stockings, white gloves, cap insignia and coat badge is worn. It was felt that a neat, well-fitted uniform, just as with the men, can be recognized easily and commands the respect of the motorist, the student, and the general public.

With few exceptions, the qualifications are: experience, aptitude, intelligence, character, appearance and good health. Training is provided in

police department rules, regulations, and policies; traffic control and direction; motor vehicle laws; ordinances and regulations; public relations; and first aid. Age limits, where in effect, vary somewhat—usually 25–40 years. Few places have height and weight requirements.

The general trend is toward those who are mothers of children, and residence near the assigned crossing or school is an important factor in selection.

I can best anticipate your questions by referring, through illustration, to my own community and the procedures we followed in setting up our school patrol program.

### ***Newton Auxiliary Patrol***

Newton, Mass., is a residential suburb of Boston, with a population of 90,000 persons living in 22,000 dwelling units over an area of 18 square miles. It has 300 miles of streets to be patrolled and a school population of over 22,000 children housed in 43 public, private, and parochial schools.

Since the establishment of our school patrol system in 1950, no child has been injured by a moving vehicle at any post covered by these women.

We have 38 women at intersections in front of or near Newton schools, all young mothers, 25–40 years of age, selected for aptitude, intelligence, character and appearance.

They are appointed by the chief of police, with the approval of the mayor, and are removable by either of these officials. The women are subject to the orders of the chief of police and all rules and regulations of the police department not inconsistent with their authority and duties.

They were trained in the police headquarters building for over 2 weeks by ranking officers of the department and received a standard Red Cross first-aid course under the direction of the departmental first-aid instructor.

Instruction was provided in: military courtesy; police department rules and regulations; operation of a police signal box; traffic control and direction; motor vehicle laws, ordinances and regulations; public relations; court procedures; and basic military drilling (marching).

After the basic training at police headquarters, they were assigned to a regular officer's traffic post for a week. The first day the regular officer demonstrated the methods and pitfalls in traffic control and direction. For the remainder of the week,

the women auxiliaries directed traffic themselves under the supervision of the regular officers who remained on the sidewalk. Thereafter, they reported directly to the posts to which they had been assigned. The duty sergeant makes a check sometime during the women's tour of duty to see that they are at their posts. Their hours on school days are from 8 to 8:30 a.m.; 11:45 a.m. to 12:15 p.m.; 1 to 1:30 and from 3:30 to 4 p.m.

The women auxiliaries have the authority to enforce the ordinances and laws relating to the operation, parking and use of motor vehicles, and were specifically exempted from the requirements of the State civil service laws by a statute recently enacted in Massachusetts.

They are paid \$117 per month for 10 months, plus their uniforms which cost about \$160. The uniform consists of cap, light blue poplin shirt, blue serge tunic, blue serge skirt with quarter-inch light blue braid down both side seams, overcoat, rubber coat, white rubber hat covering with rubber mantle which comes to the shoulders to protect the hair, neutral shade stockings, black shoes with military heels, and white gloves. They wear a coat badge and hat insignia very similar to the regular officers. The badge contains the letters NASP.

### Uniform Costs

Following is the cost of uniforms for the Newton Auxiliary School Patrol:

Overcoat .....	\$65.00
Sack coat.....	34.00
Skirt.....	13.50
Cap.....	4.50
White cap cover.....	3.75
Shirts (3).....	10.25
Rubber coat.....	16.50
Muffler .....	1.00
White wool gloves.....	1.50
Tie .....	1.00
Traffic wheels insignia (2).....	.70
White cotton gloves.....	1.00
Badge and hat insignia.....	5.00
Whistle .....	.50
Box key.....	2.00
	\$160.20

### Parking Control Duties

Similar problems with respect to parking control and enforcement, as were experienced with school traffic control, have caused administrators in many

cities to extend their thinking to include the employment of women for such additional duties as "tagging" details and traffic direction during peak hours in downtown areas and at large gatherings such as sports events and multiple alarm fires. In some cities, school-crossing guards are detached from that unit and assigned wholly to tagging details or traffic direction. Others use their school-crossing guards during the hours they are not on school duty. Thus, regular police officers are free to perform duties of a more specialized or hazardous nature.

More than 20 cities throughout the country use women for tagging details, and several use them also for traffic direction and control, reporting excellent results. (An irate offender is not so apt to argue with a police officer if the officer is a woman.)

Qualifications, training, and pay for the "parkettes" or "meterettes," as they are sometimes called, are about the same as for those of school-crossing guards. Uniforms are similar and in most cases they are under the supervision of the Traffic Bureau in the police department.

In the communities where the women are assigned to tagging details, parking receipts have risen; there is a greater turnover in available parking space; and, where moving violations are enforced, the volume of citations issued has risen sharply. These reports indicate more widespread employment of women in such assignments in the future.

From the viewpoint of efficiency, economy and performance, women are playing an increasingly important role in the functions of our police agencies. Beyond those assignments I have mentioned in the investigative, school patrol and traffic categories, women serve in our Records Identification and Administrative Divisions with steady and accurate performance.

There may be some who feel that law enforcement is a "man's job." We all recall that some years ago we asserted, "It's a man's world," and "Woman's place is in the home."

Time brings many changes. Today, women serve as members of Congress, as governors and mayors in the more important aspects of civil life, and as leaders in every phase of business and professional life. We, in law enforcement, would do well to utilize their dependable enthusiasm and service to better promote the efficient performance of our respective agencies.



# CRIME PREVENTION

## **Florida Sheriffs' Boys Ranch Offers New Way of Life**

by SHERIFF ROSS E. BOYER, *Sarasota County, Fla.*

The Florida Sheriffs' Boys Ranch is a bold, unique approach to the growing problem of juvenile delinquency. It is being built on the beautiful and historic Suwannee River by the Florida Sheriffs Association, with the assistance of thousands of public-spirited citizens.

Patterned after Father Flanagan's famous Boys Town in Nebraska, it will provide a permanent home and loving care for needy, homeless and neglected boys—boys who at worst face a life of crime, and at best a future of futility.

The sheriffs of Florida have long recognized the need for such a home, because time after time in their daily work they have seen young boys drifting into delinquency simply because they were denied the benefits of a good home. Excellent facilities were provided by the State of Florida for youngsters who were adjudged delinquent by the courts, but for these potential delinquents—the boys in the "fringe areas"—no adequate provision had been made.

The need was apparent, but the Sheriffs Association lacked the financial resources necessary to do anything about it. This difficulty was overcome in 1957 when the association successfully launched a statewide honorary membership program. Under this program, selected citizens were permitted to join the association with the understanding their dues would be used to combat juvenile delinquency and to promote better law enforcement, in addition to the other good work of the Florida Sheriffs Association.

### **Program Launched**

When, in August of 1957, it became evident this program would provide sufficient funds for basic financing, the Boys Ranch was officially adopted as a project by the Sheriffs Association. Two months later, a scenic 722-acre tract of farm and woodland, bordered by the meandering Suwannee River, was selected as the ranch site. Since that time, in a little more than 2 years, the ranch has developed from a dream to reality.

The first building, a \$50,000 residence cottage designed to accommodate 20 boys and a staff couple employed as "house parents," was completed in December 1958 and occupied in January 1959. A second identical building was completed in June 1959. Further facilities will be added as fast as finances permit until the ranch reaches its planned capacity of 400 boys.

The first boys were admitted to the ranch in February 1959, and there are now 20 living there. It is anticipated that more will be admitted early in 1960. The Sheriffs Association has been advised to admit the boys in small groups over a period of many months to allow sufficient time for proper orientation and adjustment.

### **Method of Selection**

To be admitted to the ranch, a boy must first be approved by the sheriff and the juvenile court



*Sheriff Ross E. Boyer.*



*First residence building at Boys Ranch.*

judge of the county in which he resides. He must undergo mental and physical tests to determine whether he is capable of participating in and benefiting from the ranch program. The age limit for admission to the ranch is currently 12 through 15 years. This limit will be extended as facilities and funds permit.

After these basic requirements have been met, the selection of boys for admission to the ranch is made by a four-man board on the basis of detailed interviews, social histories, and reports. The Admissions Board is composed of Arthur Dozier, State Director of Child Training Schools, as chairman; J. L. McMullen, of Live Oak, a ranch trustee; Vincent Jones, ranch manager; and Marshall Dutton, group care consultant for the State Welfare Department.



*Ranch boys fishing in Suwannee River.*



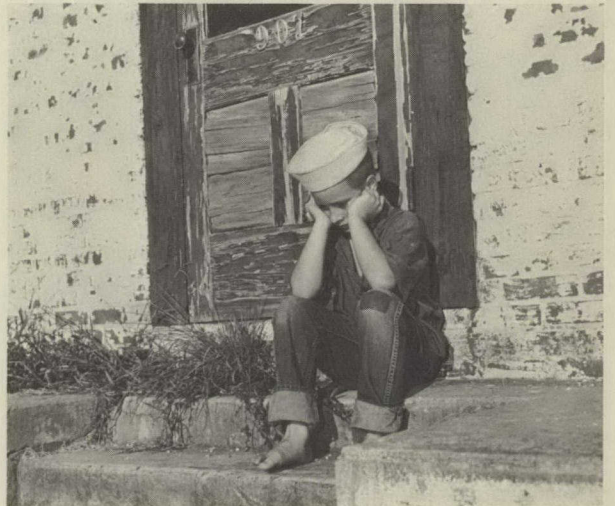
*Interior view of a residence cottage.*

### *Ranch Way of Life*

Once a boy is admitted to the ranch, he enters a way of life designed to build good citizens. Living in a homelike atmosphere, he attends the public schools in Live Oak, a Florida city 11 miles south of the ranch. He also attends the church of his choice in Live Oak.

Vocational training is provided both in the public schools and at the ranch, and the young ranchers learn to accept responsibility by assisting with the full-scale agricultural program.

Ample time is devoted to recreational activities such as fishing, boating, swimming, horseback riding and organized games. Boys have an opportunity to learn many skills, but most important of all they learn the sheriff is their friend and protector.



*Photo used by Sheriffs Association for promotion.*

Although the ranch was created by the Florida Sheriffs Association, it is administered by a board of trustees (in which the sheriffs are in the minority) and is financed entirely by public donations. The public response has been phenomenal.

Donations and bequests to the ranch during the first 15 months of its existence totaled well over \$300,000. Included in this sum were cash donations ranging as high as \$2,500 and donations of equipment valued as high as \$4,000.

With continued public support, we will strive to make the ranch a haven for needy, neglected and unwanted boys, for we know from bitter experience that without proper care the needy, neglected and "unwanted" boys of today may well be the "wanted" criminals of tomorrow.

## Biography of a Safe Burglar

The slightly balding man, in custody of New Orleans, La., police in October 1959, spoke freely to arresting officers and showed no reluctance to tell them of the career of crime on which he had embarked as a result of reading a book in 1951 he had acquired "just by chance." The book had been written by an ex-convict, and in it he described safe burglary techniques at length and in detail.

The ex-convict's "student," arrested at New Orleans with two confederates, had a specialty of burglarizing safes in high schools and admitted extensive west coast burglaries. To do this he would acquire the few necessary tools, such as a hammer, screwdriver, or prybar, from the wood-working shop in the school and open the safe. He admitted proficiency in opening the vault-type safes and estimated he had successfully opened over 1,000 of them during his crime career. School safes were so unsafe and easy to open, he claimed, that "those people should be ashamed to keep their money in them." On one occasion he entered a school without any tools, found a toy hammer and a 15-cent screwdriver, and was able to open the safe in approximately 2 minutes by punching the combination.

This burglar of high school safes attributed his success in his illegal activities to the fact that he lived quietly, did very little drinking, was careful with his money, and worked alone. He boasted of never having been arrested at any

time during his career of burglarizing safes, adding he had never attempted to burglarize a bank. Between safe jobs he worked at a gambling table in a club in Sacramento. FBI fingerprint records concerning this individual indicate that the only other arrest he had was in 1952 when he served 10 days in a county jail on a charge of vagrancy.

He said he worked alone on his safe jobs, but in January 1959, he traveled to New Orleans for Mardi Gras, committed several local burglaries by himself, then associated with two other men in a series of safe burglaries in Louisiana and in Mississippi. After committing the burglaries, he would then leave the area and visit a sister in Florida.

On one of these occasions, his two companions in crime attempted the burglary of a high school safe in Mississippi after registering in a tourist court across from the school, giving their correct names and their New Orleans address. Mississippi authorities, following a routine lead, requested a check of this address which resulted in the apprehension of the two accomplices, the recovery of the tools, and the money taken in the burglary. Our subject was apprehended when he returned to the city following one of his periodic visits to Florida. He was charged with simple burglary and as a fugitive from justice from the States of Louisiana and Mississippi.

### HOLDUP BY TELEPHONE

Los Angeles police hope they have quashed a new modus operandi with the arrest of a suspect in a series of baffling service-station robberies. Successful in at least six attempts, the bandit operated by dialing all-night service stations from the safety of nearby telephone booths and ordering the attendants to take the money to certain designated spots in the neighborhood. In order to back up his demands, the bandit would warn that he was armed, that he was "on dope," and that he was watching to make sure the attendants complied. Proof that he was watching was given by describing the attendants' actions or those of other persons in the stations at the time. The suspect was finally captured after a station attendant obtained the license number of an automobile parked in the vicinity of a nearby phone booth while he was being robbed. Police apprehended the suspect a short time later with a shotgun in his car.

FBI Nationwide Criminal Activities  
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# TRAFFIC

## ***Aircraft Are Used by Columbus Police To Control Traffic***

by CHIEF GEORGE W. SCHOLER, *Columbus, Ohio,  
Police Department*

We in our department have long been aware of the tremendous potential of aircraft in police work. We have watched with interest some of the work done along these lines by a few of the larger police departments. Until recently, the prohibitive cost factor usually associated with any type of aircraft operation had somewhat dulled our enthusiasm for any experimentation along these lines.

Quite unexpectedly, however, in the spring of 1959, we were given an opportunity to explore this field in a somewhat limited manner. Park Blanton, the program director of Radio Station WBNS, approached our department relative to the hiring of a police officer as an observer in a radio-equipped airplane. The primary purpose of this project was, of course, to stimulate listening interest for WBNS subscribers. At the same time it would enable the radio station and the

police department to perform what we felt would be a public service. The plan was to intersperse certain newscasts and disc-jockey programs with on-the-spot reports of traffic conditions as observed by a police officer flying over the city, and was designed to catch the listening interest of the motorist using his car radio while traveling to or from work.

Columbus police took to the air at 7:25 a.m. on June 1, 1959, with pilot Charles H. Britt at the controls in our first airborne traffic control detail. Traffic conditions such as jammed intersections, accidents, construction blocks and other impediments were noted by the officer from his vantage point, and this information was made available to the drivers over their car radios. This procedure was repeated at 4:40 p.m. during the evening rush hour.

The response received from these trial broadcasts far exceeded expectations. So, in cooperation with the radio station, we immediately began to work out a detailed schedule preparatory to placing this program on a more permanent basis. At the outset of our skyway cruiser operation we had intended to divide the air time among a number of officers, but we soon learned that the fewer changes in personnel involved, the smoother and more efficient the operation became. At this time we are using one officer on a more or less permanent basis with a second qualified and able officer available to fill in during days off, illness, or emergencies.

The officer selected for this assignment must have a pleasant voice and one to which the audience is receptive. He must also become accustomed to the format of commercial radio broadcasting and its split-second timing and be able to convey his remarks in a courteous and interesting manner, ad libbing when necessary.

Our traffic plane is now operated for 1 hour in the morning, 1 hour each evening, 5 days a week during peak traffic periods. It is also called into play during special events which attract large numbers of vehicles to our city, such as the Ohio



*Chief George W. Scholer.*

State University football games (82,000) and Ohio State Fair (450,000), etc. These air-to-station broadcasts have been reduced to about 2 minutes in length, spaced about 10 minutes apart throughout the hour. The cost to the radio station for the operation of this plane is \$18 per hour for plane and pilot, plus \$6 per hour for the police officer detailed as observer.

The officer making these flights on his own time or after regular working hours is paid directly by the station. When on his regular tour of duty with the police department, the fee paid to the officer reverts to our Police Department Educational Fund.

In addition to the direct plane-to-station hookup the officer carries a "Walkie-Talkie" or portable type of radio on our police frequency and monitors our police calls while in the air. This has proved extremely valuable on a number of occasions. For example, the radio dispatcher may instruct the observer in the plane to check a given location as to the cause of a traffic tieup. The plane observer quickly spots the trouble, and our dispatcher can then start the necessary equipment on its way. Equipment thus dispatched often reaches the scene and clears up the trouble before the operator is even advised through ordinary phone channels.

### *Effectiveness of Program*

On one occasion the victim of a shooting, crazed by his wound, jumped into his car and sped away from the scene before our squad cars could reach the area. A description of his car was given to the plane observer who quickly located the car and directed our ground crews until the subject could be apprehended several miles from the scene of the shooting. Suffering from shock and loss of blood, the victim was immediately taken to a hospital where he was treated, leading to subsequent recovery. Under ordinary conditions, it might have taken hours to locate this person, and one delay could very well have cost him his life.

Checking on a cloud of smoke rising from a residential area one morning, our observer discovered a house in flames, and the fire department was notified by way of our police radio. The plane remained in the area to divert motorists and give them instructions on how to avoid the area over the commercial band.

In constant radio contact with the Civil Aeronautics Administration while in the air, our plane

on one occasion was alerted just in time to avoid a collision with a crippled jet test plane making an emergency landing approach to one of our airports. Our officer observer was then able to give the listening public a first-hand description of the foam coating of the runway and the subsequent safe landing of the distressed plane.

"Upon observing traffic beginning to back up due to an accident, fire, street repairs, etc.," our officer states, "it is most gratifying to broadcast alternate routes to motorists, then watch the cars pull out and take the suggested bypass." It might be wise at this point to mention that in suggesting alternate routes it is well to offer more than a single alternate, or the observer may find himself in the embarrassing position of being the cause of a second traffic jam of his own making.

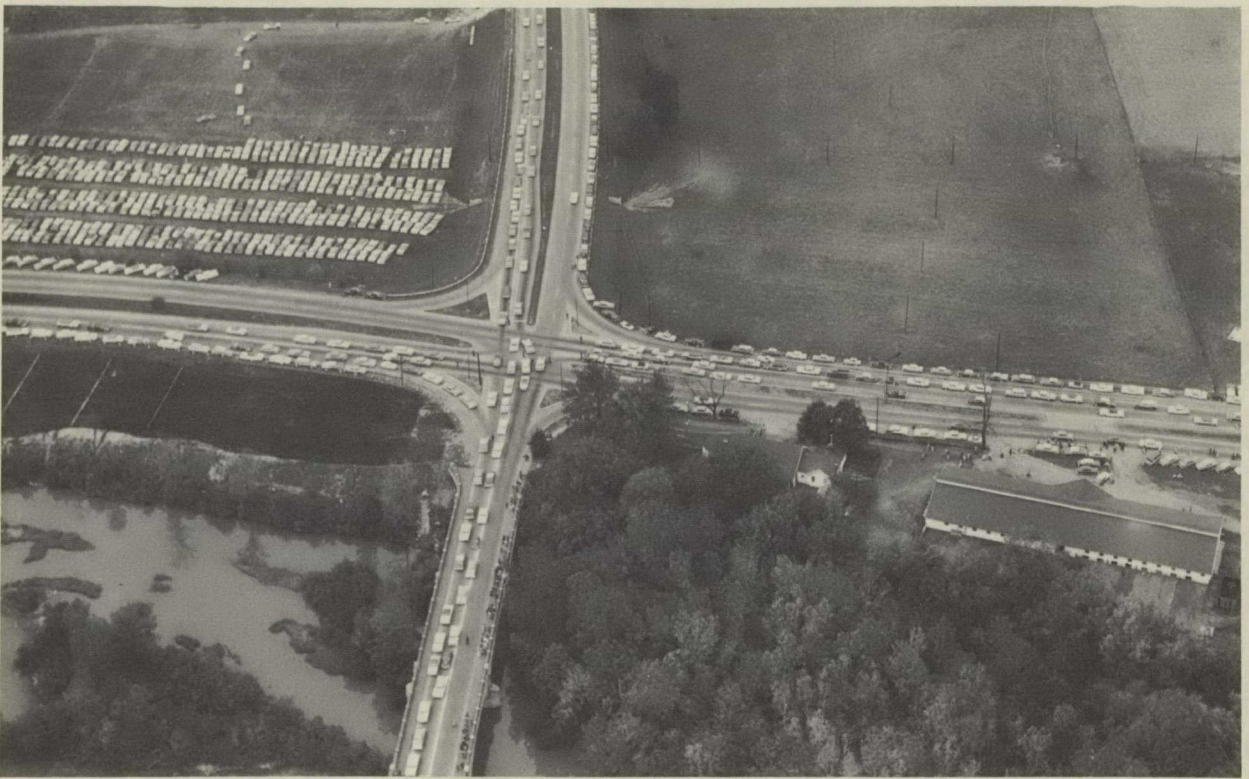
### *Operational Costs*

The following information may be of interest to a department which may be contemplating the installation of such an operation in their own area.

The type of plane chosen for this assignment lists for \$29,600. It would sell, complete with adequate radio equipment for this type of operation, for \$32,850, minus 10 percent discount. This craft is unique in its field since it will not only take off and land in extremely short distances but is also fully controllable at any speed down to zero miles



*Pilot Charles H. Britt and Police Sergeant Frank Peterfy hold preflight briefing.*



*Typical congestion point as seen by police observer.*

per hour and is easily maneuverable at air speeds of 30 m.p.h.

The aircraft will not stall and will not spin, making it by far the safest air transportation ever devised. To date there is no record of any person ever having been injured or killed while operating one of these aircraft.

As far as operational costs are concerned, one company over the past 2 years, based on 700 hours a year of flying time, has found the total cost, including the pilot, insurance, gas, oil and repairs, is approximately \$22 per hour. It might be wise to point out that the pilot is approximately \$8 of this per hour cost. Thus, any department able to furnish its own pilot would reduce the operational cost of the airplane not to exceed \$14 per hour.

During the last 5-year period our city has doubled in size making Columbus the largest city in the State area-wise. We now have more than 86 square miles of territory within our boundaries to police. With this tremendous area growth there has been a corresponding population increase. Nearing completion are eight separate segments of expressway and freeways costing over \$41 million.

If we are to keep pace with the ever-increasing traffic load brought about by these changes, and

if we are to utilize to its fullest extent and receive maximum benefits from our freeway investment, we must explore every conceivable method for expediting the free movement of traffic throughout our city.

Policing automobile traffic from the air is one of these methods to be investigated, and while our brief study of this type of operation has been extremely satisfactory thus far, there still remain as a challenge many other facets of air policing yet untried, or at least unstabilized, such as making routine arrests for speeding violations by air check (being done on a limited scale by the Ohio State Patrol); the use of planes or helicopters in rescue work; safer, more efficient and less costly transportation of prisoners, etc.

High-speed expressways, faster automobiles and the ever-increasing tempo of living are not uncommon or limited to our city but are prevalent throughout the United States. We believe that all progressive police departments must look forward to the acceptance of the airplane as another tool of our trade much as we have tried and accepted in the past such innovations as radar, speed photo, Polygraph and the transistor-type "Walkie-Talkie" for the individual patrolman.



# IDENTIFICATION

(The following is a speech prepared by Mr. Trotter for delivery before the Annual Statewide Conference, Wisconsin Sheriffs and Deputy Sheriffs Association, Sheboygan, Wis., on January 20, 1960.)

When a disaster occurs, a tremendous responsibility is immediately vested in the law enforcement officer to perform many, many tasks. A disaster is usually a situation which strikes suddenly and is totally unexpected. It consists of a single event or a series of events which may be brought on by the work of the elements or through some man-made accident.

A disaster has been defined as "a great natural catastrophe or an extraordinary accident which plunges numbers of people into helplessness and suffering and is the cause for unusual and super-human police activity." The public he serves expects the law enforcement officer to take immediate and decisive action, and the community will be severely critical if this is not immediately forthcoming. The public rightfully reasons that the law enforcement officer is a representative of a "disciplined group with centralized control." His action or lack of action will have a large bearing on the degree of human misery suffered and property loss experienced which invariably follow in the wake of a disaster. The public he serves expects the law enforcement officer to live up to the paramount traditions of outstanding courage and unselfish devotion to duty for the protection of human life, the minimizing of property loss and the alleviation of human suffering.

## **Disasters Classified**

Peacetime disasters have their origins in several broad classifications. Among these may be listed fires, explosions, floods, tornadoes, hurricanes, earthquakes and transportation accidents. In all such cases of disaster, it becomes the lot of the law enforcement officer to perform some or all of the following duties:

1. Organize and direct the community's efforts to restore order out of chaos.

## **Organized Plans Needed To Identify Disaster Victims**

by C. LESTER TROTTER, Assistant Director, FBI  
Identification Division

2. Direct rescue operations.
3. Supervise evacuation where necessary.
4. Seal off and isolate the scene.
5. Patrol the area and protect property.
6. Establish communications.
7. Control traffic and the curious.
8. Reunite broken families.
9. Identify the dead.

Since my particular field has to do with identification, I would like, therefore, to discuss the task of identifying the deceased which are inevitably left in the wake of a major disaster.

## **Proper Identification**

It is most important to identify the dead and injured for numerous reasons. Families desire to recover the remains of deceased relatives at



**Assistant Director C. Lester Trotter.**

the earliest possible moment so as to afford them proper burial. They expect law enforcement agencies to identify the dead without undue delay.

Legal aspects are also most significant. Estates must be settled—insurance policies must be validated—remarriage of survivors may later be a factor—partnerships and associations must be re-adjusted—and there may be possible fraudulent attempts to collect insurance. A disaster affords an excellent opportunity for false claims of death. Similarly, it provides an excellent opportunity to the person who wishes to disappear from public view.

Any disaster may leave in its wake a number of dead in varying degrees of mutilation—also a number of “reported missing persons” who may or may not have been the victims of the disaster. The objective of positively identifying the deceased, therefore, serves to not only conclusively determine the actual identity of all persons missing in the disaster, but also requires very careful coordination of each missing person report with a specific body found in the disaster.

### ***Organization Important***

Organization of the disaster identification team is most important. One person or a small group of persons must be responsible and must coordinate all activity. Generally, this responsibility falls to the coroner. The coroner in turn will usually desire to work with an identification officer and a mortician.

Other help will be needed, the volume and variety of such persons depending on the magnitude of each problem. Expert assistance may be required in a number of fields, including morticians, doctors, dentists, pathologists and identification specialists able to employ special fingerprint techniques.

Considerable background information on each disaster victim will be required. Other officers will be needed to conduct such investigation. The facilities of the American Red Cross, the records of other police departments, state identification bureaus and FBI identification records will be of great help in developing background data.

### ***Recovery Work Begins***

After the administrative planning, the actual work at the disaster scene begins. In the rescue process, special equipment, such as bulldozers,

cranes, boats, and diving equipment, may be needed in order to recover the dead. When heavy equipment is used, one or more men should watch this equipment constantly while it is at work. When a body is discovered, further recovery work then proceeds by hand.

The utmost caution and care should be used in the recovery of bodies. When a victim is found, the exact place of recovery should be indicated and the body appropriately tagged and given a number. If the victim is near a tree, a tag should be placed on the tree corresponding in number with that of the body found in that area. If there is no tree or similar marker available, a stake thrust into the ground and similarly tagged will suffice. The number that is placed on the terrain tag should correspond with the one affixed to the body of the victim.

In an airlines crash recently this tagging system was effectively utilized even though the bodies of the victims were scattered over an area of several acres. Four search teams were organized, and each was assigned a block of numbers so that they might work independently of each other but yet later coordinate and correlate their findings through a centralized final chart prepared later.

### ***Disposal of Personal Effects***

Personal effects are equally important. If they obviously belong with a certain body, they should be placed in a container—an envelope or paper sack will do—immediately properly identified as to the place of recovery and body number, and kept with the body. If there is any question concerning an item of personal property, it should not arbitrarily be placed with any particular body, but should be handled as a separate item. *Carelessness in this phase may result in hopeless confusion later.*

### ***Morgue Is Necessary***

It is of early primary importance that a single centralized receiving morgue be established. After the bodies are tagged at the place of recovery, they should be placed in some appropriate container—a canvas bag, a blanket or a sheet may do—and transported to the receiving morgue by ambulance or truck. The morgue should be readily accessible to the scene of the disaster and should be able to accommodate a large number of persons who will later require access. The personal property should



continue to remain with the body, tagged with the same number as the body.

### ***Visual Identification***

Upon arrival at the morgue, a master numerical log should be established and a preliminary examination of the body may be made to compile at least some of the following information: Observation of the teeth for dental work; operation and other scars; deformed legs, arms or fingers; amputations; color of hair and eyes; race; approximate height and weight; age; tattoos and any other identifying characteristics.

Jewelry and pocketbook contents are most important. Many, many times the first lead as to the ultimate positive identification of a disaster victim has been obtained from initials and dates within wedding rings, class rings and watches. A relative who appears at the temporary morgue to visually identify a loved one is spared the necessity of viewing the remains of numerous victims if one or more items of jewelry or clothing from one particular victim can be exhibited to him. Thereafter, it is

only necessary for the relative to see the victim from which this property was obtained.

An itemized list of all clothing and personal property identified with the body should be made. It is a good idea to cut sample swatches of the clothing for future identification. Arrangements should be made to properly preserve the body after autopsy by either refrigeration or embalming.

So that relatives and friends may view the bodies, it is convenient to separate them as to male and female adults, and male and female children. Where possible, also separate them as to estimated age. Bear in mind, however, that the color of the skin is not always an indication as it can change under unusual circumstances. When friends and relatives view the bodies, they should be accompanied by an identification worker. They should have an opportunity to look at the personal effects and clothing of the deceased.

Should the body be in such a state that it is not fit for viewing, it should be kept in a separate place. The property, appropriately labeled with the same number as the body, should be stored in a central property room where it may be viewed



***Shown above are members of the FBI Disaster Squad with Director J. Edgar Hoover. They are, left to right, Latent Fingerprint Examiners Hervey E. Caton, Ronald G. Wittmus, J. Everett Burke; Special Agent Russell C. Anderson; Assistant Director C. Lester Trotter; Director Hoover; Inspector Augustus K. Bowles III; Latent Fingerprint Section Supervisor Edwin S. Deiss; Special Agent Carl S. Voelker; and Latent Fingerprint Examiner Joseph F. Lockman. All members of the Squad are assigned to the FBI Identification Division.***

by friends and relatives in the presence of an identification worker.

### ***Case Files Important***

It is highly desirable to establish a case file for each body to include such items as a description of the body and clothing, a fingerprint card, a list of personal effects, photographs taken, dental charts and detailed results of medical examinations or autopsies.

It is also highly desirable to establish a case file on each person reported missing. Prior to allowing a relative or friend to view the body, he should be interviewed to secure all available details as to physical description, description of clothing, information as to injuries, operations, scars, tattoos, dental work, name of dentist, list of personal effects, whether or not the missing person has ever been fingerprinted and any other pertinent facts. This information should be placed in the missing person file or report. In the same file or report should be assembled known X-ray and dental charts made prior to death and fingerprint records obtained from the employer, law enforcement agencies, the state bureau of identification or the FBI Identification Division.

A comparison should then be made of the information in the two reports—the body report and the missing person report. When a competent person decides that all reasonable doubt has been resolved, then an identification has been made.

It must be remembered that "haste makes waste." The foregoing procedures should be orderly, centralized and methodical. Once positive identification has been established, a death certificate may then be issued in accordance with state laws and the body released by the coroner to the properly identified relative. Authorities should be most reluctant to issue death certificates until all doubts have been resolved.

In some instances, special problems will require the procurement of special facilities and equipment, such as communications facilities, office equipment and laundry facilities. From the very outset, provision should be made for relaxation and rest of personnel engaged in recovery and identification work.

The question of public relations is important. If the public knows what is going on, it will have a tendency to be less impatient and more sympathetic with the efforts of the law enforcement officer.

### ***Fingerprinting of the Dead***

Reliance is too often placed on visual inspection as a means of positive identification. The inaccuracy of this method is attested to by the numerous recorded instances of erroneous identifications. The most positive, the most reliable, and the most infallible means of identification is, of course, through fingerprinting and this technique should be resorted to immediately, if possible. Deceased bodies can be considered in three categories: newly dead, those dead for a longer period of time, and badly decomposed bodies. Newly deceased bodies ordinarily will yield fingerprints taken in the normal fashion. In all other cases where difficulty in securing legible fingerprints is experienced, there are techniques known to identification experts which will enable them to secure prints or readings of the ridge detail on the fingers of the deceased. While such techniques are in some instances involved and time-consuming, it is well worth the time it takes. The identification experts should be called as quickly as possible in such cases.

Fingerprints are taken on the theory that the deceased has been previously printed. Many hospitals have been securing the footprints of each infant born for many years past. Consider the possibility of making an identification through such a footprint. We recently identified a footprint of a young man with an infant print taken more than 20 years ago.

### ***FBI Assistance***

The FBI, some years ago, organized a disaster identification squad. The FBI stands ever ready to be of assistance in identifying disaster victims. In addition to making available the full facilities of fingerprint files in Washington, the FBI will be glad to send this disaster identification squad directly to the scene of the disaster to assist in identifying the dead. A request for such assistance should originate from the ranking law enforcement officer or from an official of any transportation facility involved. In the past, the FBI's disaster identification squad has assisted in plane crashes, train wrecks, steamship accidents, hurricanes and similar disasters.

Any agency requiring the services of this squad may get in touch with the nearest field office or resident agency of the FBI, and the request will be relayed to Washington. Pending arrival of

## Shotgun Clinic Excellent for Teaching Safety

# 94-52969 #1

The FBI recently participated in the second annual Charlotte Observer's Gun Clinic cosponsored by the Charlotte Observer and the Charlotte Gun Club. It was described as the most successful gun clinic ever to be held in that area.

Fathers in the Charlotte, N.C., area who wanted their sons to learn the proper handling and shooting of shotguns and who wanted to perfect their own skills in this field, attended this shotgun clinic in November 1959—just before the hunting season opened.

The shotgun is one of the most destructive short-range weapons ever devised by man. It is the favorite hunting weapon of the Carolinians and the most undertaught firearm used in the area. The shotgun too often kills the hunter rather than the hunted. The bearer of the gun or his companion can be killed or crippled for life without the proper knowledge of and respect for the shotgun. It has been intentionally used as a vicious murder weapon—so powerful at close range that the victim is left almost unidentifiable. The correct and safe use of the shotgun for hunting formed the basis of this second annual Observer's Shotgun Clinic.

The first 300 youngsters who registered were allowed to fire five shells at trap-sprung targets. The FBI experts among others who appeared in the morning, plus members of local gun clubs, supervised this shooting. Many parents stayed late in the afternoon for additional questioning of the FBI team and other visiting experts. Literature, guns and ammunition were furnished. A rule was made that no guns were to be brought onto the grounds.

A total of 326 youngsters between the clinic's prescribed ages of 12 and 18 were registered for the clinic activities and over 700 persons were in attendance, representing parents of the children and those interested in the gun clinic. The team of FBI firearms experts gave a safety talk and demonstrated the proper handling of the shotgun and various other firearms. A check of registration cards revealed that every town within a 25-mile radius of Charlotte was represented in the attendance. The entire affair was free to the public and of invaluable experience for youngsters and their dads.

*Memo dated 11/23/59  
SAC Charlotte  
Public Relations*

the FBI disaster identification squad, the agency should immediately commence assembling a list of the missing persons with all possible descriptive data and convey this information to the FBI as quickly as possible. The disaster squad will withdraw from the FBI fingerprint files in Washington fingerprint cards of individuals bearing the same name with similar physical descriptions and take these directly to the scene of the disaster. Fingerprints from recovered victims will then be compared with this emergency fingerprint file set up at the disaster scene. Because of its long and varied experience on disaster work, members of the FBI disaster squad will also be able to render helpful assistance in identifying the dead through other means.

Since February 3, 1959, the FBI disaster identification squad has been called in to assist in identifying the victims in a total of seven commercial airline plane crashes. On these 7 craft, there were 266 persons—10 survived the crashes, 256 were killed. Two hundred twenty-three bodies were recovered and processed for identification by the FBI squad. It was possible to obtain one or more fingerprints from 207. One hundred fifty-one positive fingerprint identifications were made at the crash scene for an overall percentage of identifications by fingerprints of 73 percent.

The advantage of being able to state with the positive assurance of fingerprint identification that a body removed from the wreckage is positively identical with a reported missing person can readily be seen. Expediting of such identification in these instances is an invaluable aid to all concerned.

The FBI stands ever willing and available to assist in every possible way. This cost-free service rendered by the FBI's disaster identification squad is but one more of the many cooperative services that Director J. Edgar Hoover has inaugurated to assist local law enforcement agencies. The FBI appreciates the fine assistance local law enforcement agencies daily render our organization and if there is any way the FBI can be of service to our fellow officers we are only too happy to cooperate.

### INTERSTATE THEFTS

Thefts from interstate shipments are a violation of Federal law and should be reported immediately to the FBI.

## OTHER TOPICS

*(This is one of a series of articles concerning the badges or identification cards of various police organizations.)*

The badge has been the sign of authority and symbol of law and order from earliest times. The badge finds its origin in the shield, which dates as far back as the Norman invasion of England in the year 1066. It has been an integral part of the equipment of the law enforcement officer from the beginning, identifying him and bespeaking his authority as surely as his uniform, his gun and his night stick.

Probably no one today knows the story of the first badge ever worn by a lawman of the Commonwealth of Virginia, but it is known that law enforcement in the Old Dominion dates back to the beginning of the 17th century following colonization of Jamestown in 1607. From those days up to the 20th century, the sheriff was the "law" of the Commonwealth and, of course, figures prominently in the law enforcement picture today.

A police badge tells in its own colorful way the history of the law enforcement agency it symbolizes. This is true of the badge of the Virginia State Police.

The Virginia State Police—officially it is the Department of State Police of the Commonwealth

## History of Badge Symbolizes the Law in "Old Dominion"

of Virginia—came into being in the year 1932 when the small band of "Inspectors" within the Division of Motor Vehicles was increased to 100 men, given the powers of a sheriff with jurisdiction throughout Virginia and, most important, trained for the job in a training school which was established that year. This fledgling, pioneering organization grew and expanded during the decade that followed. In 1942 an act of the General Assembly created the Department of State Police which served to divorce it entirely from its parent body, the Division of Motor Vehicles.

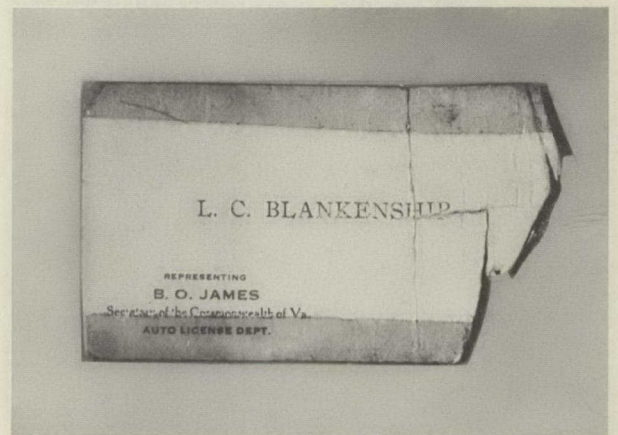
Col. C. W. Woodson, Jr., a graduate of the FBI National Academy and one of that original band of a hundred "Inspectors" appointed in 1932, was named the first superintendent, which post he has held continuously from 1942 to the present day.

There had to be the first badge, just as there was the first man to wear that badge. It appears likely that old Badge No. 1 did not even have a number upon it, but we know its appearance—round and about as large as a half dollar. The man who wore it was, in a very real sense, the first trooper.

Following the end of World War I, the automobile began to appear on the Nation's highways in increasing numbers. The laws of Virginia provided that all these self-propelled vehicles



*Type of badge worn in 1919.*



*Identification card of L. C. Blankenship, 1915-1922.*

should be properly registered and licensed in order to travel upon the highways of the Commonwealth. Many an obstinate and independent citizen took exception to such a requirement, perhaps because he deemed it no great privilege to traverse the roads of those days, not 1 mile of which was hard-surfaced. Whatever the reason, it became increasingly apparent to the Commonwealth that there was a very large number of tagless vehicles chugging up and down the roads and that obviously something had to be done about it. Action followed decision.

### ***First Trooper***

There was, in the year 1919, a young chap by the name of Edwin W. Boshier employed as a clerk in the office of the Secretary of the Commonwealth. That office then loosely shared the responsibility for the highways and the vehicles that traveled upon them with the State Highway Commission.

Young Boshier was called in and the situation was explained to him. We can only speculate as to what transpired at that historic briefing but the result of it was that Boshier was put into a uniform of sorts, given a badge and a motorcycle and told to get out there and patrol the highways. The old records show he was paid a dollar (apparently over and above his regular salary) "to make it legal." He was vested with the powers of sheriff by the State Highway Commission, which at that time had the authority to deputize. Its powers, however, were limited strictly to the highways. So Officer Boshier, complete with uniform, motorcycle and little round badge, was the first trooper to patrol the highways.

Boshier served as Virginia's first, and only, highway patrolman from 1919 to 1922, when an act of the General Assembly officially created the job of "Inspector" and provided for the appointment of eight.

Boshier was one of this original group which formed the nucleus of the State police organization to follow. Boshier was elevated to the rank of sergeant in December 1930, and continued in the service of the State until he resigned on June 1, 1931. Boshier continued in law enforcement, however, serving as Town Sergeant at Warrenton, Va., until illness incapacitated him. He died on June 9, 1938, in Washington, D.C. A veteran of the Spanish-American War, Virginia's

first highway patrolman lies buried in the Arlington National Cemetery.

Another man who properly shares the spotlight with Boshier is Louis C. Blankenship, Special Investigator for the Division of Motor Vehicles, who is rounding out 48 years of service to the State of Virginia. Louis Blankenship is one of the veterans in State law enforcement and, along with Boshier and James H. Hayes, Jr. (who later, in 1924, became Commissioner of Motor Vehicles), was one of the forerunners of the present State police organization. This officer did not wear a uniform or patrol the highways, but he carried an identification card and a pistol permit as far back as 1915 when, among his other duties, he had the job of tracing stolen cars. Stanley Steamers, one-cylinder Cadillacs, many Model "T" Fords, and a Stutz Bearcat located out in the western part of the State, figured among the stolen cars he tracked down.

As every policeman knows, there is little glory in police work. The element of danger is ever present and the specter of death hovers near; death that rides with the speeding car on the highway; death that takes the form of a bullet from the pistol of a cornered gunman, or the switchblade



*Portrait of Trooper William Raymond Thompson,  
Badge 89.*

knife in the hands of a panicky juvenile hoodlum or the psychopathic killer who has gone berserk and blots out the lives of all in his path.

### ***Service Martyr***

So, with death, comes tragedy, and badge No. 89 was a mute witness to just such a tragedy when a bullet from a gun in the hands of a bank burglar claimed the life of the trooper who wore it.

It was on the fateful night of September 23, 1935, that Trooper William Raymond Thompson, while on duty, surprised three hoodlums in the act of burglarizing a bank in Fork Union, Va. As so often is the case, Trooper Thompson was working alone and there was no time or opportunity to summon help. He acted as befits a courageous, disciplined officer of the law and single-handedly attempted to apprehend and take the three burglars into custody.

He had captured one of the men when one of the others shot and killed him. The three bandits were later captured and the murderer died in the electric chair.

Badge No. 89 stopped the murderer's bullet but only after it had penetrated the trooper's body, for Trooper Thompson was shot in the back and the bullet came to rest against the back of his badge. Badge No. 89 rests today in the departmental museum at Virginia State Police Headquarters in Richmond, Va., with a distortion on the side to tell the story.

### ***Unusual Incident***

Other badges tell other stories, not always concerned with heroism or self-sacrifice or tragedy. There is, for example, an old "mongrel" badge in the Virginia State Police collection which was found on a miscreant some years ago. It is a



*Various badges of Virginia State Police from 1919 to present.*

brass affair of impressive size which carries the word "Police" in bold letters across the base and a facsimile of the Seal of the Commonwealth of Virginia in bronze mounted on the face of the shield. This old badge looks quite official and members of the Virginia State Police speculate that it may have been valuable to its owner until he was "divested of his authority."

Then there was the badge which was found on a rooftop of a building in Washington, D.C. It gave every appearance of being an official and authentic Virginia State Police badge and was duly returned to State Police Headquarters in Richmond. It was an official badge, but there was just one little discrepancy. The number on the back of the badge was the same as the number of a badge reposing in its wrapper in the office of Capt. M. S. Urick, Personnel and Training Officer of the Virginia State Police.

The matter was taken up with the manufacturer and official supplier of the State Police badge but the firm pronounced the duplicate to be the genuine article. The supplier would not believe that two badges with the same number existed until shown a photo of them side by side. How the duplicate badge came about and how it found its way up on a rooftop of a building in Washington, D.C., remain a mystery to this day.

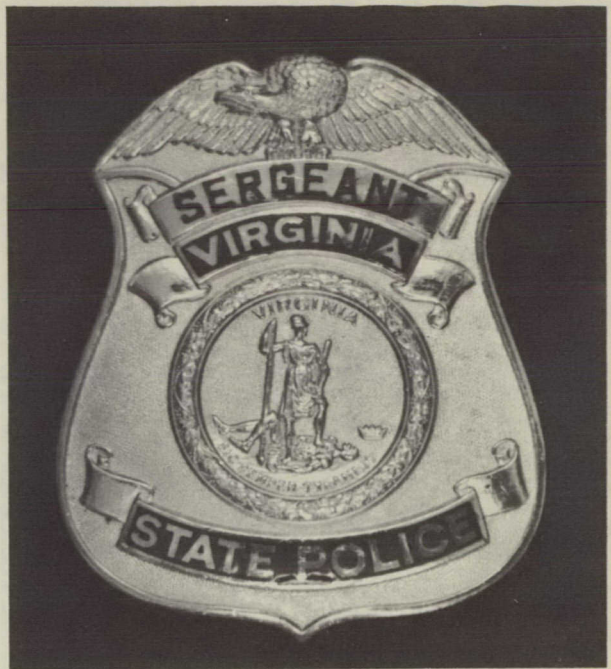
From that day in 1919, when Edwin W. Boshier was issued his small round badge and told to go out and patrol the highways of Virginia, to the present day, the badge has been prominent in the history of the Virginia State Police.

Today's official badge is a silver shield topped by a spread-winged eagle and the seal of the Commonwealth of Virginia centered on the shield. Below the eagle appears the rank of the officer and above and below the State Seal appear the words, "Virginia State Police." The badge number appears on the back. The badge in its present form was adopted in April of 1947.

Today, 690 uniformed members proudly wear the badge of the Virginia State Police. Perhaps what this badge stands for is best summed up in the Trooper's Pledge:

Humbly recognizing the responsibilities entrusted to me as a member of the Department of State Police, an organization dedicated to the preservation of human life and property, I pledge myself to perform my duties honestly and faithfully to the best of my ability and without fear, favor or prejudice.

I shall aid those in danger or distress, and shall strive always to make my State and Country a safer place in



*Present badge.*

which to live. I shall wage unceasing war against crime in all its forms, and shall consider no sacrifice too great in the performance of my duty.

I shall obey the laws of the United States of America and of the Commonwealth of Virginia, and shall support and defend their constitutions against all enemies whomsoever, foreign and domestic. I shall always be loyal to, and uphold the honor of, my organization, my State, and my Country.

**EDITOR'S NOTE.**—The information contained in this article was compiled through the assistance of G. Watson James, Jr., former editor, and Hiram W. Smith, present editor of the "Virginia Trooper," the official publication of the Virginia State Police, and also through the cooperation of Capt. M. S. Urick, Personnel and Training Officer, Virginia State Police.

## EVIDENCE

When submitting evidence to the FBI Laboratory for examination, it is important that the material be plainly marked as evidence so that it will be opened by the proper examiners in the Laboratory and to avoid the chain of evidence being broken by someone's opening the unidentified package in some other division at FBI Headquarters.

## GENERAL APPEARANCE FILE

In furnishing data on a confidence man suspect to the FBI, make sure that complete descriptive data and modus operandi are submitted.

## New Mexico Authorities Seek Deceased's Identity

The district attorney's office, Albuquerque, N. Mex., is attempting to identify the nude, decomposed and mummified body of an unknown male found on April 13, 1959, in the mountains near Cuba, N. Mex. Foul play is suspected.

The body is that of a partially mummified male, measuring 68½ inches in length and weighing an estimated 175 pounds. The hair on the head is reddish-blond in color, very long and abundant. The skin on the body which was preserved is covered with relatively long hair. There were no scars found on the body. There are perforated areas in the skull base adjacent to the sinuses which are healed but indicate that the deceased might have had a severe sinus infection at one time. X-rays revealed no bone fractures.

Review of the autopsy indicates that it was impossible to arrive at any adequate cause of death, due to the advanced degeneration and early mummification of the body.



*Unknown deceased.*

The subject was found to be devoid of upper teeth. The ridge was in good shape indicating he probably had an upper denture. Several lower teeth were missing—the first and third right molars, the left second bicuspid and the first and third left molars.

An upper plate found near the body and presumed to belong to the decedent had fragments of a paper identification slip stuck to the top of the denture. Most of the characters originally on the strip were missing. Those remaining appear to be L, J, E, and S; however, there are letters missing between these letters. Such identification information on dentures is frequently placed there by state hospitals and other state institutions.

An examination was made by the FBI Laboratory of the deceased's hands, hair, shoes and socks. The hair was brown to reddish brown from a member of the Caucasian race. The fingerprint classification of the deceased is:

17 L 1 U 110 12

M 1 U 100

Secondary references:

T U T

T T U

Major references:

M L M

S S M

Subject was wearing a pair of white cotton socks. The characters E8 are printed on one of the socks. They may be the markings of an institution. The shoes were manufactured by the International Shoe Company of St. Louis, Mo. They were black in color and of inexpensive quality.

Any information regarding the identity of this unknown deceased man should be furnished to Paul W. Robinson, District Attorney, County Court House, Albuquerque, N. Mex.

### NARCOTICS PEDDLER TRIES NEW ANGLE

When apprehended by police in San Francisco, a narcotics peddler was discovered to be using a novel method for hiding his drug supply—hiding it in different colored toy balloons. The price of the drug was indicated by the color of the balloon. The dope balloons were sold as follows: red, \$10; blue, \$20; and yellow, \$35. Twelve thousand dollars worth of high-grade heroin was found in his apartment.

#63-4296-47 Ser #113

FBI LAW ENFORCEMENT BULLETIN

Airtel 8/7/58



## FBI Given Jurisdiction in New Labor Law

The FBI has been given new responsibilities following the enactment of the Labor-Management Reporting and Disclosure Act (LMRDA) which became law on September 14, 1959.

The act conferred authority upon the Secretary of Labor to direct investigations in connection with the majority of the prohibitions in the act. By agreement reached between the Departments of Justice and Labor, investigation of the following criminal matters in the new act will be handled by the Department of Justice:

1. SECTION 501(c). *Embezzlement of assets.*—This Section provides any person who embezzles, steals, abstracts or converts to his own use or the use of another, any monies, funds, securities, property or other assets of a labor organization of which he is an officer or by which he is employed, is subject to imprisonment for such embezzlement for 5 years and/or a \$10,000 fine.

2. SECTION 503(b). *Payment by Employer of Fines Imposed on Labor Officers.*—Investigative jurisdiction as pertains to the Department of Justice relates to only that part of Section 503(b) dealing with an employer directly or indirectly paying the fine of any officer or employee of a union convicted of a violation of LMRDA. Other portions of this Section are handled by Labor. One-year imprisonment and/or a \$5,000 fine is provided as a penalty for violation of this Section.

3. SECTION 504. *Prohibition Against Certain Persons Holding Office.*—This Section prohibits any person who is, or has been a member of the Communist Party or who has been convicted of or served any part of a prison term for certain enumerated crimes, from holding a union position (other than one performing exclusively clerical or custodial duties) or from acting as a labor relations consultant to a person engaged in an industry or acting as an officer, etc., of any group or association of employers which deals with any labor organization. The period of this prohibition against holding office, is during or for 5 years after the termination of an individual's membership in the Communist Party or for 5 years after such conviction or after the end of such imprisonment. Violation of this Section carries a one-year imprisonment and/or a \$10,000 fine.

4. SECTION 602. *Extortionate Picketing.*—This Section makes it unlawful to carry on picketing on or about the premises of an employer in furtherance of any plan, the purpose of which is for the personal profit or enrichment of any individual (except a bona fide increase in wages or other employee benefits) by taking or obtaining any money or thing of value from an employer against his will or with his consent. Violation of this Section carries a penalty of 20 years' imprisonment and/or a \$10,000 fine.

5. SECTION 610. *Deprivation of Rights by Force or Violence.*—This Section makes it unlawful for any person

through the use of force or violence to intimidate, coerce, etc., any member of a labor organization for the purpose of preventing the exercise of any rights the member is entitled to under this act. Penalty is imprisonment for not more than one year and/or a \$1,000 fine.

Besides these criminal provisions the Labor-Management Reporting and Disclosure Act amended Section 302 of the Taft-Hartley Act. Previously it was prohibited under the Taft-Hartley Act for an employer to make an illegal payment to a representative of his employees. As amended under the LMRDA, these prohibitions are broadened to include such payments, as well as loans, being made by employers or any person acting in the interest of an employer. In addition, such payments or loans are prohibited to (1) any labor organization or anyone connected with it who represents or would admit to membership any of the employees of the employer; (2) any employee or group or committee of employees of an employer when payments are in excess of their normal compensation for the purpose of causing such employees to influence any other employees in their rights to organize and bargain collectively; and (3) any officer or employee of a labor organization with intent to influence that individual in respect to any of his actions, decisions or duties as a representative of employees or as an officer or employee of a labor organization.

In the type of payments above, it is specified that any person is prohibited from requesting or receiving any money or thing of value.

All such payments are to relate to employers involved in interstate commerce and are considered illegal unless they fall within exceptions outlined, such as salary payments to employees, etc.

A new provision is contained in the amendment to the Labor-Management Relations Act prohibiting any officer, agent, representative or employee of a labor organization from demanding or accepting from an operator (or his employer) of any motor vehicle transporting property in commerce, any money or thing of value as a fee for unloading such vehicle. Payment for services by an employer to his employees is exempted from this provision. Penalty for a violation of the law is continued as one-year imprisonment and/or \$10,000 fine.

SAC Letter #60-8

### AMPUTATIONS

In those cases where all of the fingers are amputated, the inked footprints should be obtained.

# WANTED BY THE FBI

**CHARLES EARL WELLS, also known as Charley Wells, Charlie Wells**

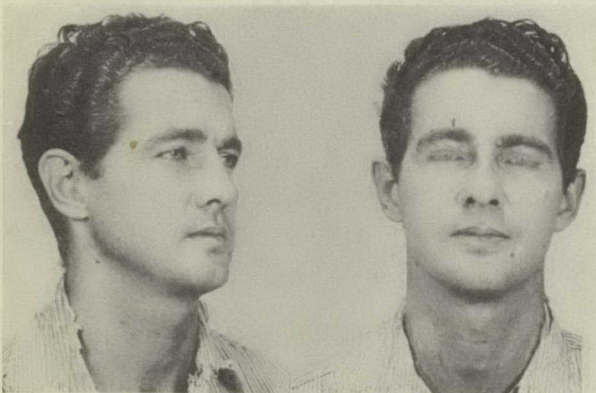
## *Unlawful Flight To Avoid Prosecution (Armed Robbery)*

Charles Earl Wells is being sought by the FBI for unlawful interstate flight to avoid prosecution for the crime of armed robbery. Shortly after noon on July 18, 1957, a man appeared at a cab station in Stanford, Ky., and hired a cab to take him a few miles out of town back to his car. He had reportedly left the car on the highway with a flat tire. Some 3 miles from Stanford, this man informed the cab driver that his brother was parked by the side of the road and he would ride on home with him. At that time, they came within sight of a car and a man by the roadside. The cab driver then was commanded to stop at gunpoint. The "brother," later allegedly identified as Wells, also had a pistol in his hand when the cab stopped. Wells and his companion then reportedly robbed the man, tied him with an electric cord behind a bush and made their getaway. Wells' companion was apprehended and was subsequently killed when attempting to escape confinement.

A Federal complaint was filed on October 26, 1957, at Richmond, Ky., charging Wells with unlawful interstate flight to avoid prosecution for armed robbery.

### *The Criminal*

Wells has had various jobs, working as an automobile mechanic in most instances. He has pre-



*Charles Earl Wells.*

viously been convicted for burglary. At last report, this fugitive was alleged to have in his possession a loaded .45 caliber submachine gun under the front seat of his car and two .38 caliber snubnosed revolvers, one carried in a shoulder holster and one in his boot. He should be considered armed and extremely dangerous.

### *Description*

Wells reportedly walks with a permanent limp in his left leg due to a hip injury. He allegedly likes to dress flashily and when last seen was sporting a mustache. He is further described as follows:

Age.....	35, born October 29, 1924, at Guilford, Ind.
Height.....	5 feet 10 inches.
Weight.....	160-170 pounds.
Build.....	Medium.
Hair.....	Brown.
Eyes.....	Blue.
Complexion.....	Medium.
Race.....	White.
Nationality.....	American.
Scars and marks.....	3-inch scar on left elbow, scar on right thumb.
FBI number.....	138,231 A.
Fingerprint classification.....	{ 7 1 aAa 5 1 aAa

### *Notify FBI*

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

### TAKING FINGERPRINTS

When taking fingerprints for submission to the FBI Identification Division, see that all finger impressions are legible, fully rolled and classifiable. Review carefully immediately after they are taken. Retake if necessary. Each finger must be completely rolled and printed to obtain an accurate classification.

### NO HANDS

In very rare cases persons without hands are arrested. A file on footprints is maintained in the FBI Identification Division on such individuals.

## TOOLMARKS RESULT IN CONVICTION

FBI Laboratory findings were of importance in substantiating the circumstantial evidence pointing to the guilt of the suspect in a recent puzzling bank robbery case.

The facts of the case reveal that the suspect, while employed as a messenger for Brink's, Inc., carried a shipment of \$40,000 from a bank to a post office, with the money destined for a Federal Reserve Bank. The bag of money, upon arrival at the Federal Reserve Bank, contained only \$39,000.

Investigation developed that the postage on the money bag corresponded to that required for a shipment of \$39,000. FBI investigation established that the suspect, after picking up the sealed money bag and prior to leaving the bank, had left the accompanying guard for a few minutes, the money bag still in his possession. It was also established that, as a part-time assistant in the makeup of payrolls at Brink's, the subject had the opportunity to obtain lead seals similar to those used on the questioned shipment by the victimized bank.

In addition to identifying the suspect's pliers as those which made the impressions on the lead seal used to bind the shipment of money, the FBI Laboratory examiners ascertained that the lead and twine in the seal removed from the money

shipment at the Federal Reserve Bank were similar to the lead and twine in the seals used by Brink's and dissimilar to the seals used by the bank from which the \$1,000 had been stolen.

As a result of these facts and the testimony of FBI Laboratory examiners, a guilty verdict was returned against the suspect who was then sentenced to serve 4 months for bank larceny.

*I.C. #29-20997 Subj. Edward Francis Powell*



## NOT SURPRISED

"Although I have not heard of this particular type of examination having been requested in the past, I hesitate to underestimate the ability of your Laboratory to perform any type of examination and come up with amazing results." These were the words of the chief of police, Ocala, Fla., when on March 9, 1959, he submitted plaster casts of dog paw impressions found at the scene where approximately 3,466 pounds of copper wire valued at \$1,286.50 had been stolen.

The chief was not surprised. The FBI Laboratory reported that it was unlikely that the dog paw impressions found at the scene were made by the suspect's dog.

This is another demonstration of the great versatility of the FBI Laboratory.

*IIL #687. #95-64017*

# Helpful Hints

## ARREST TECHNIQUES

REMEMBER THAT ANY  
POLICE WEAPON CAN  
BE TURNED AGAINST  
AN OFFICER WHEN  
USED IMPROPERLY.



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

OFFICIAL BUSINESS

RETURN AFTER 5 DAYS

POSTAGE AND FEES PAID  
FEDERAL BUREAU OF INVESTIGATION

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## *Questionable Pattern*



The questionable pattern shown above is classified as a tented arch and is referenced to a loop. — The loop reference is necessary due to the tendency of ridge A to form a sufficient recurve.