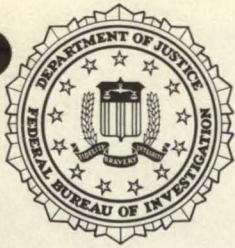


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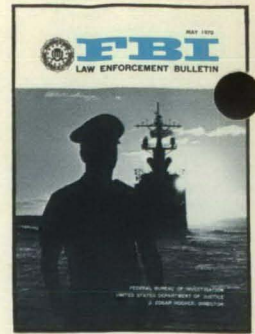
LAW ENFORCEMENT BULLETIN



FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
J. EDGAR HOOVER, DIRECTOR

MAY 1970

VOL. 39, NO. 5



THE COVER—Traffic safety program aboard ship. See page 2.

FBI

LAW ENFORCEMENT BULLETIN

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MESSAGE FROM THE DIRECTOR

THE 19TH CENTURY American author J. G. Holland said, "Laws are the very bulwarks of liberty; they define every man's rights, and defend the individual liberties of all men." These words are most appropriate as we celebrate the 13th annual observance of Law Day, USA, on May 1, 1970.

This year's theme, "Law—Bridge to Justice," reaffirms the Nation's commitment to our Constitution. Our country's government was founded on the rule of law. One of the hallmarks of our democratic system of government is that it permits protest and dissent. It provides also for the orderly redress of grievances. The law then is a major factor in keeping our society's conduct within the boundaries of propriety.

Recently, we have witnessed shocking attempts to mock our system of law. Some individuals on trial have attempted to destroy courtroom decorum and the impartial adjudication of issues with boisterous challenges, vile, snarling threats, and conduct unworthy of the most primitive of people. They have disdainfully raised themselves above the law. Due process procedures necessary for the advancement of social progress and welfare of all are strongly rebuked by them as

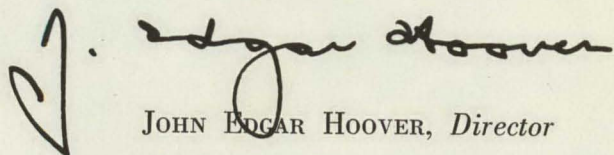
archaic and not suited for their own situation. Our country's growth and development are guided by the law, but they seek to overturn our society by destroying our system of law.

We who are entrusted with the enforcement of the law must certainly be in the forefront of those who strongly support our Nation's judicial system. Keeping our conduct and performance of duty above reproach, we must help rally the entire citizenry to disclaim and reject recent outrages in the streets and in the courts against the law—the "Bridge to Justice" for all people.

National Police Week, May 10–16, is set aside by an act of Congress and by Presidential proclamation to give all those who serve the law and its enforcement a time of honor and respect. Our profession can indeed be proud that we serve our democratic way of life in such a vital role.

Let liberty continue to be every man's most sacred inheritance. But with every right of liberty let us remember there is a corresponding duty of citizenship. Our unswerving desire for liberty must be equaled by our support and acceptance of the responsibilities demanded of free people. The time is now—never before has the challenge been greater or the cause more just.

MAY 1, 1970

A handwritten signature in dark ink, reading "J. Edgar Hoover". The signature is stylized, with a large, looped "J" and a cursive "Hoover".

JOHN EDGAR HOOVER, *Director*



In 1960, Adm. Murr Arnold, Commandant of the 11th Naval District, with headquarters in San Diego, requested help from the California Highway Patrol (CHP) in solving a problem that was costing the Navy millions of dollars.

The California Highway Patrol is the traffic law enforcement agency of one of the largest States in the Union, with responsibility for more than 89,000 miles of highway in the State. San Diego, in the southwestern tip of California, is home port for more than one-fourth of the Navy's fleet.

Rarely a day passed in 1960 that returning servicemen were not killed or seriously injured in automobile accidents immediately after their arrival in the continental United States. The Navy estimated its annual loss from traffic accidents in excess of \$20 million.

Seeking to curtail the Navy's losses of money and manpower, Admiral Arnold asked the San Diego office of the CHP to assist in establishing a traffic safety program for Navy personnel. He described his problem tersely in a meeting of traffic safety people of his district with civilian law enforcement officials:

FBI Law Enforcement Bulletin



By
D. T. DONALDSON
Supervising Inspector,
California Highway Patrol,
San Diego, Calif.

Ships at Sea Traffic Safety Program

"Gentlemen," he said, "I have just taken delivery of a new guided missile frigate. If seven of the key men on that ship are killed or put out of action in an automobile accident, we might as well leave it tied up at the dock!"

In the decade since Admiral Arnold made that statement, the highway patrol has cooperated with the Navy in developing a traffic safety education and public relations program that is paying multiple dividends: It is saving the Navy money by reducing the incidence of traffic accidents among Navy personnel; it is providing Navy men returning from extended overseas duty with a face-to-face encounter with a law enforcement officer who is there to help them, not to arrest them; and it is making the highways of California and the Na-

tion safer for everyone who shares them with the returning servicemen.

The program which has evolved is known as the "Ships at Sea Traffic Safety Program." The results to this time are impressive, and its potential impact is even greater.

Based in San Diego are the Commanders 1st Fleet, the Naval Air Force Pacific Fleet, the Amphibious Force Pacific Fleet, and the Cruiser-Destroyer Force Pacific Fleet, totaling more than 160,000 men. The driving behavior of the men of the fleet when they are in port is important to the highway patrol, because it has a significant effect upon the safety of California highways.

Capt. Vincent Herz, commander of San Diego area, CHP, reports that an average of 15 percent of all fatal



and injury accidents in San Diego area and 19 percent of all drunk-driving arrests involve military personnel.

Highway patrol personnel travel far to reduce this military accident toll.

Under the ships at sea program, officers have been flown many times to Hawaii and to carriers at sea to return home with divisions of ships of the fleet, highlining¹ from ship to ship to deliver traffic safety talks. On occasions they have flown to Midway, Tahiti, Panama, Philadelphia, and Norfolk to join returning ships for "at sea" presentations.

A Typical Trip

On a typical trip, the highway patrolman joins a squadron of ships at their refueling stop in Pearl Harbor, Hawaii. He spends the next 6 days lecturing, showing safety films, and answering questions thrown at him by crewmen bound for Long Beach or San Diego.

Traffic Officer Myron Smith recently made the trip with the USS *Kyes*, the USS *Everett P. Larsen*, both destroyers, and the destroyer escort USS *Bronstein*.

While he was being unstrapped from the highline chair, the *Bronstein's* public address system blurted, "Section 1, report to the messhall for a traffic safety lecture at 1300." There is no wasted time when the patrol officer is aboard.

"You men haven't driven in the States for 8 months," Smith told the crewmen when he joined them on the mess deck. "You'll be much like an athlete who hasn't been in training for the same length of time. You'll find it difficult to regain your timing and reflexes until you have driven for a while."

¹ Highlining is a technique used by the Navy for transferring objects or personnel from one ship to another.



Mr. Harold W. Sullivan, Commissioner, California Highway Patrol, San Diego, Calif.

The CHP is aware of the vulnerability of these men, many of whom joined the Navy while still in their

teens. The very young sailors are relatively inexperienced drivers when they go to sea, and, as they acquire sea legs, their driving skills, regardless of their proficiency, become rusty from lack of use. Growing accustomed to the roll of the sea, the men lose the feel of the road.

Following the safety film and the question and answer period, Officer Smith walked aft to the fantail for a breath of fresh air.

"You know," he said, gazing at the foamy wake of the homeward bound *Bronstein*, "if my presence here this week can save just one life, I will feel I've done my job."

The program has demonstrated that it is more effective to reach the men of the Navy on board the ships rather

A California Highway Patrol Officer in the highline chair getting ready to go to his next ship assignment.



A California Highway patrolman is being highlined from one ship to another to deliver traffic safety talks.



than after they reach port. Few men are interested in waiting around for an hour-long safety lecture knowing their wives or girls are waiting on the pier, eager to greet them after an absence of 8 months or longer.

The officers make their presentations in an informal manner. After the lectures, as they move around the ships, they encourage personal questions, such as "What about that traffic ticket I failed to take care of before I left?" and "Is my license from my home State good in California?"

All such questions are answered on an individual basis. However, attendance at the lectures is mandatory.

After a short break, Smith returned to the messhall to talk to another section of men. He was busy for 2 days lecturing aboard the *Bronstein* before he was highlined to his last ship of the voyage, the *Larsen*.

The talks cover driver's license and registration requirements for all

States, with emphasis on California. The hazards of drunk driving and high-speed driving are stressed throughout the program, and the traffic officer also describes the perils and problems of freeway driving.

California freeways have proved to be far safer than other State highways, but for the inexperienced driver they present special problems. Freeway driving techniques are taught in preparation for the unique driving conditions in urban areas of California.

Points Covered

Regulations of residency, buying and selling of motor vehicles, and the individual's responsibility when he lends his vehicle to another person are covered. Laws relating to the ownership and transportation of guns are also part of the program.

The primary purpose of the ships

at sea traffic safety program is to obtain a reduction of the number of deaths and injuries that occur during the first 30 days after the men return, the period of readjustment to a strange environment that includes his vehicle, roadways, and the traffic around him.

But the program has a secondary goal which may, in the end, prove to be equally beneficial: It is to establish a rapport between law enforcement officers and servicemen, a rapport which will make the servicemen want to drive safely and which will establish a friendly image of police in the minds of the returning Navy men. This positive image may pay unmeasured dividends.

The program grew slowly through the decade of the sixties.

Admiral Arnold's first request in 1960 included a training course in the art of accident investigation for some of his personnel. The highway patrol

provided a lesson plan and curriculum and trained 55 personnel of the 11th Naval District as accident investigators.

Also established in 1960 was a program of safety talks by traffic officers at docks and San Diego area Navy and Marine installations.

However, accident statistics revealed that the men who needed the safety message most, the men returning from long periods at sea, were not exposed to the on-shore program.

The CHP and the Navy agreed that these returning men were suffering the greatest number of accidents and that as a shipboard audience they would be more interested in a safety program than they would be after they disembarked.

On April 1, 1963, the "At Sea" program was initiated when Herz, then a patrol lieutenant, flew 295 miles to sea and landed aboard the carrier USS *Kitty Hawk* to present a traffic safety program to men en route home from the Western Pacific.

In 1964 the program covered two

ships; in 1965, five. It was still an innovation.

A milestone was reached on June 25, 1966, when Officer John Annis was flown to Pearl Harbor where he boarded the destroyer *Higbee*. He made the crossing from Honolulu to San Diego aboard the *Higbee*, the *Orleck*, and the *Mason*, highlining from ship to ship to make his safety talks. Altogether, in 1966, 21 ships received the safety presentations.

The Amphibious Forces began participating in the program when in April 1967, Officer George Heckenkamp boarded Amphibious Forces ships in Pearl Harbor for the first time.

Cruiser Visited

In May 1967, the first of the cruisers was visited in a "Tinkers to Evers to Chance" maneuver wherein Officer Annis flew to Honolulu and embarked on a tanker which met the cruiser *Canberra*, 1,000 miles southwest of Hawaii. This has proved to be an

excellent method of reaching men aboard ships which do not refuel at Pearl Harbor en route to the States.

Later in 1967, Officer D. Floyd Russell was flown to Midway to return with five destroyers. While in Midway he encountered a shipload of combat Marines, en route home to the States, who had made a supply stop at the Pacific island. He made it a bonus trip by giving his traffic safety presentation to these men, too.

A total of 59 ships received the safety presentation in 1967. In 1968, the year's total reached 72, as the program continued to grow. A highlight of 1968 occurred in the spring, when four officers flew to Honolulu where they boarded a tanker which rendezvoused with two aircraft carriers and 12 destroyers—a homecoming group of ships with a complement of more than 11,300 men and officers.

USS Providence

Officer James Anderson made a unique flight to Tahiti January 7, 1969, to board the USS *Providence* for presentation of safety talks to its 1,200-man crew en route back to the United States. The *Providence* had been gone from the mainland for 2 years. During 1969, the safety presentation was given on 42 ships.

The broad acceptance of the program by the Navy is one evidence of its success. The CHP has presented seven programs aboard the carrier USS *Kitty Hawk* in the past 6½ years, for instance, and each trip involved a different commander—an indication that appreciation of the program transcends individuals. The traffic safety presentation has become a regular part of the homecoming program of the carrier forces.

Officer Annis recalls that when he first started making these safety talks, the "COD" plane (Carrier On-board Delivery) was loaded with news-

(Continued on page 28)



While aboard ship, Traffic Officer Myron Smith takes a turn at the helm of the USS *Bronstein* as a crew member and the commanding officer look on.



*"... to respect its flag, and to defend it
against all enemies."*



By

HON. J. MILTON PATRICK*

**National Commander,
The American Legion,
Indianapolis, Ind.**

Let's Stand Up For America

Recently at a sports event, there was the usual pregame ceremony including the playing of our national anthem and the raising of our flag. I noticed then, as I had at other similar events, the conduct of the crowd which, to me, seemed a microcosm of the American people. Most stood with quiet dignity, observing with pride the few moments dedicated to patriotism.

A small number seemed restive during the ceremony, and I heard grumblings of disagreement about "old-fashioned patriotism" and the propriety of this ceremony at gatherings of this type. And, of course, there were also the two or three individuals who refused to stand or remove their hats and who seemed to take delight in their aggravating conduct and obvious bad taste.

*Mr. Patrick of Skiatook, Okla., is a combat infantry veteran of World War II with service in the European theater. In addition to holding several local and State offices, he served as National Vice Commander of the Legion in 1961-62. Mr. Patrick's service to his community, State, and Nation extends beyond his activity as an American Legionnaire. He has served as a city councilman and as mayor of his home community. He is a 33-year member of the Skiatook Chamber of Commerce and has been a member of the Tulsa City-County Health Department for 17 years. In 1957 he was named Skiatook's "Man of the Year." Mr. Patrick worked his way up in the banking profession and has been the president of the Exchange Bank, Skiatook, since 1963.

With boisterous defiance they denounced the United States, claiming the fundamental ideals in which Americans believe are phony and do not exist.

Undoubtedly, most who question the propriety of a patriotic ceremony at a boxing match or football game, who are uneasy and feel old-fashioned patriotism is out of place, are sincere. But, for me, and for the overwhelming majority of Americans, there is nothing

Of course, there are the everlasting cynics, the pseudosophisticates who question, criticize, and reject every motive of our leaders and every tradition of our country. They curse the system while demanding and enjoying all its liberties and protection. They alienate our friends through constant nit picking and delight our enemies with their incessant harping on real or imagined weaknesses.

We know we have our shortcomings,

of our own liberty and independence?" He said:

"It is not our frowning battlements, our bristling sea coasts, our army and our navy. These are not our reliance against tyranny. All of those may be turned against us without making us weaker for the struggle. Our reliance is in the love of liberty which God has planted in us. Our defense is in the spirit which prized liberty as the heritage of all men, in all lands everywhere. Destroy this spirit and you have planted the seeds of despotism at your own doors."

"From the ranks of the dissenters come the voices of revolution and guerrilla warfare. It is astonishing that many apologists for 'New Left' extremism lose themselves in an intellectual forest of cause and effect."

Voices of Revolution

Are not the extremists today attacking more than our institutions? Are they not slashing at that spirit which is vital if we are to survive as a nation of free men?

From the ranks of the dissenters come the voices of revolution and guerrilla warfare. It is astonishing that many apologists for "New Left" extremism lose themselves in an intellectual forest of cause and effect. We who maintain violence and unlawful, disruptive demonstrations are wrong may indeed be simplistic. Perhaps our country needs a simplistic view of what is happening. Perhaps our first choice should be between what is right and lawful and what is fundamentally wrong.

Lawful Endeavors

Whatever the rationalization as to causation, there can be no adequate excuse for violence, rioting, looting, or other unlawful demonstrations. Indeed, we should continue to strive to correct those areas of social and economic injustice which do exist, but we should do so through a positive course of lawful endeavor within the frame-

ing old-fashioned about patriotism. I can think of no time when I am embarrassed by an open display of my devotion for this great land and its traditions, and I can think of no occasion on which I would demean our national anthem or our flag.

Of course, patriotism is not a momentary emotion, but rather the steady devotion of a lifetime. It puts the country ahead of oneself. A patriot loves the land and its people, but in him also burns an inner spirit in which freedom and liberty live.

Enduring Patriotism

In my travels as National Commander of The American Legion, I have met Legionnaires and other Americans all over this great country, and I have talked to our servicemen on the fighting fronts of Vietnam. The great bulk of these citizens have the type of steady, enduring patriotism that is for them like a perpetual flame lighting the way toward self-respect and the dignity of man while casting out shadows of pessimism and despair.

ings, our imperfections, our serious faults, but most of us feel that the time has come to stop apologizing for these things to those whom we owe no apology for anything. I am thinking specifically of the militants, the revolutionaries, the dissidents, and the unlawful demonstrators right here at home—the ones who enjoy every privilege we have to offer, who, as members of the society of free men, have more of everything than they could possibly have in any other country under any other system and who use and abuse our system and the freedoms it provides but offer nothing more constructive in the way of improvement.

I believe it is we who should be making the demands that these people, who have become professional critics, come up with some of the answers—constructive answers and realistic, workable solutions to those imperfections, real or imagined, which they protest.

Abraham Lincoln, even before he became President, answered the question, "What constitutes the bulwark

work of our great democracy which does have built into it the capability change fostered by the people through peaceful methods.

Somehow, we have been led by publicity and the news reporting media to untenable positions. Recently, to some, the American flag has become a symbol of partisanship in the debate over our Vietnam policy. Likewise, the protest groups have been accorded the title of "pro peace" while, apparently for the want of a better description, the rest of us have been labeled "pro war."

Can it be that any of us believe those who raise the black flag of anarchy and the red flag of communism and who tear, burn, and defile our own Stars and Stripes are truly pro peace? They do deserve a symbolic flag of their own, and we should accord them a yellow flag of cowardice and retreat. To call Americans supporting national policy pro war is the height of indignity.

False Idea

No person in his right mind is in favor of continuing the Vietnamese conflict one instant longer than it takes to gain a just and reasonable peace. In fact, I am convinced that the misguided efforts of idealists who truly believe they are following the best path to peace, coupled with the activities of radical militants and malcontents, have done more to prevent a cease fire than any other single factor. They have helped convince Hanoi that the United States will abandon its convictions and its policies eventually because of the pressure of public opinion. They have given the enemy a false idea of the nature of public opinion in this country. Every day that the war is prolonged, American boys continue to die; and, yet, it is those who help prolong the war who have the effrontery to parade the streets of Washington publicly displaying the

names of servicemen killed in action—in many instances over the protest of the dead hero's family.

I do not question the motives of all who have marched to protest Vietnam, but I do charge that many of them simply do not understand the consequences of what they do.

As for the other charges against the United States, I am quite frankly getting a little bit tired of listening to the so-called "New Left" as it belittles our society and seeks to tear down rather than build up. These people certainly have a lot to say, but until they have something to offer that is better than what they seek to destroy, then whatever they have to say does not ring true.

There are throughout this country literally millions of Americans who, through their organizations—whether they be churches, clubs, lodges, veterans organizations, patriotic groups, or of the business and professional society—quietly make very substantial contributions of money, time, and talent toward fighting poverty, eliminating racial discrimination, in youth guidance, and in fighting crime, disease and delinquency. They go to the very root of the problems that beset America and they attack the

concern over the rising tide of crime. Most of us are worried about the future of our country when we learn that the crime rate over the past few years has been bursting upwards like a rocket, increasing nine times as fast as our so-called "population explosion."

A Growing Disregard

We are disturbed by a growing disregard for standards of morality reflected in the burgeoning industry dealing in smut, obscenity, and outright pornography as well as the mounting traffic and use of illicit drugs.

We deplore abuse, ridicule, and false charges heaped on law enforcement officers striving to fulfill their duties under the most difficult conditions.

We are confused by judges who strain to interpret words in our Constitution which, for almost 200 years, have seemed plain enough but now are said to have meanings which result in proven criminals being set free on technicalities when honest citizens are increasingly victimized by crime.

We wonder at the reasoning that denies punishment as a legitimate

"These people certainly have a lot to say, but until they have something to offer that is better than what they seek to destroy, then whatever they have to say does not ring true."

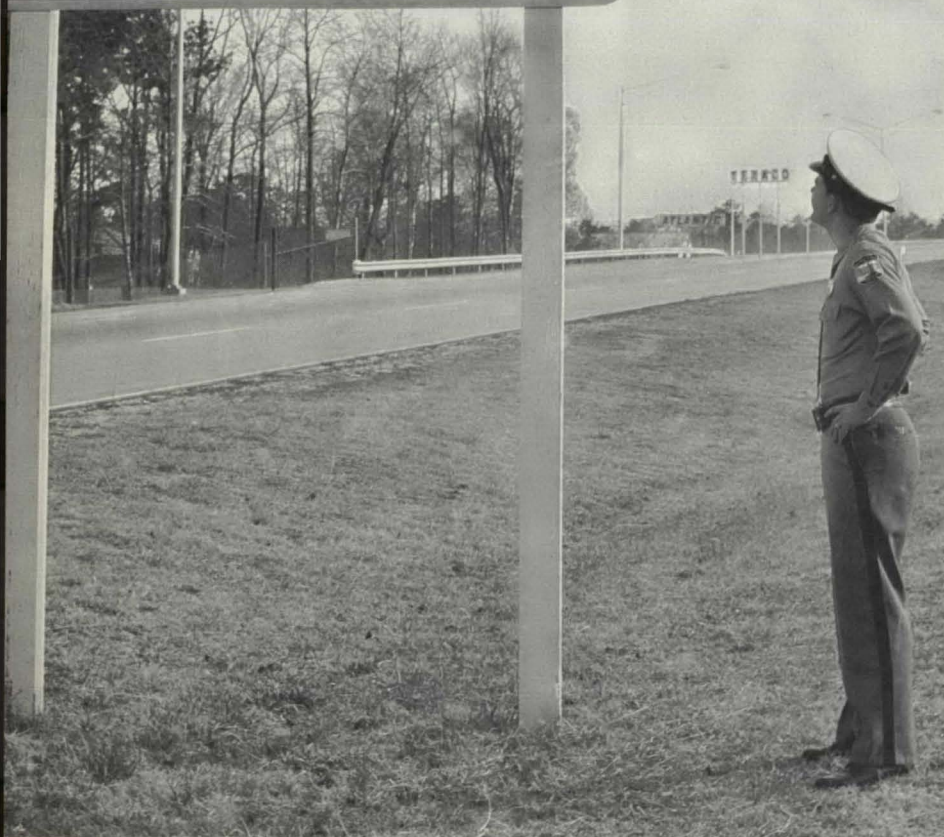
problems in a realistic and positive manner. They are getting results. And what they are doing is aimed at and is improving the society we have rather than destroying it.

The rabble-rousers and those who proclaim the ethic of civil disobedience have caused a vast uneasiness in our Nation, but there is also a deep

criminal deterrent and claims rehabilitation is the sole goal of penal confinement but hastens to turn loose on society those whose past conduct and proven antisocial behavior belie any possibility that rehabilitation has been accomplished.

Sadly, I confess that many of us
(Continued on page 30)

WELCOME Virginia Beach WORLD'S LARGEST RESORT CITY



By

E. A. CULVERHOUSE

Director of Personnel,
Virginia Beach, Va.



“**W**ish he knew what it is like to wear a badge.”

Such a thought no doubt occurs in the minds of law enforcement officers many times, particularly after facing a tough defense attorney in court.

A Resort City Solves Its Summer Police Problem by Using—

The Law Student-Policeman

But in Virginia Beach, Va., which calls itself the "World's Largest Resort City," defense attorneys may often think:

"Wish that officer didn't know so much about what it is like to be a lawyer."

They have learned that many officers who are new on the force and are generally called "rookies" are usually sharp on legal tactics.

Chances are, the attorneys are dealing with officers who participate in what the press has dubbed "Operation Barrister"—a recruitment program which brings law students to Virginia Beach during the resort season to patrol the resort strip on the Atlantic Ocean. The program, launched in the summer of 1963 with 17 law students wearing badges, has been expanded and involved 42 in the summer of 1969.

How did it come about? How does it work? What does it do? And why? Let us review the program.

Until 1963, Virginia Beach was a square-mile resort city with 8,000 residents and homes, motels, clubs, restaurants, cottages, and other features that go with tourism. The strip, which extended north into then



A parking violation may not be a serious offense, but it is a breach of a local ordinance and enforcement must be firm and impartial.

Princess Anne County, drew as many as 50,000 persons a day on summer weekends. It still draws them, but there is a change.

Virginia Beach today is a city of 312 square miles—just over three-fourths of it land. The small resort city in 1963 merged with sprawling Princess Anne County. Enforcing the law in the resort area was only part of the overall problem faced by the police department.

Directly between the Atlantic Ocean on the east and the Navy-ori-

ented cities of Norfolk and Chesapeake on the west, Virginia Beach stretches from Chesapeake Bay on the north to North Carolina on the south.

The ocean and bay have 38 miles of major shorelines with beaches. Nearly twice that amount of waterfront area exists on bays, where fishing, waterfowl hunting, and boat sports are a part of life. These areas, of course, present their own law enforcement problems.

In the main oceanfront resort area,



Col. William W. Davis, Chief of Police, Virginia Beach, Va.



In a resort area, courteous and polite assistance to the inquiring tourist from a policeman is an excellent means of public relations.

which booms from spring to fall, the regular police force of 213 men has full-time, year-round responsibility in the city of more than 180,000 persons. Some of these officers, of course, assist with the summer problem, too.

James E. Moore became police chief when Virginia Beach and Princess Anne County merged. He was formerly chief of the county force. He retired January 1, 1969, and was succeeded by Col. William W. Davis, a graduate of the FBI National Academy. Reeves E. Johnson, also a National Academy graduate, who headed the former resort police division, is now in charge of safety, traffic engineering, and weights and measures.

City Status

It should be noted that in Virginia chartered cities have "independent" status in relation to the State government in many respects. For instance, State police officers do not regularly enforce laws in the city unless the city requests it.

Question: With limited budget resources, how do you get high-camera

While on duty, some of the law student-police officers use three-wheel motorcycles to make their rounds.



officers to help with law enforcement during the summer resort season on a part-time basis?

Many will recall that around 1963 riots and other problems at summer resorts were making headlines. The city officials of Virginia Beach made it clear that such violence should not happen in Virginia Beach.

The police department in 1963 turned to law schools in Virginia and North Carolina for summer police talent. I wrote to the deans of four schools—at the University of Virginia, Wake Forest, University of Richmond, and University of North Carolina—seeking recruits for our proposed summer project.

The chairman of one faculty committee on placement wrote back: "We have posted a notice about this summer opportunity, and the response thus far has been astounding." Similar word came from others, and the schools have since cooperated fully.

Program Assets

We interviewed 32 applicants the first summer, and hired 17 students. By 1969, the number of applicants had increased to 120, some from law schools far removed from Virginia. Out of that greater range of choices, we hired 42 students.

Some obvious advantages of "Operation Barrister" were known at the time; others have appeared. Here are some assets of the project which I think are noteworthy:

1. Although a part-time officer (hardly expected to be of professional caliber), the law student has a knowledge of legal limits, including the rights of others.
2. He is conscientious and eager to learn, knowing his experience will benefit him throughout his career.
3. His young age and college ties make him more compatible with those in the younger set who come to the beach and who could cause trouble.
4. Some of the students can speak foreign languages fluently, a real asset in a resort community.

5. A person of above-average intelligence and ability and a college background on the job commands respect from the entire community.

One disadvantage happened in the program after the first year. A number of local college boys, nonlaw students, began applying for the summer positions.

One Year of Law

But with the first year's success behind us, we felt justified in making it mandatory that any applicant considered must have successfully completed at least 1 year of law school.

Perhaps one reason interest was high in the "part-time" jobs was the pay—the same a regular starting patrolman receives.

Each spring, a deadline is set for receiving applications. The police

chief and I go to each law school within a few hours' driving time and interview all applicants by the end of March.

While driving home in the evening or night, we review each applicant through memory and notes. By the time we get to the office the next day, we can immediately notify each student whether or not he has been accepted. Prompt answers are necessary so any student not accepted can make adequate plans for summer employment elsewhere.

The law students, as indicated earlier, benefit as well as the city and its law enforcement.

Robert Ward Porter, a Wake Forest student in the initial group of recruits, spoke for himself and others when he said:

(Continued on page 27)



As a rookie policeman, the law student learns that as a rule most of the public have a deep respect for law and order.

Palm Printer

Over the years, many techniques and devices have been developed and used to take palm prints. Chief of Police Robert J. Prinslow, Woodburn, Oreg., has developed a palm-printing device which has been of great aid to his department and which may be of interest to other agencies.

The machine is made of a metal box approximately 12 inches long, 8 inches wide, and 4 inches deep. It has a metal cylinder on a free-rolling axle in the center of the box. The top of the cylinder rises about three-quarters of an inch above the box surface. The unique feature of the machine is that the size of the roller and the height that it rises above the top of the box have been calculated and constructed to insure that the hollow of the palm is printed as readily as the remainder of the hand.

The device has a slot to hold the palm-print card so it will not shift or move out of place, and the card may be placed in the machine either diagonally or straight.

Prints are taken by rolling the ink directly on the entire hand and then placing the tips of the fingers on the top of the card and gently rolling the hand across the top of the cylinder, allowing the cylinder to turn freely as the hand moves across the top of the box.

Chief Prinslow states that the palm printer is simple to operate and training personnel to use it presents no problem.



Chief Prinslow is shown holding a print of his hand made on a flat surface. Also shown is a print of his hand made using his palm printer which shows the detail obtained from its use.


SAC, Birmingham, Memo
dated 2-11-70

The Birmingham, Ala., Police Department, in conjunction with the Exchange Club of Greater Birmingham, has completed another successful annual child safety education program based on the FBI Child Molester Poster.

The program, initiated in 1966, is designed to teach school children the safety rules listed on the FBI poster. Children in the first, second, and third grades of all the city schools participate in the poster coloring contest. Each classroom teacher selects the best poster from her room, basing her selection on creativeness, color

COLOR FOR SAFETY

scheme, and honest effort. The art department of the Birmingham Board of Education makes the final selection of the best poster from each grade group.

The program is under the supervision of Sgt. Edward E. McNeal of the Birmingham Police Department. The posters are furnished by the FBI, and the winners are each awarded a \$25 U.S. savings bond by the Exchange Club. WBRC-TV, an American Broadcasting Co. station in Birmingham, helps to publicize and promote the program as a public service to the community. 

First grader Jeffrey Scott Dalton, a student at Going Elementary School, proudly displays his winning poster while receiving a \$25 U.S. savings bond from Sgt. Edward E. McNeal. Jeffrey's mother, Mrs. Marjorie Dalton, and his teacher, Mrs. Helen B. Hensley, right, were present for the presentation.





A student drives through the rubber pylons to start a high-speed exercise.

Police Driver Training

A police officer when told that he must attend a driver-training course may well state: "I have been driving an automobile for 20 years, and I have been patrolling the streets for 10 years. What can they teach me about driving a car?"

It is a peculiar trait of human nature that men dislike to admit their limitations. That is why it is often preferable to tell an officer that he is invited rather than assigned to take such a course. Chances are it will injure his pride less. He may have a more positive attitude toward learning when the extent of his driving limitations is tactfully exposed at the outset of the course.





"... a professional driver never over-extends himself, either as to his ability or with the equipment he is using. A wrecked police vehicle serves no law enforcement purpose."

By

JOHN J. McCLEVERTY

Director,
Cook County Traffic Safety
Commission,
Chicago, Ill.

Officers act out the part of arresting a suspect in a car theft case.



Most police departments spend time and money to train an officer to handle a gun, but they accept a man's word, and his driver's license, as evidence that he is "thoroughly qualified" to handle a police vehicle. This, of course, is not a safe and reliable practice. Even persons who are competent drivers under normal circumstances need additional training to properly handle an automobile in emergency situations.

The Cook County Police Driving School was started in 1960 by a group of Illinois police officers who were invited to participate in the Pure Oil Economy Run at Daytona Raceway. Although they were invited to compete only against officers from Florida, they also faced test drivers from the major automobile manufacturers on the track.

Early Training

Fourteen officers from the Illinois State Police, the Illinois Toll Road Commission, the city of Chicago, and various Cook County police departments were selected for this school. These men went to Charlotte, N.C., for intensive training which was sponsored by the Ford Motor Co. Various test and race drivers participated in this program. As a result of this training, the Illinois contestants captured first prize in the 1960 Economy Run.

The various driving techniques learned and used during this competition raised several questions in the minds of the participating officers. For the first time they realized the disadvantage of inadequate training in the art of driving a police vehicle. They also realized that the average new officer had no experience in driving under so-called pursuit conditions. It was from this realization that our driving school was started.

In June 1961, the first class of the National Police Driving School was



Students walk through an exercise before they put it into practice.

held. The organization was formed by training officers of various police agencies, representatives of automobile manufacturers, the Pure Oil Co., and the FBI. Instructors were recruited from nearby police agencies and among these were officers with former racing experience. Some members of the Cook County Highway Engineer's staff were also included. The owner of the Meadowdale Race Track donated his 3.27-mile closed-circuit road-racing course for use in the training.

The training continued for approximately 3 years with all time and materials donated. Representatives of the various departments attended the school on a cost-free basis. Police officers from most States and many chiefs either personally attended or sent their own training officers to study the methods used. Praise, recognition, and endorsement were received from Director J. Edgar Hoover of the

FBI, representatives of the Illinois Association of Chiefs of Police, the International Association of Chiefs of Police, and many individual chiefs.

The lack of financing restricted the school's activities. The Cook County Safety Commission, recognizing the need for this type of training, allocated funds and had the program revived in 1968. These funds were in turn matched by Federal grants under the Law Enforcement Assistance Act.

No-Cost Schooling

Today, schooling is given on a regular basis at no cost to the individual officer or his department. Officers are invited or assigned by their commanding officers as part of their regular duties. Attendance is limited to full-time duly authorized law enforcement officers.

Under the present program, the school has trained officers from the

Illinois State Police, 58 suburban police agencies (ranging from one-man departments to very large departments), the State Bureau of Narcotics and various Illinois chiefs of police in and around Cook County. Limited attendance has been extended to Du Page County suburban agencies, McHenry County Sheriff's Police, and the McHenry County suburban agencies. Observers from the city of Baltimore, Md., and the Northwestern University Traffic Institute have also attended.

The success of this type of training depends on the qualifications of instructors. In the Cook County Police Driving School, instructors are former police officers with extensive backgrounds in fleet operation, chiefs of police who have had experience in various training programs, employees of the Cook County Highway Department's Engineering and Traffic Safety Department, and representatives of the FBI. All these men have had extensive experience in police pursuit situations. Several instructors are former race car drivers with police backgrounds.

Every effort is made to establish an immediate rapport between the individual instructor and the men attending the school. Students gain confidence when they realize that the instructor is well qualified in his field, and that by experience he is familiar with the problems the individual officer faces in his regular duties.

While almost half of the instruction is in the classroom, the trainee learns from actually doing the exercise being discussed. His faults or mistakes are recognized and corrected where there is no danger to the public.

Lectures and discussions are geared to individual participation. Subjects covered include automotive enforcement problems, emergency equipment, equipment evaluation in practical and theoretical driving concepts, technical State law applications, practical driving problems, and advanced

methods and techniques in pursuit situations.

Throughout the course, the student is encouraged to evaluate his own personal ability, and to recognize the limitation of his skill in the handling of automobiles in high-speed situations. He is taught that a professional driver never overextends himself, either as to his ability, or with the equipment he is using. A wrecked police vehicle serves no law enforcement purpose. An accident only increases the problems of the moment, usually at a time when personnel and equipment are most needed.

Basic Preparation

The first day of school is spent in classroom work—basic and necessary preparation for the training to follow, psychophysical examinations, lectures, films, and discussions concerning the objectives of training.

The second day starts with basic driving exercises on the track. All vehicles are furnished by the school.

Training vehicles vary in horsepower and type so that the student can learn from personal experience the difference between a fully balanced, high-performance police interceptor and a stock vehicle of the “family car” variety.

The training is in progressive steps. Each course prepares the student to apply his skill toward an increasingly difficult problem.

On the track, the student goes through basic maneuvering exercises, utilizing rubber pylons and plastic 55-gallon drums. In this way the student learns the exact dimensions of the vehicle and how it will handle at varying speeds.

This phase of instruction allows the student to demonstrate to the instructor his knowledge of the basic auto movements involving depth perception, coordination, and reaction. Once this is done, the instructor is able to evaluate the proficiency of the student and concentrate on the specific areas where the student may have a problem. This training concept is carried throughout the entire pro-

gram. The progress of each student is carefully recorded on his individual training chart.

No student is ever allowed to participate in a driving exercise alone. A driving instructor accompanies the student and grades him on his capability and performance in each exercise. Mistakes are discussed in private by the instructor so the student can receive individual attention without fear of embarrassment before his fellow students.

Don't Exceed Ability

Questions are encouraged and demonstrations by the instructors are given before each exercise so that the student can see what is desired and what his own personal goal should be. Students are taught to recognize the signs of loss of control before this actually happens. At no time are they encouraged to drive “over their heads.” Throughout the course, it is pointed out that overaggressiveness only leads to disaster.

Instructors look on as student officers prepare to run through a training maneuver.



The third day begins with class-work on the problems of roadblocks, apprehension of traffic violators, surveillance, coordinated aerial-ground searches, searches of persons and vehicles, and the practical laws involved.

The class is divided into sections and assignments are made at this time. The afternoon exercises consist of the actual installation of various types of roadblocks.

This is followed by problems of individual apprehensions in which each officer makes a "routine" traffic arrest while being observed by the rest of the class.

Applied Learning

Every effort is made for the class to "learn by doing." As part of the preceding exercise, students are told that the instructors driving the "violin" cars will seize on any mistake made and that a mock injury or even a fatality to the student could result.

These exercises are, of course, acted out as realistically as possible with instructors acting all roles except that of the officer. The student is observed by the rest of his classmates. The first two or three students are very crestfallen when they are "victimized" by the instructors. However, as these situations continue and additional students are also defeated, the class begins to realize the seriousness of the exercise, and it becomes a matter of great personal concern to each student.

It is then pointed out to the class that "fatally injured" victim students heal immediately during the training exercise, whereas a gunshot wound received in the course of regular duty does not heal so rapidly. This point registers and every class, without exception, returns to active duty with a much greater appreciation of the dangers involved when stopping an actual violator.

Such exercises are very carefully

handled because the instructor never knows what the student will do, and he must react as the opportunity is presented. Generally, the instructor will plan a course of action founded on situations where officers have been either killed or wounded in the past.

Students are urged to react to any surprising development. A student who freezes when confronted with a firearm is shown what he should have done. Angles of fire are explained. Available cover is pointed out to him, and he is required to re-enact the same situation until he instinctively develops the proper reaction to the confrontation.

This lesson is not lost on the rest of the class who are observing. Often trainees come back to school the following morning and report that the situation was so real that they could not sleep because they kept thinking of the chances they had been taking in "routine" arrests. Many graduating students say that this training is one of the most important and useful lessons of their police training.

The fourth day is spent on the training track where the student is confronted with apprehension exercises involving higher speeds and with concentration on vehicle control in turns and on unstable surfaces. The instructors have now had 2 days' experience with each student and know, within narrow margins, the personal limitations of each student. It is here that the teaching knowledge of the instructor comes to bear as he begins to extend the challenge to the student to upgrade his skills.

It is at this time that the student is required not only to drive the vehicle, but also to observe events that are being staged along the track which might require police action.

The student is next exposed to driving events in which instructors drive other cars on the track along with him. He is confronted with exercises in

frustration, situations which require quick thinking, decision-making, and fast reactions. Great pains are taken to protect the safety of the trainees, and only instructors with extensive experience in police driving are used in these exercises. Speeds are adjusted to meet the personal qualifications of each trainee based on his own ability. The instructor riding with him is continuously alert and ready to assist him should the need arise, even to the extent of taking complete control of the vehicle.

By the end of this day, the student's outlook is completely changed. His initial resentment over being assigned to attend a "driving school" is completely dispelled, and he realizes just what actually is involved in driving a car during the performance of his duties.

The fifth and final day is again spent in the classroom. It is here that the class receives a complete explanation of each exercise and the reason why it was given. The teaching goals are explained, and the student is asked to apply this knowledge to his own individual case.

This is followed by a lecture concerning theoretical problems which involve actual situations under a variety of conditions. New driving techniques being used by the criminal element are explained and illustrated. The student is requested to do a bit of self-examination by recalling his own reactions and accomplishments during the past several days. He is encouraged to be very critical, and from this he realizes what his actual ability might be. By this time, he also knows what the results of his misjudgment could be.

The class is then given a final written examination, to determine the conscious awareness of the student. On completion of the course, the student is requested to submit an unsigned written commentary concerning the school, its presentation,



Some officers observe while others go through an exercise.



An instructor drives the course and gives instructions to the students riding in the car.

the instructors, or anything he has observed about the school, be it good or bad.

Of all comments received to date, not one has been derogatory. The most frequently received comment is that every police officer should receive this training, and that all officers should be allowed to return yearly to take a refresher course. It is at this point that the instructors determine whether they have been successful in their training efforts.

In my experience in working with these officers, I have seen all types. They range from the officer who is a thoroughly skilled driver to the unfortunate individual who seems to be accident prone or just unable to properly handle a police car. These officers vary in individual talents and in their driving skills. But all can be trained, and with training their abilities are enhanced so that they can better serve the public they must protect. I firmly believe that we would be remiss if we did not provide this type of training to help them.

Conclusion

In conclusion, I would like to emphasize that a police driver-training course should never be confused with race car driving. The average officer should never be encouraged to engage in high-speed driving which might exceed his own ability or the capacity of the equipment he is using.

Police driver training should be oriented around actual police work, and the training should involve actual police-type situations in which automobiles are involved. It is imperative that, in training, the student be given the opportunity to realize his own limitations as they apply to the equipment he is using, and that he so discipline himself as to never exceed these limits. It is only then that he will become a completely competent professional!

(FBI)



By

HON. EDWARD P. GALLOGLY*

Chief Judge,
Family Court of Rhode Island,
Providence, R.I.

THE LAW— RESPONSIBILITY OF YOUNG AND OLD

Having completed 6 months of service as the chief judge of the Family Court of the State of Rhode Island, there is one startling fact that stands out in my mind as being partly responsible for the tremendous increase in all areas of crime.

That fact is the lack of understanding by young and old of the law and the part it plays in an ordered society.

The admonition of the Old Testament, "And Moses came and called for the elders of the people, and laid before their faces all these words which the Lord commanded him" (Exodus 19:7), is virtually unknown to both young and old.

The existence of laws in prehistoric times provided for the safety and security of wandering groups of people; the codification of the law developed by Hammurabi, the King of Babylon, was for the same purpose; the Decalogue, or the Ten Commandments, was 10 rules of living and religious observance given to Moses by God; the legal procedures adopted by the Greeks were a substitute for the old custom of revenge; the teachings of Socrates, Plato, and Aristotle evolved into laws for the protection of the rights of the poor; the development of the law by the Romans extended

the rights of the people and provided for fair hearings; the establishment of a senate in the ancient Roman State was to devise and legislate laws; the work of men like Augustus and Justinian helped to perfect a Roman code; and the imprint of the actions of lawmakers throughout the history of the world, both civil and criminal all of these things, are little known and little understood by both young and old.

Nevertheless, these laws have existed and the law has progressed from the days of Moses, and every great civilization has tried to improve its ethics of the law and make the law fit its peculiar times and happenings.

Solon, who was responsible for the passing of more laws affecting individual rights than Franklin D. Roosevelt, aptly put it:

"To make an empire durable, the magistrates must obey the law and the people the magistrates."

and Cicero said:

"The welfare of the people is the chief law."

Each succeeding culture left its imprint on the law through Charlemagne, the Church's Canon Law and others, until there evolved the Com-

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mon Law of England. It is upon this Common Law and our own Constitution that the lives of the people of the United States depend today.

From the beginning of recorded time the theme underlying all law is that every individual has certain inalienable rights, and to deprive a single person of these rights is to deprive all.

What does all this mean to you and me?

It means that the law is ever changing, usually for the betterment of our society; that our law has a solid substantial base; and that to survive as a society, it is a recognizable fact that we must have law and that the law is the responsibility of both young and old. Aquinas said in his Summa Theologica:

"Law is a regulation in accord with reason, issued by a lawful superior for the common good."

Without law there is no order. Without order there is anarchy.

It is relatively easy to understand necessity for a law prohibiting

doctors, and anthropologists offer their pros and cons to these much debated subjects.

This keeps society in a state of confusion—some say organized confusion.

Should we be concerned? You better believe we should be concerned, and involved.

As a result of political conflict—autocratic attitudes on the part of some in authority and failure to communicate—a climate has been induced that has caused some to believe that our country, our society, will be destroyed. There appears to be some justification for these fears.

Legitimate dissent, legitimate political debate, and the innate American desire to move ahead have been used as a subterfuge. They have been used as a cover by various groups of malcontents, opportunists, anarchists, and communistic-tinged front groups to attempt to destroy every law, every moral standard, every facet of American life, and, in fact, to destroy the United States of America.

"They find no good in the system, but offer no alternatives. They disparage thrift, parental honor, motherhood, marriage, and purity, and offer us debauchery, obscenity, homosexuality, and free love."

murder or rape or theft.

It is more difficult to rationalize laws that say you must attend school until you are 16, even though you hate school and cannot achieve; a law that says you can sell milk, bread, candy, cigarettes, etc., on Sunday, but not meat or vegetables; and a law that says you are matured sufficiently to wage war, but not to vote.

Violent dissent is offered as to the legalities of the use of marihuana and the war in Vietnam, and legislators,

The Communist Manifesto openly declares that Communist ends can be attained only by the favorable overthrow of all existing social conditions.

Thus, the technique is to attack the law, to encourage antilegal approaches to all problems, and to destroy what is euphemistically called "The Establishment."

All major institutions are vulnerable to attack and are being attacked—religion, family, school, and even motherhood. I personally do not feel

like a "fat cat," that all is well in our society, that there is no need for change, and that all dissenters should shut up or leave the country.

We have not now and will not have in the foreseeable future a perfect society. But I resent those who say we are not concerned because we do not march in every parade or join every picket line, or because we fought in a war and killed people.

These types offer nothing other than dogmatic statements—"I'm right, and if you don't agree then you're a false Christian, a bigot, an arch conservative."

New Morality

They refuse to listen to any but themselves, yet demand the right to free speech they deny to others.

They refuse to swear to uphold the Constitution, yet run to it for cover every time their liberty is challenged.

They find no good in the system, but offer no alternatives.

They disparage thrift, parental honor, motherhood, marriage, and purity, and offer us debauchery, obscenity, homosexuality, and free love.

And we are now reaping the harvest from the attempted imposition of their new morality.

All crime, adult and juvenile, is on the increase. People are afraid to walk the streets; people are afraid in their own homes. Suicides and death from drug use among college students have risen alarmingly in the last 4 years.

Groups of our society are forming into armed camps.

Filthy movies designed only to excite erotic behavior in the viewer are being shown in family theaters, and may soon invade your homes on the TV screens.

Movie stars defy convention and live together without the formality of old-fashioned barbaric tribal rites, as they call marriage.

College presidents are imprisoned,

belittled, and spat upon because some rowdy element wants its "Rights."

Should we be concerned? Well, if we're not, then we're truly a silent majority.

I'm not trying to be a sage of doom. Some of the incidents that I have men-

rather prostitutes, his intellectual integrity and attacks "the establishment."

With the motto, "Let's Be Honest," they proceed to denigrate everything that is good and substantive. They truly do not possess an honest thought

"They are supported . . . by the professor type, who . . . suddenly finds 'he can be the hero of the day.' Faced with this exciting prospect, he lends, or rather prostitutes, his intellectual integrity and attacks 'the establishment.'"

tioned can be explained.

Since its origin we have had armed bands in this country under various banners.

We have had pornography since the beginning of man, but not with imprimatur of the Supreme Court. Perhaps new cases will bring this decision back to the world of reality.

Movie stars have always sought the public eye by defying convention and tradition; this usually makes up for their lack of ability.

Students have rebelled in every country of the world, sometimes accomplishing improvements.

We have had lawlessness in varying degrees, but there is a danger inherent in today's condition that is not easily discerned.

Out of this mishmash a philosophy is being formulated similar to hedonism—"Eat, drink, and be merry for tomorrow we may die."

Psychiatrists attribute this to the built-in fear that the world will be destroyed by the "bomb."

And thus, our merry friends having found a reason to throw off all the shackles of conventional morals and "do their thing." They are supported in their things by the professor type, who, never having been in the mainstream of life, suddenly finds "he can be the hero of the day." Faced with this exciting prospect, he lends, or

because to be honest you must be objective, and each of these is totally and perversely subjective. They falsely attribute their actions to the exercise of their individual consciences.

Christianity constantly exhorts us to listen to our conscience. In the Lateran Council, the Catholic Church said: Quidquid fit contra conscientiam aedificat ad gehennam (Whoever acts against the conscience is a builder of hell).

But individual conscience needs constant correction; it must be related to sacred and tested truths. There must be an outside impersonal force constantly correcting our own subjective prejudices and biases.

Tolstoy has said, "In these days life is no longer directed by conscience; conscience accommodates itself to life."

This, in truth, becomes the result when the individual no longer recognizes higher authority to keep his conscience alert and pure.

In the same vein, when each individual decides which law or rule he will or will not obey, the result is anarchy—we revert to the law of the jungle.

There appears to be no need to prove the truth of this premise, but a new technique in some universities is to drop history (apparently all historians were inveterate liars, and noth-

ing useful can be obtained from a review of past events). We need only recall instances when lawful authority was removed from a city and criminals had a field day. People were killed, raped, and robbed; buildings were destroyed. It was truly hell on earth.

In many instances, it was not until lawful authority in the person of the National Guard was reinstated that people could live as humans again.

To find the precedent for total destruction of a people, we look to the Roman Empire when everyone lived as he felt, took what he wanted and did his thing, from the Emperor on down. The hungry Hun moved in and destroyed them. There are some who compare the United States to ancient Rome and cite parallels.

Lord McCauley, a British historian, one hundred years ago, looked over at our new young republic and said:

"Your republic will be destroyed just as Rome was destroyed in 500 A.D. but your destroyers will not come from without—Attila the Hun, but will come from within your own institutions."

Back to Basics

What can we do?

We can reinstate some basics in the home, in the school, and in the church—basics such as:

1. Respect for authority.
2. A sense of discipline.
3. Revival of common courtesy.
4. Acceptance of responsibility.

A parent does not earn respect; he is not on trial. His position demands respect. It is true that one may lose it by his actions, but initially the position demands it.

In turn, children are entitled to a similar respect. If each member of the family respects the other, we have the beginnings of a happy unit.

Respect for outside authority is easily achieved when the training at home is properly accomplished.

The building of mutual respect engenders a sense of discipline necessary for all throughout life.

Some may argue what about freedom of the individual? Freedom for what? Freedom for passion, desire, and lust? If this is the type of freedom one seeks, then discipline and authority will destroy such freedom.

If the meaning is freedom for the moral and spiritual man and for his need of complete control over the varying allurements of the senses and over one's own physical conditions, then discipline and authority are the answer. They will help man to the fullest self-consciousness, enabling him to bring his innermost individuality into play, protecting him in moments of distress and temptation.

"How does a parent who drinks too much at home advise his child about the evils of alcohol? How does a priest gain respect for his position and person by throwing blood on draft files?"

In this regard, may I comment on courtesy. Common ordinary courtesy never hurt anybody; rather it encourages mature respect.

The inculcation of all three—respect for authority, sense of discipline and courtesy—prepares one to accept responsibility.

The responsibility that is thrust upon you as you mature, wherein you then assume the duty of inculcating in your children respect for authority and a sense of discipline, thus completes the cycle.

The overall effect will be the reestablishment and restatement of the traditional concepts of respect for the law, which is so necessary for our continued survival.

To the adult, this is easily under-

stood, even though his actions may belie his words; to youth having been exposed to so many varied philosophies, it is difficult.

Not having been grounded in the fundamentals and unequipped to understand the complexities of adult human behavior, they take and use as arguments for their own misdeeds the frailties of our generation.

How does a teacher who votes to disobey an injunction issued by the court teach his pupils to obey the rules of the classroom?

How does a parent who drinks too much at home advise his child about the evils of alcohol?

How does a priest gain respect for his position and person by throwing blood on draft files?

How does a judge encourage citizens to obey the law when he is the principal in an early morning raid

or accepts large sums of money from people in legal difficulties?

How does a young boy feel when he is drafted and a prominent movie star gains deferment?

How does a black mother feel when he son is killed fighting for his country and cannot be buried in a white man's cemetery?

How does it feel to attend a college class with four hundred other students to listen to a stilted stereotyped lecture by a professor who has not spoken to a student in 15 years?

So when we talk basics to the young, we have to learn to communicate. Contrary to the manner and times in which we were reared, today's youth want answers, not dogmatic statements. Most of their misconceptions can be

cleared up by an intelligent educated approach, and it is important that they be exposed to the right teachers and the right philosophy. Adults must give the example.

Young people must know the meaning and purpose of law. To the young people I say, understand that if you have not yet assumed responsibility, you soon will; the country and the world that you live in and will grow old in will be as you mold it. Be sure when you accept or seek change that it is an improvement and that it does not destroy the basic traditional rules of law and morality that have stood the test of time.

Society or Jungle?

If you cast them all aside and substitute your own, based on the new avant-garde philosophies, you will not have a society, but a jungle. If you take the best of our times and improve them, you will be that much closer to an ideal society.

We all hope that the young intelligentsia of the country will be active in all forms to be sure that the religious ethic is sustained.

In the words of Pamela Frankay:

"There must come the moment when as Brother Leo wrote all your mirrors turn into windows. That is the moment of growing up. The adolescent looks inward—the adult can look outward."

Unless our society makes a serious effort to redefine the responsibilities of the young and old and to have a basic understanding of the reasons why the law must be obeyed, our Nation will continue to suffer the trauma inherent in lawlessness.

It is, therefore, my duty and the duty of every law enforcement agency in the country to prod the conscience of our society. Responsibilities under the law must be first understood and then obeyed.

FBI

In the event of a bank robbery, a key objective is to minimize the loss—that is, to cut down the actual amount of money which the robber could take.

Mr. Louis Rowe, Vice President, The National Bank of Washington, Washington, D.C., has devised a system within his bank to keep excess currency in tellers' cages during business hours to a bare minimum. Actually, it is a simple system, readily adaptable to banks across the country. It has been in effect for over a year in his bank and, according to Rowe, has worked well. Also, it is easy and inexpensive to operate.

Here is how the system works:

1. Each paying and receiving teller is provided with a sufficient number of customer night depository canvas bags equipped with lock and key.
2. Each paying and receiving cage is informally numbered: "Cage No. 1," "Cage No. 2," "Cage No. 3," etc. The canvas bags are correspondingly numbered "No. 1A," "No. 1B," "No. 1C," etc. Thus the teller in "Cage No. 1" and the branch manager or his designate will know the bags labeled "No. 1A," "No. 1B," "No. 1C," etc., are the exclusive property of the teller currently occupying "Cage No. 1."
3. When the branch manager or his designate makes a regular inspection of a teller cage, any currency in excess of the present \$5,000 maximum is placed in a canvas bag by the teller. The teller locks the bag and retains personal possession of the key. The locked bag is delivered to the main vault by the person making the inspection.
 - A. By placing excess currency in the bag and having it delivered to the main vault by the person making the inspection, tellers re-

How To Minimize The Bank Robber's Loot



Mr. Louis Rowe, Vice President, The National Bank of Washington, Washington, D.C.

FBI Law Enforcement Bulletin

SAC, WFO, Memo
dated 2-17-70

main in their cages and, with only a slight interruption in service, continue to wait on customers.

- B. By placing excess currency in a locked bag and retaining personal possession of the key, the teller still maintains full custody over his funds.
- C. By accepting a locked bag, the person making the inspection and delivering the bag to the main vault is relieved of the responsibility of physically handling the loose currency of a teller.
- D. The currency portion of large cash deposits received by a teller during business hours, whether counted at the window in the presence of the customer or left "subject to count," is immediately placed in a locked bag and delivered to the main vault.

Under no circumstances are deposit tickets and checks to be included with excess currency placed in locked bags, but are to be forwarded to the Proof Department in the usual manner.

When deposits are left "subject to count," the teller notes on a piece of scratch paper the name of the customer and the amount of the currency allegedly contained in the deposit. The note is placed in the locked bag for later verification.

The teller should discreetly notify the branch manager or his designate that he has a locked bag for delivery to the main vault.

- 4. After closing, when all customers have departed the bank lobby, the locked bags are removed from the main vault and distributed to the appropriate tellers for settlement purposes.

If a slack period occurs during business hours and a teller wishes to count and strap the loose cur-

rency in his locked bags, he may do so only with the prior approval of the branch manager or his designate. Counting and strapping of the loose currency contained in locked bags are done, when possible, in the main vault, or in some other location removed from public view.

- 5. To maintain an accurate record of the exact number of locked bags that an individual teller has placed in the main vault for safekeeping, the branch manager or his designate issues a receipt to the teller for each bag delivered to the main vault. In order to retrieve his locked bags from the main vault, the teller must surrender his receipts to the branch manager or his designate.

The daily receipts should be retained by the branch manager or his designate for a period of 1 week. In the event of a sizable teller difference, the Audit Department will no doubt want to review the receipts for locked bags.

Here is a sample receipt form:

Receipt for Teller Currency Bag	
Date:	_____
Time:	_____
Received of:	_____
	(Name of teller)
Locked Bag No.:	_____
Received by:	_____
	(Branch manager or designate)
Returned to:	_____
	(Signature of teller)
NBW Form # _____	

- 6. It is recommended that:

- A. Tellers retain personal possession of keys to currency bags at all times during business hours and lock them up with their currency at night.
- B. Duplicate keys for currency bags should be recorded and kept in the main vault under dual control.

STUDENT-POLICEMAN

(Continued from page 13)

"We have grown mentally and physically this summer. Our practical experience working on this side of the law has been very meaningful, something we could never obtain in the classroom."

Jeff Ward, a law student from North Carolina who wore a badge in 1965 and 1966, said: "I learned the policeman's way of doing things . . . what the policeman has to go through. I won't be so hard on him when I'm a lawyer."

The police department has been particularly pleased with the program and credits it with reducing the number of disorderly incidents along the resort strip. Many potential complaints were handled diplomatically by the law students.

While other preventive measures have figured in the lack of summer crowd problems, the ability of the student-officers to "mix" with the younger set has helped much.

When the summer recruits report for police duty a few days after their final exams, each receives a week of instruction under the direction of Lt. C. W. Simmons, Police Personnel and Training Officer.

While some of the matters explored may seem elementary to the students, Simmons claims their educational background makes them the easiest trainees he has ever handled.

They are schooled in local policies, laws of arrest, communications, juvenile problems, traffic problems, beat patrol techniques, report writing, rules of evidence, public relations, and the use of firearms.

The immediate acceptance of the students by the regular officers and the willingness of the "rookies" to accept advice from the experienced men contribute to good morale.

Commendations from local citizens, visitors, city councilmen—and even lawyers—are never lacking.

SHIPS AT SEA

(Continued from page 6)

papers, special delivery mail, customs men, and finally a lone highway patrolman, if there was room for one. Now, the first two reservations for the COD are held for the CHP on a regular basis.

The sailors like the presentation. Some of their comments are: "This safety program is an outstanding idea. I hope everyone returning home can hear it", and "It's a terrific review for all of us. It helps inform those of us not from California on the existing State driving laws."

The highest ranking officials acclaim the program, too. Adm. John J. Hyland, Commander in Chief of the U.S. Pacific Fleet, wrote in June 1969: "It is extremely gratifying to note the reduction of motor vehicle deaths and injuries among California-based Navy personnel assigned to the Pacific Fleet since the inception of the 'Ships at Sea Traffic Safety Program.' The savings in lives, limbs, and dollars are truly significant."

The program has proved itself in terms of "accidents that didn't happen."

However, the sampling of statistics is small, vague, and too indeterminate to provide any firm conclusions about the rate of improvement that can be expected as the program expands. Comparative figures are available only from the San Diego area, which is an infinitesimally tiny portion of all the places returning sailors go after leaving their ships.

Notwithstanding these limitations, it is apparent that the ships which receive the safety presentations have fewer accidents among their personnel than the ships which do not have the presentations.

Only 8 percent of the destroyers which received the presentation in a 4-year period reported injury or fatal traffic accidents among their person-

nel after receiving the talks. In sharp contrast, 35 percent of the destroyers which did not have the safety presentation experienced such accidents.

Among the men attached to the first 52 ships which received the presentation, one traffic death occurred for every 21,638 men and one traffic injury for every 4,993 men in a 1-year period. (Eleven accidents involving 12 injuries and three deaths were reported among the 64,914 men attached to the ships.)

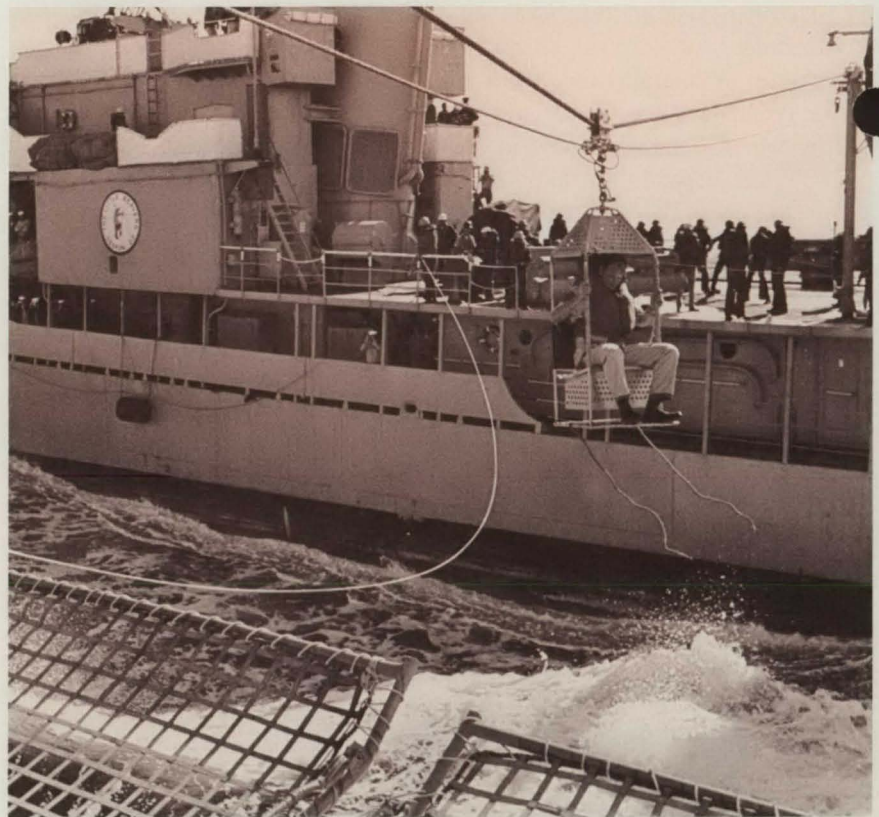
In a control group of 13,375 men aboard 46 ships which did not receive the presentation, a fatality rate of 1 to 13,375 and an injury rate of 1 to 704 was recorded. (One man was killed and 19 injured in traffic accidents.)

Officials notice the greatest effect on accident incidence during the first month after the men return from overseas. Experience has shown that this

is the time when most accidents occur. The reduction in accidents among the crews of homecoming ships which received the safety presentation is most apparent in the first month.

After that period, the halo effect seems to wear off, and, little by little, as the months go by, the accident total among the participating ships approaches that among the nonparticipating ships. The effect of the presentations seems to lose its sock after the first month.

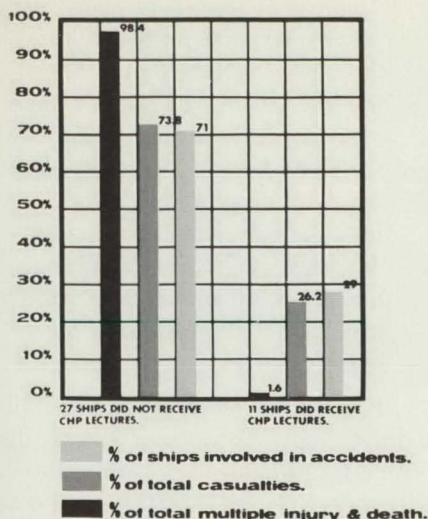
To meet this problem, the Navy suggested a new refresher program of lectures to crews which have received the presentation at sea and have been in port for 2 or 3 months. The refresher program is now on a limited basis, and at a recent meeting of California Highway Patrol Inspector D. T. Donaldson, Adm. Mason B. Freeman, and Captain Herz, Admiral Freeman asked that this retraining program



Traffic Officer Myron Smith of the California Highway Patrol being highlined from the USS Bronstein, a destroyer escort, to the USS Everett F. Larsen, a destroyer.

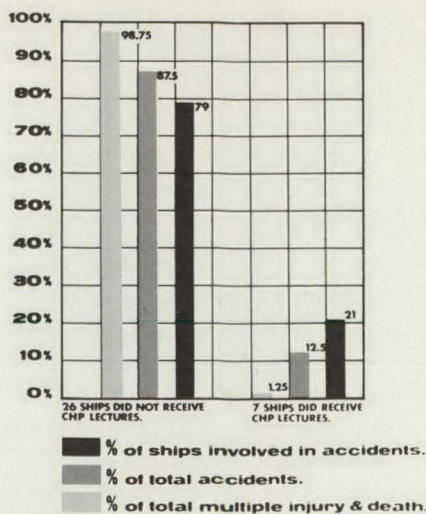
FISCAL YEAR 1968

33 ships had personnel in accidents with a total of 61 casualties.



FISCAL YEAR 1967

33 ships had personnel in accidents with a total of 64 casualties.



A measure of the success of the "At Sea" program may be seen in this 2-year comparison of statistics.

be implemented on an expanded schedule.

Results of the refresher lectures are being studied to determine if the remarkable impact of the ships at sea program can be revived and strengthened by the retraining approach.

The Navy is computerizing its drive safe program, of which ships at sea is a part, and more precise results are expected to be available in the future.

The Navy translates its losses to a dollar figure. Each fatal or injury accident costs the Navy approximately \$3,900. (The cost of a death is tabbed at \$15,415 and the average loss time injury at \$2,800, and a ratio of one fatal accident to each eight injury accidents is assumed.)

From its inception to December 1, 1969, the ships at sea program has reached 257,658 men aboard 202 vessels of the fleet at a cost of \$38,952, or about 15 cents per man.

The highway patrol's share of the cost was \$29,226 (entirely in salaries) and the Navy's share, \$9,726, includ-

ed room, board, and transportation.

Available statistics indicate that men who receive the safety presentation at sea have only about one-fourth as many accidents as those who do not hear the safety talks. In 1966, when the full-scale program was just beginning to get underway, traffic accidents cost the Navy \$21,907,900 annually; therefore it is estimated that if every ship in the Navy were to receive the program, the potential savings would amount to many millions of dollars annually.

Whether one measures the program in terms of dollars or human lives and suffering, there appears to be justification for efforts to expand the program to include all members of the Armed Forces entering California from any direction by any mode of travel.

The highway patrol is currently comparing notes and reactions, reading critiques of the program, asking for constructive suggestions and criticisms, trying new tactics and weigh-

ing alternative programs such as "soft sell" or "blood and guts."

The patrol is attempting to keep the program current and viable because it believes it is a valuable accident preventative and is convinced it saves lives, money and property, and prevents suffering.

Admiral Hyland states, "The problem of highway deaths and injuries is one that unfortunately afflicts every branch of the Armed Forces and constitutes a serious drain on our manpower and resources . . . I look forward to the continuation of this important effort and the wide-ranging benefits to the U.S. Navy and the State of California which it can bring about in the future."

Gov. Ronald Reagan stated: "In a relatively short period of time the 'Ships at Sea' program has proven its effectiveness in saving lives, reducing accidents, and saving the families of returning servicemen and other California motorists from the shock, despair, and suffering which accompanies every traffic fatality and major highway accident."

Commissioner Harold W. Sullivan of the California Highway Patrol believes the benefits of the program extend beyond the highways of California to the highways of the Nation, and beyond the first month after arrival home—even beyond the first year.

Sullivan recently commented on the long-term impact of the ships at sea traffic safety program: "The benefits will continue to be realized many years from now when hundreds of thousands of former Navy men continue to express their respect for the law and a responsible driving attitude—a respect and attitude they developed in part from an informal traffic safety presentation by a knowledgeable highway patrolman who intercepted a homeward-bound ship many miles at sea to give them a life-saving message." (FBI)

LET'S STAND UP

(Continued from page 9)

also have been bullied. We are afraid to walk the streets of our own neighborhood at night, often afraid to press charges or to testify when we are victimized although we know we should, and too frightened to raise our voices to protest the invasion of our communities, businesses, and even governments by the forces of organized crime.

But I think our uneasiness and despair, our discontent with these conditions are making themselves known. I have sensed a deepening of resolve to hasten to correct the conditions causing the fears that plague us. I believe in our immediate future we will see more and more Americans answering positively the challenge posed by FBI Director J. Edgar Hoover at the beginning of this year when he wrote:

"To my mind, a big question for

every American as we enter the 1970's is whether he wants to support and defend our free society or let it be overrun and destroyed by visionary agitators, whether he wants to promote the cause of justice and order or give in to crime and chaos, and whether he wants to hold the line on decency and morality or let depravity and degeneracy corrupt our populace.

"Let us make no mistake about it. Human dignity, individual values, civil rights, and freedom for all citizens cannot exist without order and self-discipline. We need discipline to lift us above the baseness of indulgence, discipline to stand for right over wrong, discipline to uphold and preserve our ideals and principles of democracy, and discipline to respect and obey the law."

During the mid 1800's George Bancroft, American, historian, diplomat,

and teacher, described our country this way:

"In the fullness of time, a republic rose in the wilderness of America. Thousands of years had passed away before this child of the ages could be born. From whatever there was good in the systems of the former centuries she drew her nourishment; the wrecks of the past were her warnings . . . the fame of this only daughter of freedom went out into all the lands of the earth; from her the human race drew hope."

From her the human race still draws hope. To a large extent, the American promise has been realized. To an even larger extent, she will continue to fulfill her destiny.

Let's stop apologizing for America. No apologies are necessary.

Let's stand up and shout about all that is right and good about America. We have a great deal to shout about.

FBI

Department of Public Safety, Police Department, New Jersey **"Pulpit Patrol"** *dated 2-18-78*

Clergymen from the Township of Cranford, N.J., are learning firsthand what it is like to be a policeman.

A program called "Pulpit Patrol" was the idea of Chief of Police Matthew T. Haney. With the cooperation of the Cranford Clergy Council, he initiated the program for a 5-week period on a trial basis in November 1969.

Cranford is a suburban community in northern New Jersey with a population of 30,000. The township is located in Union County, N.J., with more than 500,000 residents and is part of the New York metropolitan region. Because of its proximity to a

large industrial area and its easy access to major highways, the township has its share of law enforcement problems, Chief Haney explains.

A clergyman was assigned to ride in a police car from 8 p.m. to 2 a.m. on Fridays and Saturdays. Chief Haney said weekend evening tours were arranged because he wanted the religious leaders to watch the police during their most active hours.

Comments from the clergymen have been most favorable. One minister commented that he was amazed at the high degree of protection the police provide for the community. Generally,

they were impressed by the efficiency of the police department, the extent of the patrol coverage during a tour of duty, and the esprit de corps exhibited by police personnel.

Chief Haney reported that the majority of his officers have indicated approval of the project. They feel that "Pulpit Patrol" provides an excellent opportunity for the clergy to see what problems police encounter and to view firsthand many of the duties and services performed by law enforcement officers.

The program proved to be such a success that it has been resumed.

INVESTIGATORS' AIDS

POLICEMAN IS HERO TO STUDENTS

Given a list of prominent people and asked to choose a speaker for their graduation ceremonies, the eighth-grade students at the Longfellow Junior High School in Detroit, Mich., voted to ask their friend, Patrolman Elmer Sanders, Jr., to do the honors.

Sanders is a member of the Detroit Police Department's Community Oriented Patrol. For the past year, he has been assigned to motor scooter duty in the precinct where the school is located. He was selected from a group including several popular and outstanding professional ball players and other prominent citizens.

Honor

"It's a great honor to be chosen by the students over these other names," said Sanders. "I have talked with most of these kids over the past year as part of my job here. I have tried to be straightforward with them. I told them that if I couldn't answer their questions I would find the answer for them. That is part of the reason our relationship is so good. I came back to them with the answers. I take a sincere interest in them and they believe in me and look up to me as a friend as well as a policeman."

In addition to local and State publicity regarding the honor, Sanders received a personal letter of congratulations from President Nixon. Of all his experiences in police work, Sanders felt this tribute by the students was the most rewarding of his career.

City of Detroit, Sept. Report and Information Center, For Release 2-20-70

PAY TELEPHONE BURGLAR CONVICTED

A series of pay phone burglaries occurred in a Midwest city in the summer of 1969. The phones had been pried from the booths and the wires leading to the phones were cut.

Based on a description of a vehicle observed at one crime scene, a suspect was stopped by a local police officer. When the officer approached the suspect's car, he saw that the rear floorboard was covered with small change. The suspect was arrested and placed in the police cruiser. Later the officer noticed the suspect squirming in the seat. On checking, he found the wire cutters between the seat cushions where the suspect had tried to hide them.

A screwdriver, a telephone base, two telephone components, and a tire

tool taken from the suspect's car were sent to the FBI Laboratory for examination. The wire cutters and pieces of cut telephone wire from the various crime scenes were also submitted for examination.

An expert in the Laboratory identified the wire cutters as having cut wires from three of the crime scenes. He also identified the screwdriver with toolmarks on the telephone housing at a fourth scene.

Early in 1970, the FBI Laboratory expert testified to his findings in the suspect's trial. The trial ended with a hung jury. A retrial was held shortly thereafter and the jury found the defendant guilty as charged. He was sentenced to 30 years' imprisonment.

11L #840, dated 3-9-70

QUOTABLE QUOTE

"No matter what a man's aims, or resolutions, or professions may be, it is by one's deeds that he is to be judged, both by God and man."

—H. W. Beecher

The New Dictionary of Thoughts, p. 133

THEFT OF "MAG" WHEELS

The rising theft of "mag" wheels from parked motor vehicles is becoming a problem for police in a midwest community. ("Mag" wheels are made of cast magnesium-aluminum alloy and are very expensive.)

The thieves spot a victim car, take SAC, Butte "Hot Sheet" dated 2-4-70

concrete cinder blocks from their automobile, and place the blocks under the axles of the victim car. They quickly remove the valve cores from the tires, and, as the car settles on the blocks, they take off the wheel lugs. All four wheels are removed and tossed into the trunk of the thieves' automobile. The entire operation takes less than 10 minutes.

WANTED BY THE FBI



HERBERT EUGENE ALLEN, also known as: Eddie Alden, Arthur Allen, Eddie Allen, Herb Allen, Merle Conners, Merle Connord, Herbert Eugene, Clarence Hoff, Eddie Hoff, Edward Martin, Arthur Wallace.

Interstate Flight—Burglary, Uniform Firearms Act

Herbert Eugene Allen is presently wanted by the FBI for unlawful interstate flight to avoid prosecution for burglary and for violation of the Uniform Firearms Act.

On February 18, 1968, Allen and two accomplices were arrested while leaving a wholesale drug company in Seattle, Wash. Allen, who allegedly was armed with a pistol at the time of his arrest, was charged with violation of the Uniform Firearms Act and burglary. Police officers responding to a silent burglar alarm reportedly discovered that the trio had been attempting to open the safe which contained narcotics.

On September 9, 1968, the three alleged burglars, who had been released on bail, failed to appear for trial in the King County Superior Court at Seattle. A Federal warrant for Allen's arrest was issued on September 18, 1968, at Seattle.

Description

Age ----- 53, born Aug. 8, 1916,
Spokane, Wash.
Height ----- 5 feet 11 inches.
Weight ----- 165 pounds.

Build -----	Medium.
Hair -----	Brown, graying.
Eyes -----	Blue.
Complexion --	Medium.
Race -----	White.
Nationality --	American.
Occupations --	Accountant, clerk, laborer.
FBI No.-----	782,639.
Fingerprint	
classification--	23 O 21 Wt 19
	M 17 U

Caution

Since Allen has been convicted of murder and bank robbery and was reportedly armed with a revolver when last arrested, he should be considered armed and dangerous.

Notify the FBI

Any person having information which might assist in locating the fugitive is requested to notify immediately the Director of the Federal Bureau of Investigation, U.S. Department of Justice, Washington, D.C. 20535, or the Special Agent in Charge of the nearest FBI field office, the telephone number of which appears on the first page of most local directories.

FINGERPRINTS TRAP BURGLAR

Police in a southern city, besieged with a number of burglaries and rape cases, had accumulated a lot of evidence but few suspects.

A possible suspect was located and his fingerprints were submitted to the FBI Identification Division along with the evidence.

Fifty-three latent fingerprints and 13 latent palm prints found and submitted in connection with eight burglary cases and three burglary and rape cases were identified as those of the suspect.

When confronted with this overwhelming evidence, the suspect entered a plea of guilty and was sentenced to life in prison on each of the rape charges and 5 years in prison on each of the 11 charges of burglary.

The suspect had no previous criminal record.

*32-24419-365 Identification Division dated 2-13-70
John Ellis Harvey
FBI # 67472061*

ADVERTISEMENT FOR THIEF

A resident in a western State reported the theft of his four-wheel drive vehicle to local law enforcement agencies. He then decided to do some investigating on his own. He placed an advertisement in a local newspaper representing himself as a prospective buyer of used parts for a four-wheel drive vehicle of the same make and year model as his stolen vehicle. A telephone number was listed in the paper for response.

The advertisement paid off when he received a call offering such vehicle parts for sale. Upon examination, he was able to identify certain parts offered for sale, including the motor, as having come from his stolen vehicle.

The person selling the parts was charged with grand larceny.

Sac. Butte "Hot Sheet"
FBI Law Enforcement Bulletin

dated 2-9-70

FOR CHANGE OF ADDRESS ONLY

(Not an order form)

Complete this form and return to:

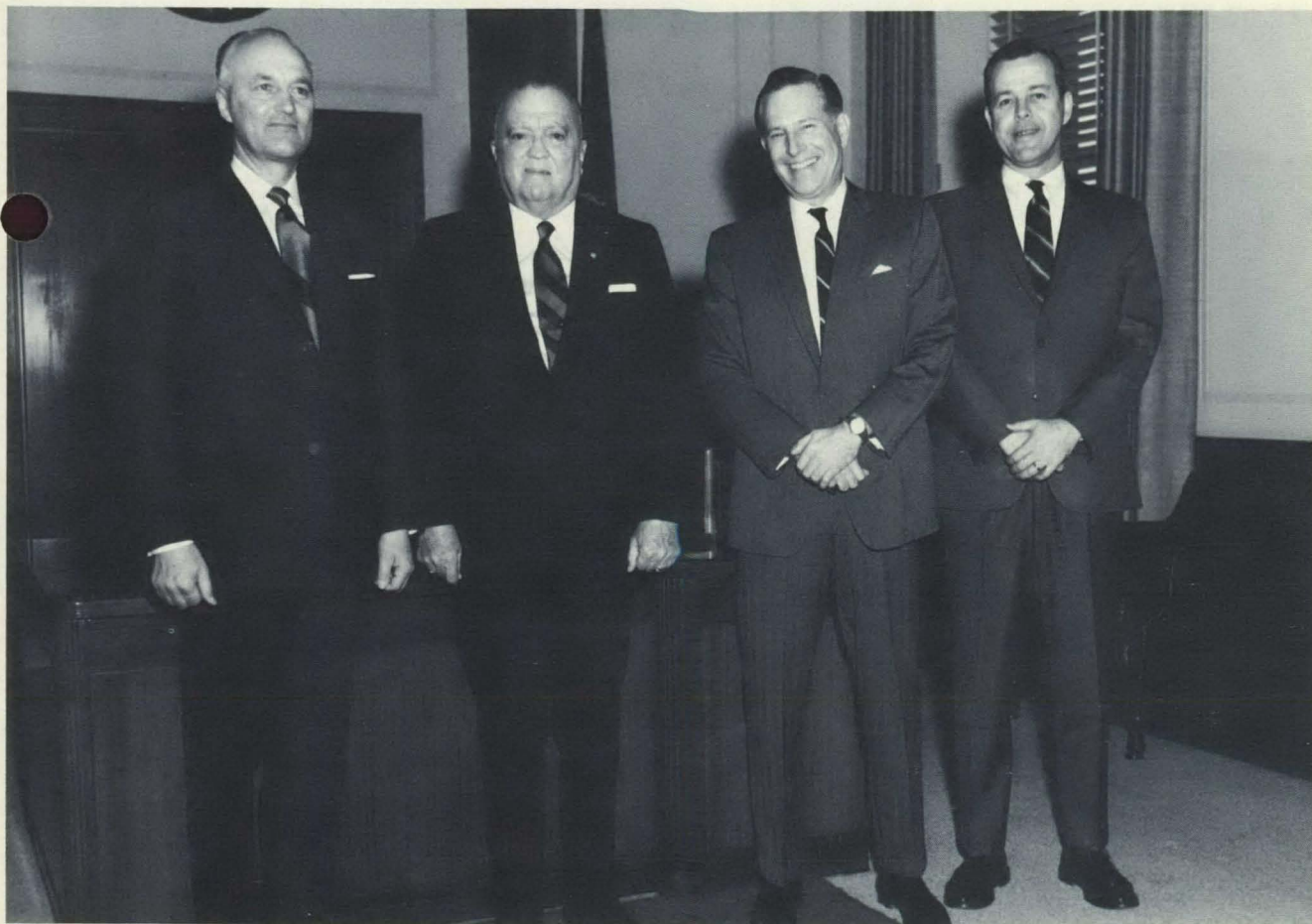
DIRECTOR
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C. 20535

(Name) (Title)

(Address)

(City) (State) (Zip Code)

Visitors to FBI

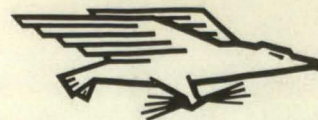


Commissioner William L. Higgitt, Director General John K. Starnes, and Inspector Louis G. Pantry of the Royal Canadian Mounted Police recently visited FBI Headquarters and were photographed with Director J. Edgar Hoover. Shown in Mr. Hoover's Office, left to right, are: Commissioner Higgitt, Mr. Hoover, Director General Starnes, and Inspector Pantry.

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C. 20535

OFFICIAL BUSINESS

RETURN AFTER 5 DAYS



POSTAGE AND FEES PAID
FEDERAL BUREAU OF INVESTIGATION

QUESTIONABLE PATTERN



In the Identification Division of the FBI, this unusual pattern is given the preferred classification of a tented arch and is referenced to a loop with one ridge count. Although this impression contains two delta formations, the necessary sufficient recurve required for a loop is not present. Also, the lack of any recurve in front of the right delta formation precludes classification as a whorl type.