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J. Edgar Hoover, Director

FBI Law Enforcement Bulletin

Restricted to the Use of Law Enforcement Officials

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





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

October 1, 1954

TO ALL LAW ENFORCEMENT OFFICIALS:

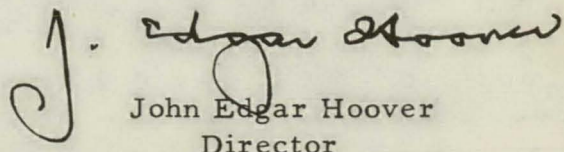
The Communist Party is like a brawler from the gutter, like a dirty boxer who fights with no holds barred. Constantly shifting from the attack to the defense, it feigns weakness and gives ground one moment only to lash out with renewed fury the next. It bobs and weaves and ducks to avoid punishing body blows. More dangerous, whenever a chance presents itself, it hits below the belt, gouges an eye and uses an elbow.

The latest twist to the long frayed line of Communist Party dogma, their latest diversionary tactic, claims Communism is but a form of Socialism - an end and a goal which can be established peaceably and through constitutional means. Outwardly abandoned for reason of temporary strategy, as it has frequently been abandoned before, is the Party's call for militant action and the defense of violence as a justifiable means to power.

Erecting a false facade of cooperation, the Party now says, "We are ready to work with all Americans, no matter what our past relations or present differences may be, to block war and fascism, to save U. S. living standards, to restore free exchange of ideas and debate on the great issues facing the nation. We propose a coming together of all progressive and democratic forces to consult with each other and to make such consultation and working together a habit." The new line bleats for the consumption of those who are gullible that the Party advocates a peaceful path to Socialism and that the needs of our Nation cannot be served by a conspiracy.

Do not be deceived - the conspiracy is still with us. The true Communist Party line remains unchanged. The overthrow and destruction of our constitutional democracy by any and all means at their disposal remains the aim of the Communists.

Very truly yours,


John Edgar Hoover
Director

FEATURE ARTICLE

Enforcement Saves Lives on the New Jersey Turnpike

by COL. RUSSELL A. SNOOK, *Superintendent, New Jersey State Police, Trenton, N. J.*

The positive value of strict enforcement has been graphically proven by the record of the New Jersey Turnpike. The accident rate on this heavily traveled express route is lower than that of other State highways, despite the fact that the Turnpike speed limit is 10 m. p. h. higher than any other route in the State.

In the months of March and May of 1954 not a single fatality occurred on the entire Turnpike. This is indisputable proof that efficient enforcement is effective in the saving of life and property.

As in normal police operations everywhere, when a road is made safer for the motorist, it should be made "unsafe" for the criminal. The alertness of the police officer is carried through from traffic enforcement into criminal detection. Instead of finding the Turnpike a corridor of escape through New Jersey, criminals are being apprehended almost daily. In most instances arrests are being made before an alarm has been broadcast on a committed crime. Murderers, dope smugglers, kidnapers, carriers of illicit liquor, and car thieves are all listed among the arrests made on this route.

The 118-mile, 60-m. p. h., toll route runs from the Delaware Memorial Bridge at Deepwater,

N. J., through the South Jersey flatlands, continues through the fertile vegetable and fruit farms of central Jersey and enters the metropolitan area where the interchanges are necessarily more frequent. Two of these interchanges are in close proximity to the Lincoln and Holland Tunnels into New York. The northern terminus is at Ridgefield Park, N. J., where the George Washington Bridge is very accessible.

Fast Track

In the entire route there are no crossroads, intersections, traffic lights, or slow-speed curves to impede travel. The 17 interchanges between the Delaware Memorial Bridge and the George Washington Bridge are reached by channels leading to the right and can be passed by through traffic without interference. The dual lanes from Deepwater to Woodbridge are separated by a wide center island, as are the triple lanes from Woodbridge to the Lincoln Tunnel interchange where it again becomes a dual lane. Engineering work is now being completed to provide triple lanes from interchange No. 4 to interchange No. 11. Plans are also being carried forward for a con-



View of an interchange.

nection with the Pennsylvania Turnpike by a new crossing of the Delaware River at Burlington County, N. J., and an extension at interchange No. 14 will go direct to the Holland Tunnel.

Lighting at the interchanges, service areas, and other necessary locations is very adequate and is being gradually increased for maximum safety. Solid stripping of the innermost travel lanes has been accomplished to provide guidance to the motorist during periods of fog or inclement weather, and intermittent stripping is used in other lanes.

Landscaping the Turnpike has been carried through and will be continued on a broader scale in 1954. Signs are placed wherever needed, keeping the motorist well informed as to his location, approaching interchanges, and other pertinent information.

The Turnpike was built to meet a need for the heavy volume of traffic in New Jersey. Being situated between two large cities—Philadelphia and New York—and also being part of the sea-coast route to the South, it has a great amount of transient traffic. In 1953 the average volume of traffic for the entire year was more than 60,000 vehicles daily, with the peak months in July and August. Since the first 3 months of 1954 have exceeded the first quarter of 1953, indications are that the volume of traffic is steadily increasing.

Positive Safety Program

To cope with this volume of traffic a positive safety program must be carried out, and the New Jersey State Police consider enforcement a major part of this program. An arrest for a traffic violation is looked upon as a possible saving of a life. To this end there are four salient points in the enforcement:

1. A concept of his job by every trooper assigned. The belief that every user of the Turnpike must be protected from others and even from himself.

2. A careful analysis of the problems at hand and the best methods to be used in meeting these problems; i. e., a technical proficiency.

3. In every contact with the public, conduct of the enforcement officer must be above reproach. Any violator is more susceptible to "safety education" by the proper approach.

4. An able and positive presentation of all court cases when court action becomes necessary.

In 1952 a total of 18,239,527 vehicles used this road and 3,999 summonses were issued. There were 714 accidents investigated. Compare this with the figures of 1953 after 15 more men were assigned to the detachment and enforcement was increased. The number of vehicles using the road increased to 22,159,084 but the accidents investigated decreased to 584. This can be directly attributed to the fact that there were 18,574 summonses issued. Of this total 15,339 were for speeding. These figures are conclusive proof that speed is a contributing factor in most accidents and it can be curtailed to a greater degree by consistent enforcement.

Since there is no means of knowing the number of vehicles carrying criminals on any road, there is no gage of what percentage are being apprehended. However, with the increase of traffic enforcement, there has been an accompanying increase of criminals apprehended. This is particularly true of car thieves and those carrying deadly weapons. An increase was also noted in services provided to the public who are not violators or criminals. This is necessarily a part of any efficient police program.

The foregoing is substantially the same as practiced by members of the New Jersey State Police on the public roads of New Jersey with corresponding success.



Col. Russell A. Snook.

So that a better understanding may be obtained as to how the Turnpike is policed, there is outlined herewith a résumé of the problems, methods, duties and objectives of those charged with the responsibility of making this highway safe.

Personnel

Seventy-seven State troopers comprise the police complement enforcing traffic laws on the Turnpike. There are 1 captain who commands the detachment, 2 lieutenants, a staff sergeant, 7 sergeants, and 66 troopers. They are subject to discipline and control as administered by the superintendent of State police, but their salary, maintenance and equipment costs are paid by the Turnpike Authority. All of these men, with the exception of the lieutenants and staff sergeant, are subject to patrol duty. Their work week consists of 6 days on, 2 days off; and their tour of duty is 8 hours on and 16 off, under normal conditions.

There are three State police stations on the Turnpike: one is at Moorestown in south Jersey, one in the Turnpike Administration Building in

New Brunswick in central Jersey, and the other at Newark in north Jersey. The road personnel at these substations work in four shifts. In an emergency the shifts on duty may be called upon to continue working until the emergency is over. The schedule for the road men is arranged so that there are at least two sergeants on duty at all times.

Patrols

One-man patrols are maintained when operating on a full schedule. Twelve cars are used in addition to two 3-man radar teams. Patrols are maintained on a 24-hour basis, with the lieutenant in charge and sergeants making periodical inspections. Because of the many isolated sections along the Turnpike and for more adequate coverage, patrols not greater than 13 miles nor less than 8 are maintained. This assures maximum coverage and better service to the motoring public. In addition to the regular police patrols, 10 civilian roving repair patrols are maintained periodically. Over weekends and holidays, and on order of the State police during other peak periods, the repair patrol works on a 24-hour basis fixing flat tires and making minor mechanical repairs when notified by the police personnel who locate the stranded motorists. The repair patrol vehicles are tied in with the Turnpike Radio Network.

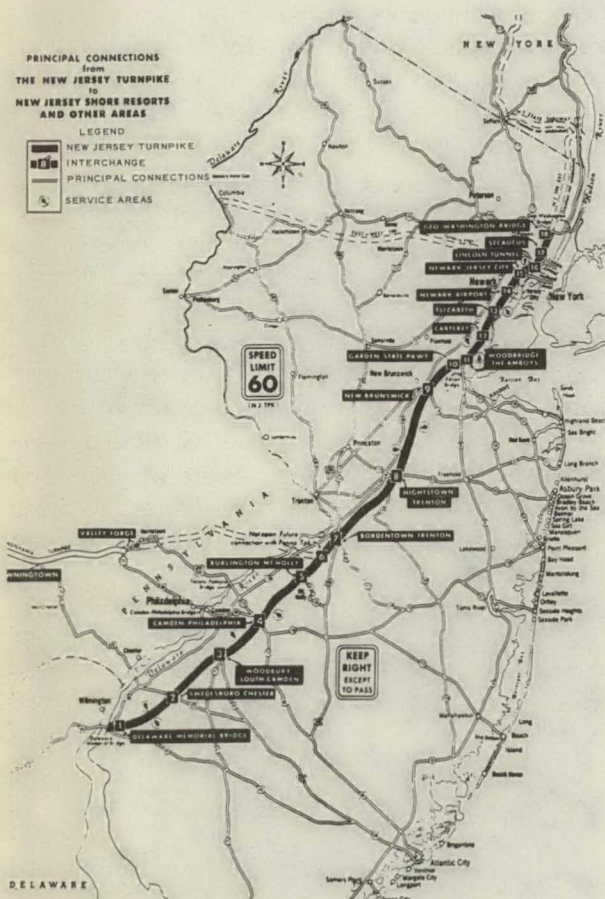
Accidents

Chain reaction accidents give the police personnel its greatest headache, and these usually result from fog combined with smoke, referred to as "smog," which covers certain areas through which the Turnpike traverses. Smog is more prevalent during September, October, and November; however, it may appear at any time when the atmosphere is heavy.

With the exception of chain reaction accidents, the types are essentially the same as on the free roads of any State.

The causes, too, are essentially the same with the exception that many crashes on the toll road are the result of drowsiness and tire blowouts. The causes are:

1. Traveling too fast for prevailing conditions.
2. Following too closely.
3. Inattention or carelessness.
4. Driving while fatigued or drowsy.



Map of the New Jersey Turnpike.

5. Tire blowouts.

6. Speeding.

Because of the speed allowed and heavy travel, it has been found that from two to three troopers are needed to handle one accident. Such manpower prevents a second accident at the scene and expedites attention to the injured and resumption of travel. Without such coverage confusion could easily result with the Turnpike becoming congested, taking considerable time to clear the accident area. When an accident is reported, the sergeant in charge of one of the three State police stations alerts the nearest patrol, ordering them to assist the initial investigating trooper.

While drowsiness is not the leading cause of accidents on the Turnpike, it does take its toll and it is not uncommon for the patrol members to report at the end of an 8-hour tour of duty that they had occasion to arouse many motorists on the verge of going to sleep while driving.

The percentage of trucks involved in accidents is high, with the result that the patrols are constantly checking these vehicles with respect to speed, lighting, and mechanical equipment.

Parking

No parking is permitted on the Turnpike. This, of course, does not apply to motorists whose cars become disabled through tire or mechanical trouble. The "no parking" ban is the result of a study of the accident problem, which revealed that cars and trucks pulling from a stationary position onto the toll road at slow speeds were struck in the rear by oncoming drivers who failed to calculate the speed of the vehicles entering the lanes.

Servicemen a Problem

Military servicemen, driving to and from their bases on furloughs and periodical leaves, have presented quite a problem to the Turnpike Authority in the matter of highway safety, and while they represent only about 3 percent of the traffic load they figure in 25 percent of all accidents. Because of this the Safety Director of the First Army, which covers New Jersey, New York, and the New England States, has taken steps designed to cut down their accidents on the Turnpike as follows:

1. Changed the terminating time of passes from

6 a. m. to early evening hours in order to eliminate night driving.

2. Banned hitchhiking.

3. Instituted a letter-writing campaign to families of soldiers going on furlough, urging the families to make sure the servicemen use caution when driving back to their posts.

4. A trooper is stationed at the Deepwater interchange on every Friday, and each day before a holiday, to verbally warn military personnel and advise them of the speed limit.

5. Military authorities are notified by the Turnpike authorities of motor vehicle violations or accidents in which military personnel are involved.

Even though hitchhiking is banned, servicemen are detected thumbing rides at all points along the Turnpike. To discourage this, police escort them off the Turnpike property and at certain interchanges make use of loud speakers. When this is not effective, arrests are made and the servicemen turned over to military police patrols.

It is not an unusual practice for servicemen to overload their vehicles. Some vehicles carry as high as 9 to 10 servicemen. Checks for overloading are made by the police at interchanges. Naturally, such overloaded vehicles are not permitted on this high-speed road. This rule also holds true with vehicles operated by civilians.

Fog

Fog is the greatest hazard to motorists on the New Jersey Turnpike and while the police personnel are constantly alerted on weather conditions via teletype with the United States Weather Bureau, there is no way of determining accurately just when fog will put in its appearance. Patrols, therefore, are instructed to report immediately via radio the first sign of fog. Some of the worst accidents on the Turnpike were the result of fog and involved as many as 22 vehicles in one accident.

The greatest percentage of fog accidents have occurred in the daytime. They follow a consistent pattern. A vehicle coming down the toll road at the usual speed of 60 m. p. h. suddenly enters a fog bank. The driver brakes his vehicle quickly and is struck in the rear by another following too closely. Those behind the second driver, also driving at a speed anywhere from 50, 60, to 70 m. p. h., crash into the wreckage of the first two cars before the occupants can emerge. Naturally, such accidents are attributed to high speed and

almost total and sudden lack of visibility because of fog conditions.

As a result of the study of accidents attributed to fog and smog, it has been found that they occur in the low-lying sections in the northern portion of the Turnpike where there are damp marsh lands, several rivers, and large industrial plants.

When fog is prevalent, the police lower the speed limit on the toll road to 35 m. p. h., and motorists are advised of this limit upon entering the interchange. Toll attendants, maintenance crews and all police personnel are alerted and advised via radio as to its location.

When sections of the Turnpike become what is known as "Road Zero" because of extremely low visibility, the lieutenant in charge of police personnel has the authority to close those sections until visibility improves. There were several occasions when this rule had to be put into effect. During the latter part of 1952 and 1953 it was necessary to close portions of the Turnpike at Secaucus, from New Brunswick to the George Washington Bridge, and from Hightstown to Bordentown interchange.

In addition, several large neon signs have been erected between New Brunswick and the George Washington Bridge interchange which indicate that fog is ahead and that the speed limit has been reduced. These signs light up the words "DRIVE SLOW—FOG AHEAD." They can also be used to indicate that the road is icy, or that there is snow on the Turnpike, or that construction or an accident is ahead. The signs are neon electric so that they are clearly legible day or night. The Turnpike Authority is now making a study of overhead lighting of fog-prone areas, in addition

to giving consideration to other measures. "Fog dispelling" devices and methods are being studied even though no practical solution is yet known.

In addition, special toll tickets with the admonition "Speed 35 m. p. h. and fog" printed on them are handed to motorists upon entering the interchange. These are known as "Fog Tickets," and upon being presented to motorists, toll collectors inform drivers where the fog is located.

As another means of combating accidents as a result of fog, Troopers are stationed at both sides of the fog area with flares, adequately removed from the fog bank. Their presence is augmented by maintenance crews.

When congestion occurs as a result of fog, Troopers in patrol cars escort motorists through the stricken area at a safe rate of speed.

Troopers have found that the only way to combat the accident problem in fog-bound areas is to:

1. Inform the driver upon entering the Turnpike that fog is ahead, that the speed limit has been reduced, and urge him to use common sense while driving.
2. Dispatch all available manpower to the fog-stricken areas, even to the extent of leaving only skeleton crews to man areas not affected by the fog.
3. Use flares, loud speakers, and dismounted patrols.

Snow and Ice

It has not been necessary to close the Turnpike because of heavy snow or icy conditions. During the winter months the maintenance crews of the



A trooper operating radar equipment.

Turnpike are constantly in touch with police headquarters at the Administration Building where they receive reports on weather conditions. Upon receipt of advance adverse weather reports they can plan for additional equipment and manpower. When freezing rain or snow starts, the maintenance crews begin spreading rock salt, rendering the highway safe for travel.

Fires

Troopers patrolling the Turnpike are constantly called upon to combat several types of fires:

1. Tire fires, the result of traveling at high speed.
2. Fires resulting from collision.
3. Fires caused by careless disposal of cigarettes and other forms of tobacco from within the car.

Mobile Equipment

The mobile equipment of the New Jersey Turnpike consists of black, or blue and white, high-powered sedans, and two station wagons. All are equipped with emergency equipment superior to the equipment of standard police patrol cars.

When the Turnpike was first opened, the patrol cars used were similar to those in use on public highways. However, after the first 6 months of operation, it was found that these vehicles could not meet the speed problem of policing the Turnpike. Tests were then made of several different makes of standard automobiles and those especially designed for Turnpikes. As a result of these tests, the police fleet was replaced with heavier cars which are designed principally for high-speed operation and hard use. All of these cars are capable of reaching speeds in excess of 125 m. p. h. Experience has proven these cars more efficient from the enforcement view and in the maintenance problem.

The station wagons are used in radar enforcement, which is proving to be very effective.

These are some of the problems faced in policing one of the world's greatest roads. The enviable safety record has been gained by proper consistent enforcement, which has been aided greatly by the extraordinary cooperation between the Turnpike Authority and the New Jersey State Police. The authority has in every instance foreseen the value of safety and has by every means endeavored to assist the police detachment in their daily work.



Sergeant in plain clothes operating radar.

The result was inevitable. This cooperation will undoubtedly continue and the public themselves will benefit in having a safer route through New Jersey.

THE AUTHOR: Colonel Snook is a member of the Military Police Board and a graduate of the School of Military Government, University of Virginia, Charlottesville. He was graduated from the short course at the Command and General Staff School, Fort Leavenworth. During military leave he served as a G-2 intelligence officer with the 44th Infantry Division. He also served overseas with the ranks of lieutenant colonel and colonel. During the occupation of Italy and Austria he served as Superintendent of Civil Police, Chief of Public Safety, and Commanding Officer of Military Government Detachments, upper Austria.

Active in civic work in community and State, Colonel Snook is chairman (1954) of the State and provincial section, International Association of Chiefs of Police; member of the American Society of Public Administration; and president of the Trenton Kivcanis Club.

THEFT FROM INTERSTATE SHIPMENT

The theft or embezzlement of any goods or chattels from a shipment moving in interstate or foreign commerce, or the receipt or possession of any such stolen article with guilty knowledge of its stolen character violates a Federal statute within the FBI's investigative jurisdiction. The breaking of a seal or lock of any railroad car, vessel, aircraft, motor truck, wagon, or other vehicle containing an interstate shipment with intent to commit larceny therein, is a specific violation as is the entering of any such conveyance with intent to commit larceny therein.

Catching Check Passers With a Block System

by EDWARD DOWDALL, *Deputy Chief of Police,
White Plains, N. Y.*

The city of White Plains is the county seat of Westchester County, N. Y., and has a population of about 50,000 within the city limits. It is the shopping center for all surrounding areas and serves approximately 300,000 transient shoppers. It has been called a model shopping area with its exceptionally large and modern shops and department stores. The city draws shoppers not only from Westchester County itself but also from nearby New York and Connecticut communities.

The White Plains Police Department, like many other departments, has its share of criminal violations of the law. High on the list of such violations is the check passing activities of the forger.

Worthless check passing has become "big business" and is the cause of considerable financial loss to many business establishments, while at the same time being a serious problem to law enforcement. Proof is the fact that available figures reflect that during the fiscal year of 1953 the FBI Laboratory received for processing fraudulent checks amounting to \$3,211,098. The Surety Asso-



Deputy Chief Edward Dowdall.

ciation of America estimates that many times that amount is actually obtained by check passers.

Warnings Not Adequate

To reduce this type of violation efforts were made to warn the merchants through the media of the local newspaper and public appearances. Despite such warnings, as well as the precautions taken, merchants were victimized almost daily by some form of fraudulent check, and the activities of the check passer were brought to the attention of the department in the form of complaints.

Due to the great number of such complaints received, which came to my attention as head of the detective bureau, it was felt that a system of warning the business establishment, shopkeeper and bank about the specific operation of the check passer might be the answer to stopping the forger, or at least be of immeasurable assistance in that regard.

The "block system" was discussed with John C. Bailey, secretary of the White Plains Civic and Better Business Bureau, who assured us of the cooperation of the merchants and after preliminary contacts were made with certain merchants the "block system" was started on a trial basis.

The first step in such a program is to get the interest and cooperation of all merchants. Detective Lt. James Duff, a graduate of the FBI National Academy, was assigned to contact certain merchants in each block whose cooperation in rendering assistance to the Department was assured.

Informative Bulletin

Upon receipt of our information that a check passer was operating in this area, and believed would operate in White Plains, a bulletin setting out the pertinent information was prepared by the Department and the bulletin run off on the mimeograph equipment.

The city business area was divided into blocks and each merchant who agreed to assist in the program was assigned a particular number of stores in his block. It was discussed in detail with these merchants and stressed that the success of the program depended on their complete and immediate cooperation.

After the bulletin describing the method of operation is mimeographed by the Department a sufficient number are delivered by two motorcycle policemen to the key distributing merchants.

These distributing merchants in turn each deliver one of the bulletins to every merchant on his block as prearranged. The number of contacts the delivering merchant will make depends on the amount of time it takes to complete the distribution. This insures complete coverage of the 900 stores in the city in less than an hour. In the past, when notification of the stores was attempted it took many more hours, including the time of 3 patrolmen and 2 detectives who handled the work of notifying the merchants.

In the above manner two motorcycle men contact the merchants to whom the bulletins are delivered and those merchants then distribute the bulletins to the storekeepers in their blocks.

Copies of all bulletins issued are kept on file and as arrests are made the bulletins are canceled. Each cancellation is distributed in the same manner as the bulletin.

Two Cases

Recently a man and his wife successfully passed four checks in White Plains stores. While attempting to pass the fifth check the woman was arrested in a store and her husband was arrested on the street somewhat removed from the store.



Chief William A. Sullivan.

These two had passed checks on an extensive basis and obviously intended to continue their check-passing activities until their apprehension. The arrest of this pair was made as a direct result of the continued cooperation between merchants and the police department which was begun through the "block system."

In another instance a series of worthless checks turned up in White Plains and outlying sections of the city. A bulletin describing the method of operations of the woman involved was prepared and distributed through the method described above. On the basis of the information appearing in the bulletin an employee of a drive-in bank jotted down the license number of the car driven by a woman who answered the description appearing in the bulletin. This resulted in an alarm being broadcast and the arrest of the woman check passer within a few hours.

The above cited cases are two instances wherein this system has effected the arrests of check passers. Particularly noteworthy is the fact that this procedure not only has proven of great assistance to the department, but has been a strong bond between the merchants and members of the department in working together for a common interest.

I am sure the merchants are more than ever aware that the department is ready to serve them in every possible respect and they are likewise willing to assist the department in every way.

Other Uses

In recent months there has been an increase in the number of fraudulent prescriptions for narcotics presented to druggists for filling. In order to alert the druggists of the existence of such fraudulent prescriptions, I have made arrangements with an official of the Pharmaceutical Society of Westchester County to contact the druggists by phone and warn them. In this way, one phone call from the police department to the official of the Pharmaceutical Society in turn sets in motion a series of phone calls which will reach all druggists within one-half hour.

Another use of the "block system" is in alerting apartment house superintendents and janitors of the existence of burglars or sneak thieves.

This same system of notification is used to warn shopkeepers and department stores of the existence in the area of shoplifters.

In addition to the bulletin warning of shop-

(Continued on page 22)

SCIENTIFIC AIDS

Some Aspects of Typewriter Identification

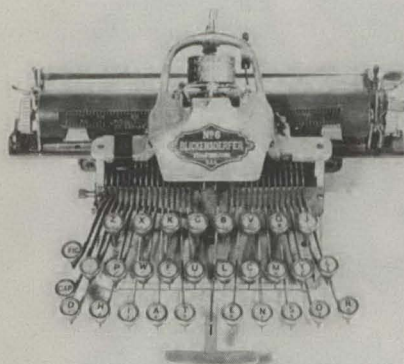


Figure 1.—The Blickensderfer No. 6 Typewriter. This typewriter was manufactured at Stamford, Conn., in 1893. It was the first really practical typewriter produced in quantity. It was demountable for portability and many different type wheels were available.

The first practical typewriter was developed in 1867. Numerous experimental models followed, but it was not until 1874 that the first commercial machines were placed on the market. Needless to say, these machines were of crude design and construction and could not compare in performance with their modern counterparts. Strangely enough, there were those who hesitated to accept these new machines because they disrupted the established practice of conducting business with pen and ink.

Modern typewriters are nearly all manufactured on the same basic principles. The type bars and type faces are arranged so that they all strike at a common center; the escapement mechanism provides for letter spacing; a lever at the sides moves the paper for line spacing and carriage return; a

Name of Machine	Royal
Type of machine	Standard
Model number	10-SX-1572230
Date of manufacture	June 1933
Style of Type	Pica
Ribbon specimen of capitals	ABCDEFGHIJKLMNOPQRSTUVWXYZ
Ribbon specimen of small letters	abcdefghijklmnopqrstuvwxyz
Ribbon specimen of numerals and other characters	1 2 3 4 5 6 7 8 9 0 - . ; : ' " # \$ % & ' () * + , - /
Carbon specimen of capitals	ABCDEFGHIJKLMNOPQRSTUVWXYZ
Carbon specimen of small letters	abcdefghijklmnopqrstuvwxyz
Carbon specimen of numerals and other characters	1 2 3 4 5 6 7 8 9 0 - . ; : ' " # \$ % & ' () * + , - /
Remarks:	Change made in "m" Feb. 1916. Loops on top changed from nearly round to angle with small radius on upper right corner. Appeared on serial number about 260000 produced July 1916.
Formation of cross bar on "t" changed to a little off center to right. Appeared on serial number 486706 produced Jan. 30, 1920	
Small "r" reduced in size. Appeared on serial numbers over 599000. Produced March 20, 1921.	
Ribbon Specimen. Old - m m m m t t t t r r r r	
Carbon Specimen. Old - m m m m t t t t r r r r	
Ribbon Specimen. New - m m m m t t t t r r r r	
Carbon Specimen. New - m m m m t t t t r r r r	



Figure 2.—The Typewriter Standards File. A closeup of one of the standards.

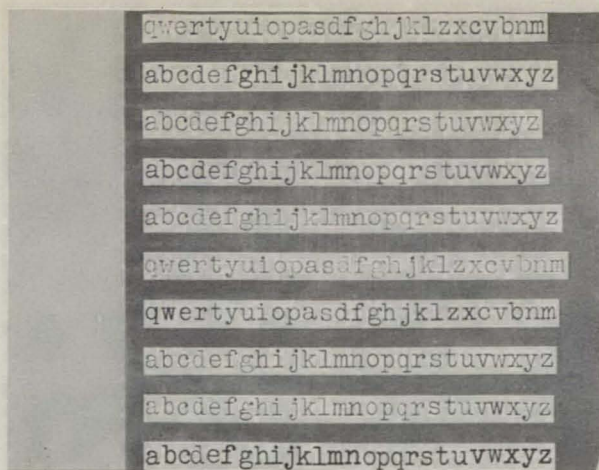


Figure 3.—Samples of pica style type prepared on 10 different typewriters.

cylinder called the platen feeds the paper; and a moving ribbon synchronized with the movement of the type bars provides the inking. Usually there are 42 keys with 84 characters.

The history of the typewriter industry reflects that dozens of companies survived only briefly. The number dwindled steadily so that today nearly all typewriters are made by only a few large manufacturers.

Immediately following the establishment of the FBI Laboratory in 1932, contacts with the typewriter manufacturers then in existence resulted in

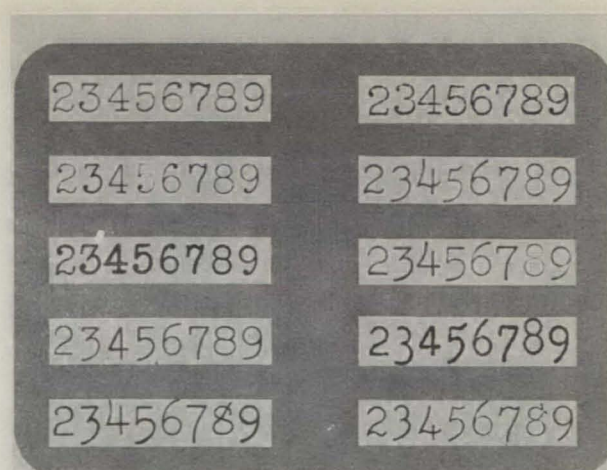


Figure 4.—Numerals prepared on 10 different typewriters.

obtaining standards of the different styles of type currently on the market. Since then, the various manufacturers have furnished standards of newly designed type styles as soon as placed on the market.

Contacts with museums and similar sources produced standards of type styles found on machines no longer on the market in 1932. Representatives in foreign countries furnished standards of type placed on machines manufactured in their respective countries. As a result, the Typewriter Standards File in the FBI Laboratory is probably the



Figure 5.—Using a transparency to determine the make and model of typewriter. The “g” in the transparency is partly superimposed over the “g” in the document under examination.

most comprehensive collection of typewriter standards in the world.

By means of the Typewriter Standards File it is possible to determine the make of typewriter on which a questioned document was prepared. In many instances it is possible to determine the approximate date of its manufacture and the approximate serial number. Armed with this information, the investigating officer may limit his search to the particular make and model of typewriter mentioned in the laboratory report.

Preliminary Examination

Typewriter identifications properly fall within the province of the expert. The expert must consider the answers to the following questions:

1. Does the spacing differ?

Most typewriters made in this country have a horizontal spacing of either 10 letters per inch or 12 letters per inch. If the spacing of the questioned typewriter is at the rate of 12 letters per inch while that of the suspected typewriter is only 10 letters per inch, or vice versa, the typewriter under consideration may be eliminated at once.

2. Do the numerals differ?

There are vast differences in the style of the numerals from 2 through 9, not only between different makes of typewriters, but between different models of the same make. Any obvious differences, particularly if two or more characters are involved, are sufficient to justify the elimination of the particular typewriter under consideration (see fig. 4).

Identification of Typewriting

As a preliminary step in the identification of typewriting, it is necessary to establish that the style and size of the letters and numerals are the same, and that both the letter spacing and the line spacing are the same. These are necessary prerequisites which in themselves carry no weight in support of an identification. They only serve to establish that the questioned document and the known samples were prepared on the same make of typewriter.

In order to make a further study leading either towards an identification or a nonidentification,

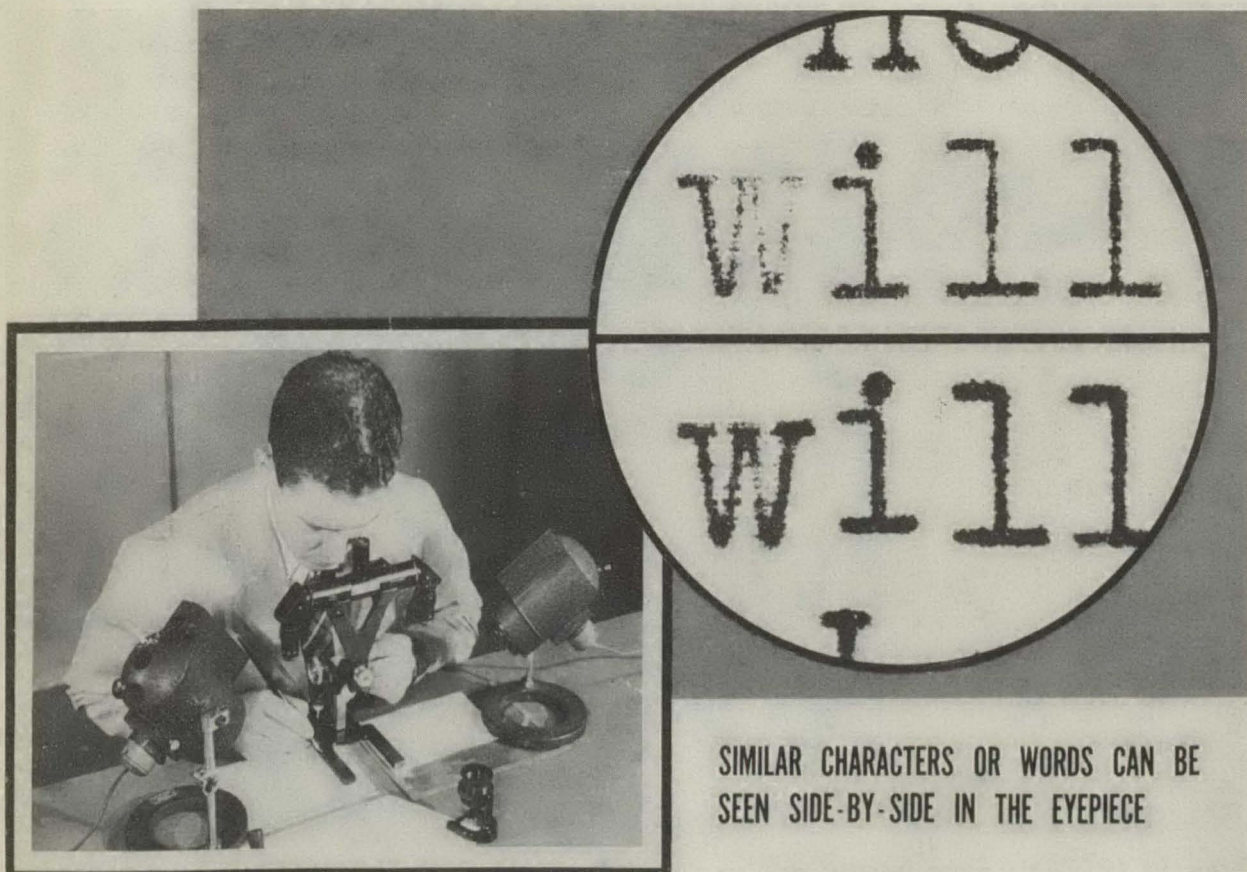


Figure 6.—Using a microscope in the examination of typewriting.

such instruments as magnifying glasses, microscopes, and various kinds of measuring devices are used. These instruments make it possible to study the following:

1. *Slant*.—A study is made of each character to determine to what extent, if any, it leans either to the right or to the left.

2. *Alinement*.—If a typewriter is in proper alinement each character should strike in the center of an imaginary rectangle (see fig. 7). If it is out of alinement, it will strike either high, low, to the right, to the left, or in one of the four corners. An illustration of this is the "i" in the word "kill" and the "C" in the word "CENTER-TOWN," both in figure 8.

3. *Footing*.—A letter may strike heavier either on the right, on the left, on the top, or on the bottom. Illustrations of this are the "M," "W," and "m," all in figure 8.

4. *Defects in the type faces*.—These may be brought about either through mistreatment or as a result of ordinary wear and tear. An illustration of this is the letter "a" in figure 8.

Modern engineering skill has succeeded in building new typewriters with such a high degree of

perfection that few imperfections can be found in a typewritten page prepared on a new machine. It is often extremely difficult to determine whether two samples of typewriting were prepared on the same typewriter. Nevertheless, there are imperfections in new typewriters which may be due to slight defects in casting the type faces or in the manner in which they are mounted.

As the machines grow older, abuse, wear and tear take their toll, and more imperfections make their appearance. Although slight at first, these imperfections continue to grow in both quality and quantity, and typewriter identifications become easier in proportion.

Individuality

Inasmuch as abuse, wear and tear are for the most part accidental, each particular machine develops imperfections which are characteristic for that individual machine, thus forming the basis for a typewriting identification. This observation is supported by the fact that no two typewriters have yet been found with exactly the same imperfections even though made by the same manufacturer with consecutive serial numbers.

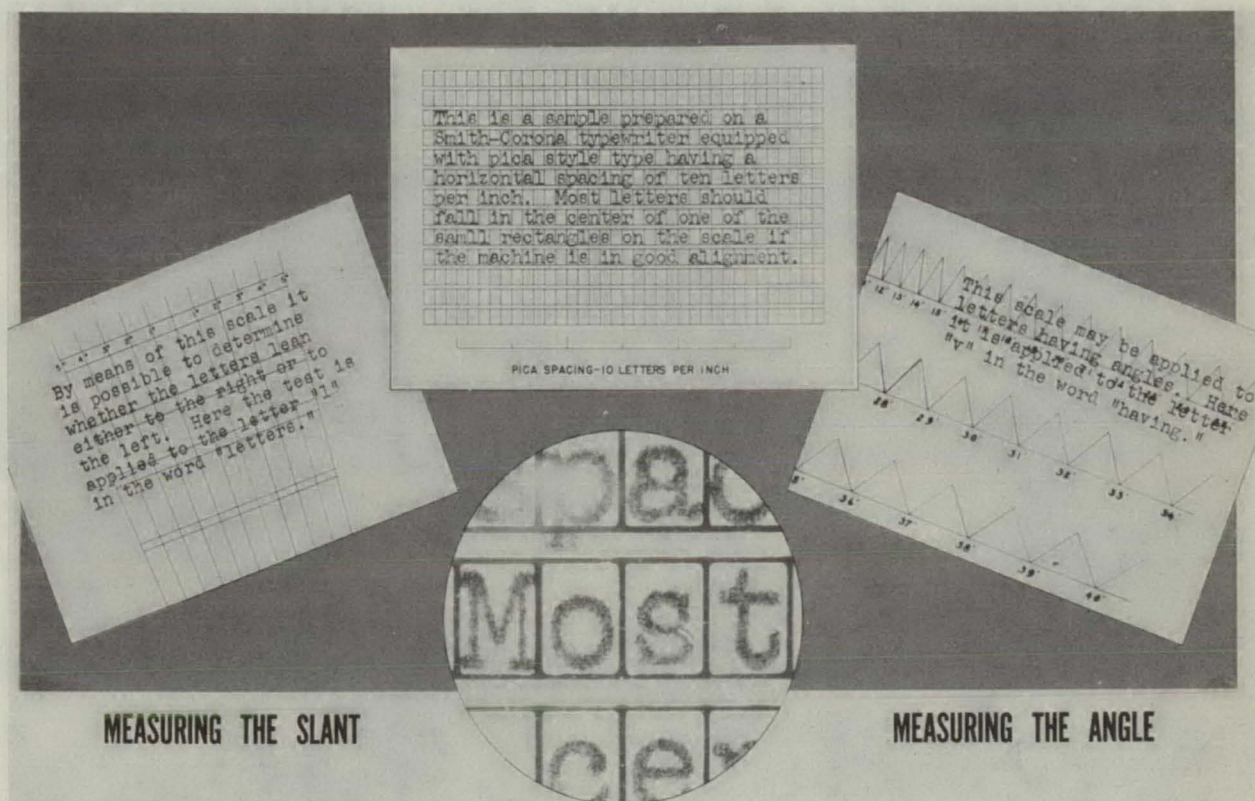


Figure 7.—Transparent scales used to determine angles, slant, and alinement. If properly alined, each letter should be in the center of the rectangle.

It is not possible to simulate the work of another typewriter by introducing new defects intentionally. These new imperfections increase rather than neutralize existing imperfections, and any attempt to duplicate completely the work of another typewriter can only end in failure. While it is possible to correct certain imperfections by making minor adjustments, most major imperfections can only be corrected by replacement of the damaged parts.

Obtaining Known Samples

Properly prepared known typewriting samples not only facilitate the examination in the laboratory, but they aid immeasurably in the demonstration in the courtroom. In addition, they reflect directly on the ability and the skill of the investigating officer, particularly if enlarged and displayed in the courtroom.

In view of the importance of properly prepared known typewriting samples, the following suggestions are made:

1. Use paper of about the same size as the questioned material.
2. Type out a full word-for-word copy of the message in question, including typographical errors, using as nearly as possible the same degree of touch as that used in typing the questioned material (see figs. 8 and 9).
3. In addition, obtain at least a partial text of the message in question in heavy, medium and light touch.
4. Obtain carbon paper samples of every character on the keyboard. This may be done by placing the ribbon in stencil position and allowing the type faces to strike the carbon paper directly.
5. Pertinent information relative to the typewriter, including the make and model, the serial number, when last repaired, where located, etc., should be typed at the bottom of the samples.
6. If the ribbon is obviously new, remove and forward to the FBI Laboratory. Prepare the known samples with a different ribbon.
7. Date and initial each sample.

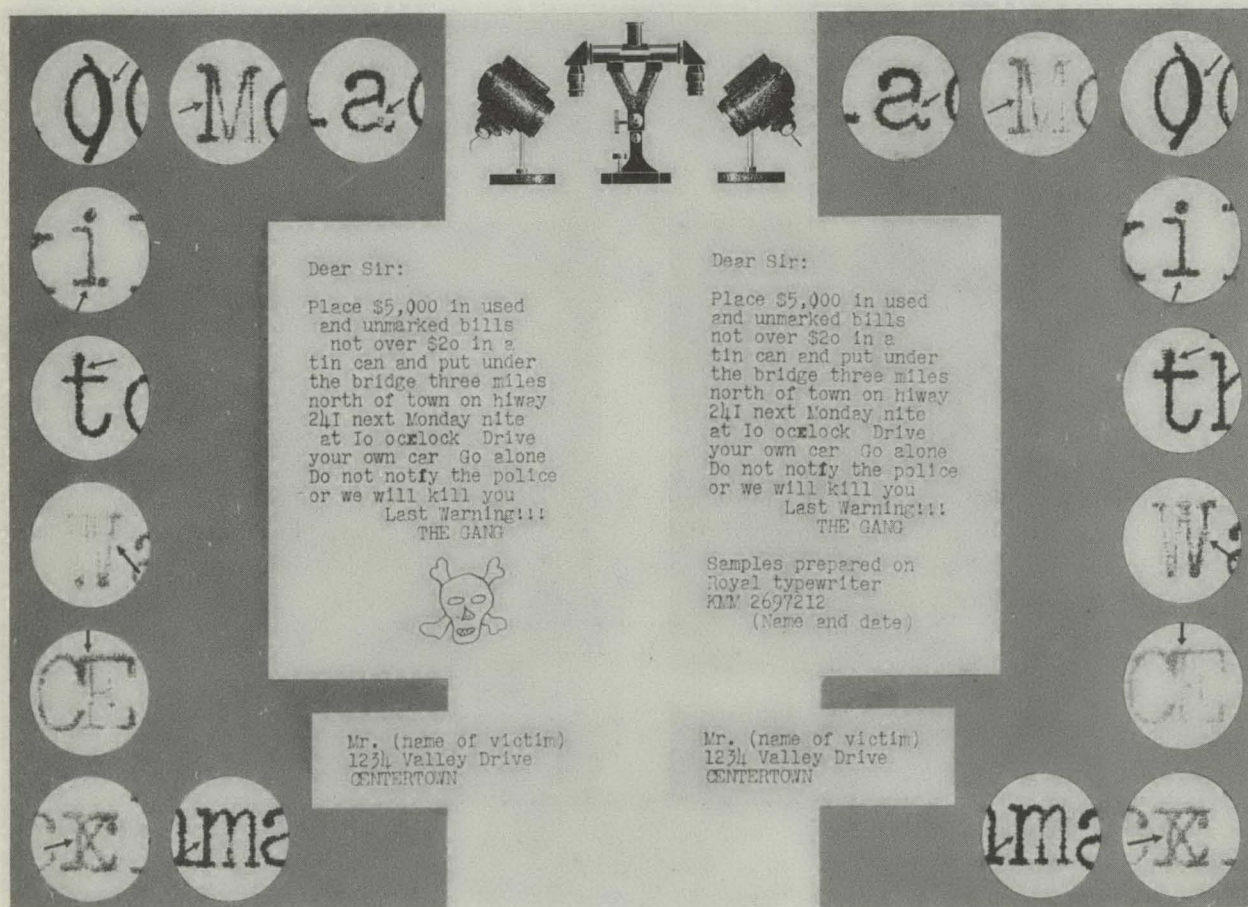


Figure 8.—A typewriter identification. Questioned letter and envelope on left; known samples in wording of questioned material on right.

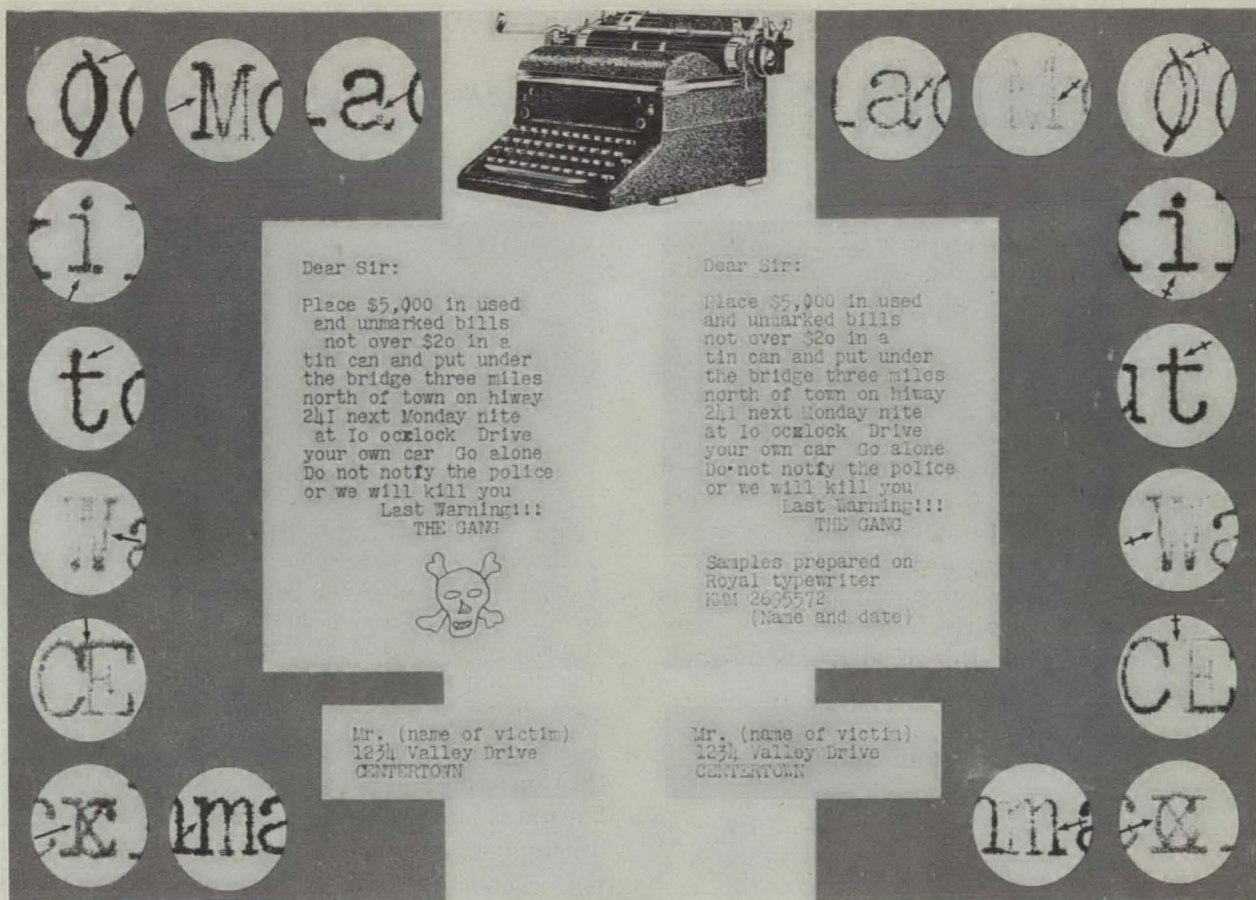


Figure 9.—A typewriter nonidentification. Questioned letter and envelope on left; known samples in wording of questioned material on right.

Teeth Marks Trap Burglar

A burglar serving a 7-year term in the Nebraska State Penitentiary now realizes that men as well as mice can be trapped by cheese.

During the crime scene search of a burglarized supermarket, detectives of the Omaha Police Department discovered a package of cheese from which a bite had been taken. Chief of Police Harry M. Green directed his men to have a cast made of the teeth marks.

Five suspects were rounded up and each volunteered to take a bite from a similar piece of cheese. Casts were made and sent to the FBI Laboratory to be compared with the original cast. The examination disclosed that the cheese bitten into by one of the suspects corresponded in every respect with the teeth impressions in the cheese located at the crime scene and it was unlikely that any other person could have made these teeth impressions.

The suspect was charged with the crime of burglary but denied any implication. He consented to having a cast made of his teeth and the cast was

sent to the FBI Laboratory. The laboratory examiners verified their original findings, again stating that it was doubtful that anyone but the suspect could have made the teeth impressions.

Two dentists were requested to examine the teeth impressions and they concurred in the findings of the FBI Laboratory. Faced with this evidence, the suspect changed his plea to one of guilty.

BONDSMEN AND SURETIES

It is a violation of Federal law for any person to give or procure a criminal bail bond or recognizance in a Federal case by knowingly misrepresenting or causing to be misrepresented the value of the security pledged to guarantee the performance of the conditions of the bail bond which is a contract between the United States Government and the principal and sureties. It is a violation for any person to make a material false statement on a criminal bond. Violations should be reported to the FBI.

IDENTIFICATION

The August 1954 issue of the *FBI Law Enforcement Bulletin* reviewed the subsecondary classification. This issue continues the review of the classification formula.

The Major

The major is obtained from the ridge counts of ulnar loops and tracings of whorls in the thumbs with the right thumb being used as the numerator and the left thumb being used as the denominator. It is indicated to the left of the primary. The tracings are brought directly up into the classification formula, while the ridge counts of ulnar loops are translated into values of S, M, and L.

Table of Ridge Count Values

Left Thumb—Denominator	Right Thumb—Numerator
1 to 11, inclusive, S (small)-----	1 to 11, inclusive, S (small).
	12 to 16 inclusive, M (medium).
	17 or more ridges, L (large).

Using the Formula in Fingerprint Classification

	1 to 11, inclusive, S (small).
12 to 16, inclusive, M (medium)-----	12 to 16, inclusive, M (medium).
	17 or more ridges, L (large).
	1 to 17, inclusive, S (small).
17 or more ridges, L (large)-----	18 to 22, inclusive, M (medium).
	23 or more ridges, L (large).

Figure 1 reflects a major of L over M. The L is obtained from the 17-ridge count in the right thumb, and the M is obtained from the 16-ridge count in the left thumb.

Notice in the table above that the values used for the ridge counts of the left thumb remain constant, but the values of the right thumb are based on a different set of ridge counts when the left thumb is 17 counts or higher, in other words when an L value is used for the denominator. In all other instances the right-thumb values are the same as the left-thumb values. Thus the denominator

Figure 1 shows a fingerprint classification card. The card is divided into sections for the right and left hands, each with five fingers. The right hand section shows ridge counts: 17 (Right Thumb), 6 (Index), 4 (Middle), 12 (Ring), 15 (Little). The left hand section shows ridge counts: 16 (Left Thumb), 7 (Index), 11 (Middle), 11 (Ring), 18 (Little). The classification formula is shown as L 3 R ~ M 1 R. The card also includes fields for Name, Address, Sex, Race, and Date, and a section for fingerprints.

Figure 1.

Figure 2 shows a fingerprint classification card. The card is divided into sections for the right and left hands, each with five fingers. The right hand section shows ridge counts: 17 (Right Thumb), 15 (Index), 17 (Middle), 17 (Ring), 19 (Little). The left hand section shows ridge counts: 17 (Left Thumb), 7 (Index), 13 (Middle), 16 (Ring), 18 (Little). The classification formula is shown as S 1 R t L 3 W. The card also includes fields for Name, Address, Sex, Race, and Date, and a section for fingerprints.

Figure 2.

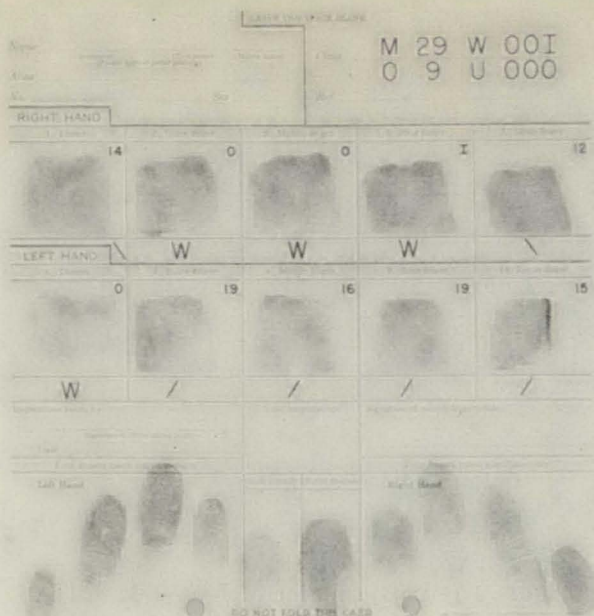


Figure 3.

determines the value to be used in the numerator. The denominator of the major in figure 2 is an L, resulting in the second set of ridge count values being used for the numerator. Even though the ridge count in both thumbs is 17 the major is S over L.

Figure 3 possesses a whorl in the left thumb and a loop in the right thumb. The M over O major is derived from the O tracing of the left thumb and the M value for the 14-ridge count in the right

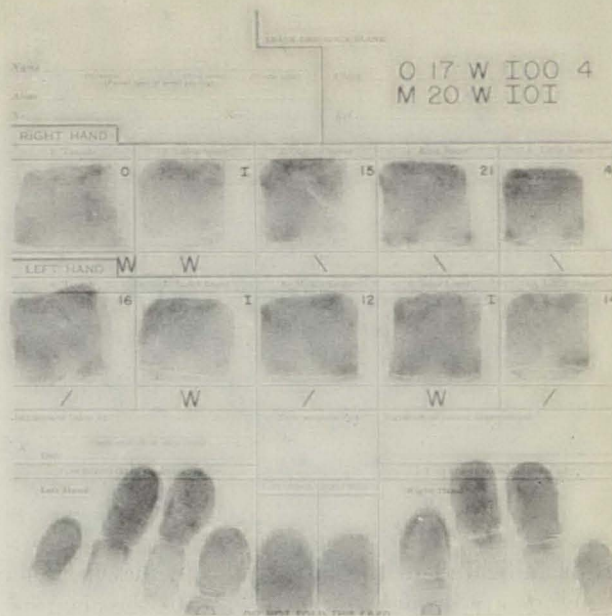


Figure 5.

thumb. The first set of major values is always used for the right thumb when the major consists of a combination of ridge count values and whorl tracings.

A small letter a, t, or r appearing in either thumb eliminates the use of the major. When a small letter is present in the thumb, it is indicated in the classification formula between the primary and secondary, immediately adjacent to the secondary. In figure 4 no major is indicated in

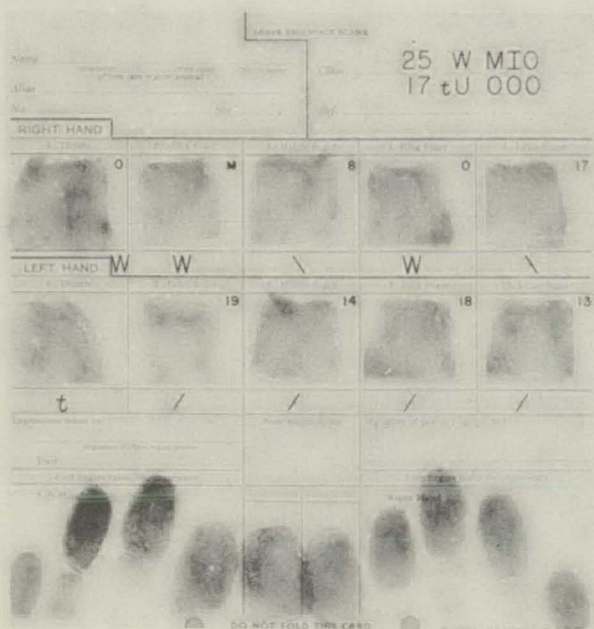


Figure 4.

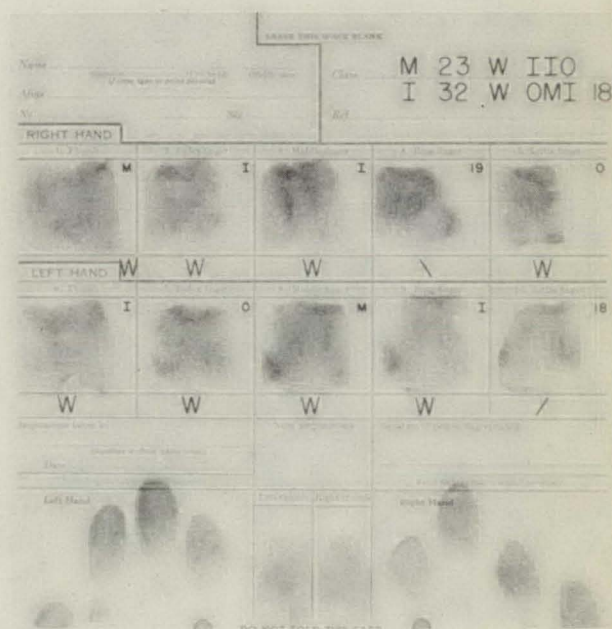


Figure 6.

LEAVE THIS SPACE BLANK

Name: O I Aza
S 21 Aa-t

RIGHT HAND

1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
0				M

LEFT HAND

6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
W	A	a	a	W

Impression taken by:

Date:

Left Hand

Right Hand

Figure 7.

LEAVE THIS SPACE BLANK

Name: II O 26 W IOM 13
S 26 U 001

RIGHT HAND

1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
0	I	0	M	13

LEFT HAND

6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
W	W	W	W	\

Impression taken by:

Date:

Left Hand

Right Hand

Figure 9.

the classification formula because of the small letter t in the left thumb.

The Final

The final is derived from the ridge count of the loop in the right little finger provided that a loop is present in that finger. It is indicated at the extreme right of the denominator. In figure 5 the final of four is obtained from the ridge count of the right little finger.

When there is no loop in the right little finger, the ridge count of the left little finger is used, in which case the final is indicated at the extreme right of the denominator as in figure 6.

In the event that neither of the little fingers contains a loop, there is generally no final indicated, figure 7. However in large groups such as the 32 over 32 primary, where the regular classification formula does not provide enough divi-

(Continued on page 22)

LEAVE THIS SPACE BLANK

Name: 21 L 9 U IIM 7
M 2 R IIO

RIGHT HAND

1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
21	6	5	M	7

LEFT HAND

6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
\	\	\	W	\

Impression taken by:

Date:

Left Hand

Right Hand

Figure 8.

LEAVE THIS SPACE BLANK

Name: O 32 W 001 17
I 32 W IIO

RIGHT HAND

1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
0	0	0	I	I (17)

LEFT HAND

6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
W	W	W	W	W

Impression taken by:

Date:

Left Hand

Right Hand

Figure 10.

Identification by Photography

One Sunday in December 1953, two fishermen reported to Bert Guns, sheriff of Yakima County, Wash., that they saw a man's body on an island in the Naches River. An autopsy indicated death by drowning and no evidence of foul play. Fingerprints appeared to be out of the question inasmuch as the body had been immersed from 6 weeks to 2 months. There were no identifying papers and nothing visible on the clothing. Local newspapers, radio and TV stations publicized the description of the body without success.

Deputy Sheriff John Thompson, a clerical employee of the FBI from 1941 to 1943, studied the clothing of the deceased for several days and eventually located some black India ink, so faint and illegible that it had no obvious significance, on the inside leather band of one shoe. Thompson photographed this strip of leather with ordinary film, and then with infrared film and a No. 25 Wratten filter. The ordinary film disclosed nothing but the infrared film brought out a surname and an initial.

Search of the surname and initial in the identi-

fication files of the Yakima County sheriff's office disclosed an October 1953, arrest of a man whose name and description indicated that he was identical with the deceased.

Deputy Sheriff Thompson then studied the "mug" photograph taken at the time of arrest and noticed the loose end of a thread protruding from the third button hole of the shirt front. There was a similar thread extending from the third button hole of the shirt worn by the deceased. Enlargements were then made of the "mug" photo and these were compared with photographs of portions of the clothing of the deceased. The study of these enlargements disclosed numerous unusual similarities in the stitching, indicating that the shirt worn by the man arrested in October was identical with the shirt found on the deceased.

Another enlargement of the "mug" photo disclosed a 1-inch scar on the right side of the subject's neck. Reexamination of the deceased revealed such a scar.

On the basis of this identification, Thompson located a sister of the deceased who made visual identification and claimed the body.

Some of the photographs used in the identification are reproduced here.

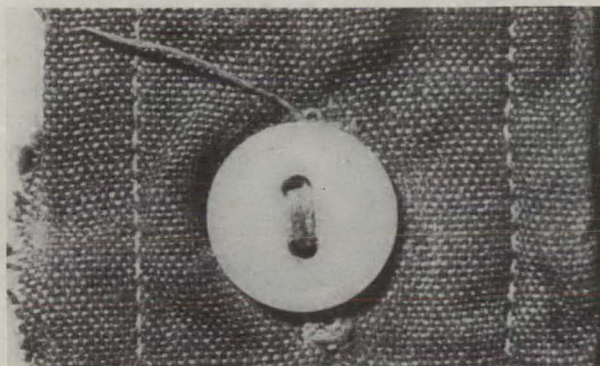


Figure 1.—Photo of shirt.

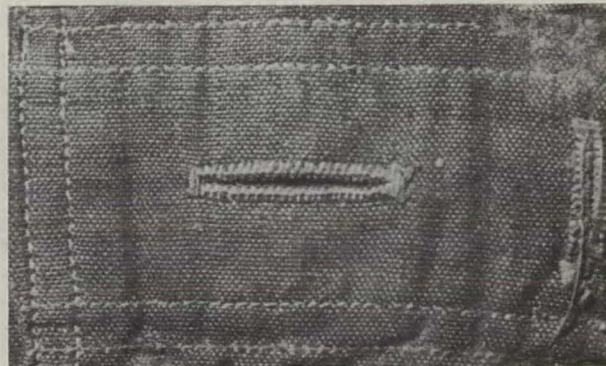


Figure 3.—Photo of shirt.

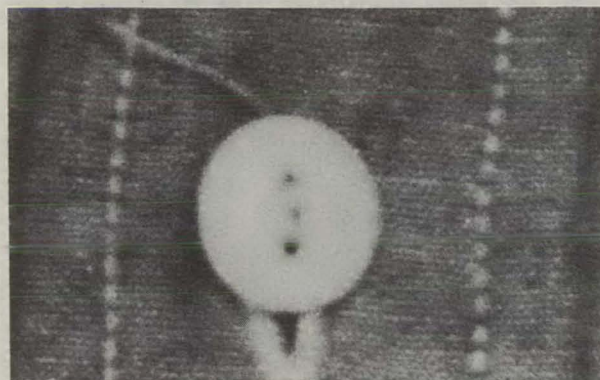


Figure 2.—Enlarged mug photo.

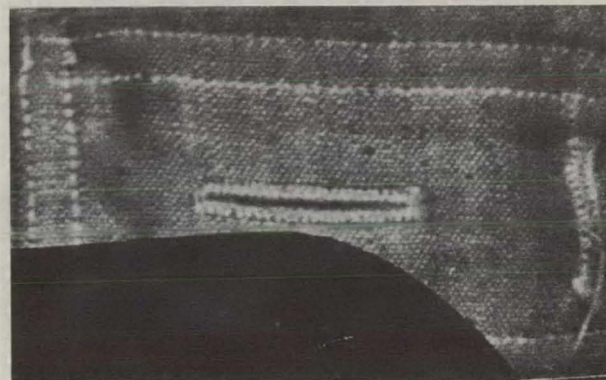


Figure 4.—Enlarged mug photo.



An Analysis of Modern Police Records Systems

by FRED R. HUNT, *Chief of Police, Lodi, Calif.*

"In modern law-enforcement agencies, the records and communications facilities form the hub of the administrative wheel and authorities generally agree that the quality of records maintained has a direct relation to the quality of police administration."¹

The record division or bureau of the police department should mirror the activities of the department. The history of the activities of the department should be there. It should be the library of the department. The facts there should be accurate so that in going over the situation we should, with some degree of accuracy, be able to predict the trend in the future.

Basic Records

Most organizations should have three basic phases to their record systems. They should contain information on personnel such as duty status, vacations, time off, work schedules, and payroll information. They should also contain any other pertinent information on the officer as to special abilities and qualifications as well as a running account of his work record.

Another phase of the record system will cover the costs. In a sense the cost of the department to the community is the budgetary allotments. The sum set aside in the budget for law enforcement is the price the community is willing to pay for the level of operations the department is rendering. We should be ever aware of this and be constantly endeavoring to put forth the highest level of performance at the lowest possible cost. Unlike some other municipal functions we cannot measure the work or effort expended in tangibles as most of our work is in the field of intangibles. Production records are the third phase of the record system. It is perhaps the most important part of the record system. Primarily the production records of the police department are the complaints, the traffic citations, arrest records, identification records, and the services rendered.

¹ Manual of Police Records, FBI (p. 1).

Complaint Records

The complaint record is generally the master record. For the most part the other records of the department are geared to them. It is from these complaints the requests and orders are initiated. The complaints must be accurate and reflect a true picture of the situation as it exists. This picture originates from the reports submitted by the line function after they have performed under orders derived from the experience previously reported and recorded. Orders to the line operations cannot be based on faulty reports or records.

To maintain a good record system it is mandatory that the records be factual and correct. It is mandatory that they be clear, complete and authoritative. They must not be complex or confusing.

Records are the tools of the administrator. "To those of us in law enforcement adequate and reliable records constitute an indispensable tool of management."² They supply the briefing the chief of police requires to answer questions directed to him by the city manager, members of the legislative branch of government and interested taxpayers. They serve as the basis for discussion and intelligent direction of the police department activities.

The records point up the strength and the weaknesses of the organization. They show trends and furnish check points for the intelligent forecasting, planning and budgeting upon a sound knowledge of the past. It gives the administrator an opportunity to remedy and strengthen the weak points of the organization.

Four Steps

Since records are so important it is necessary for the chief of police to take certain steps in order

² Foreword by Mr. J. Edgar Hoover for Manual of Police Records, FBI.

to set up a record system. Actually there are four steps to be considered and they are:

1. He must know the kind and extent of the information he requires for control and direction.

2. He must know the forms he needs . . . kind and type required to develop the information mentioned in No. 1. (It should be noted Mr. Hoover and the FBI publish a *Manual of Police Records* which covers production records and reporting.)

3. He must stay on top of the records and record system so as to maintain a continuous review of the system to avoid duplication of effort. He must keep abreast of the production records for the proper direction and administration of the department.

4. Finally the chief should see to it that the records work for the department and not the department works for the sake of records per se.

In the final analysis the chief must have immediate comparative crime, traffic, and service records of the department so that he will have a picture of the operations of his department. The chief must be concerned with the proper distribution of his manpower and the beat layout so as to cover disturbed areas of the community. He must equalize the workloads of his personnel. He must be concerned with the performance of his personnel by setting the standards. It is then necessary for him to record this operation in a concise and factual manner. Of course all this comes from the line officer and his reporting to the chief.

Since police records are so important to the operation of the police department and since the basis of the production record is the complaint and subsequent action of the line officer you can readily see the important relationship his effort has in the overall picture.

Your reports must have value. They have value to you. They have value to the department and have value for others. This value is the information recorded in them as reported by you. Information is our stock in trade: our commodity, if you will. It is something we do not and cannot pay for and yet to operate efficiently we must get it. Once having received it the value is very doubtful if retained by the officer alone.

When we say value to you, the police officer, we mean it is recorded information. Once it is recorded it may be disseminated to the other men in the department. It is a record of your accomplishments. It serves as memoranda to refresh

your memory when and if you are called to testify. It also aids in the preparation of your case or the case being prepared by someone else. It is of value to the department in that it becomes a permanent record of the activities of the department. It aids as an administrative tool for the administrator in planning, organizing, directing, recruiting, budgeting, training, operations, and coordination. It provides factual basis for beat study. It localizes special problems and points up trends. It aids in the efficient supervision of all of us. It makes possible a basis for comparison studies. It measures the values of policies and establishes responsibility for results. Such records and reports make it possible to cooperate with the State and the Federal Bureau of Investigation in the listing of crimes and criminal data. Finally the records and the reports provide factual data and information for the public relations program of the police department.

As for value to others . . . they serve the prosecuting attorney and the courts in the administration of justice. They provide the newspaper with news. They aid other police departments and agencies for file checks and the development of investigative leads. The record system establishes information on lost or stolen property by identifying the property either by description or numbers. The listing or mentioning of the above are in no way to be construed as the only values that may be assessed to a good record system and reporting methods maintained by a police department. The list of values if ever carried to completion would more than fill such a publication as the *FBI Law Enforcement Bulletin*.

Good Reporting

Since good records are derived from the reports of the line officers a word about reporting should be part of such an article as this. Suffice it to say that when we set up a gradient for the reports we are so setting a gradient for the records. The requisites for a good police report should cover the following:

1. They must be factual. Opinions should not be in the report unless they are so labeled. In rendering an opinion care should be used in avoiding any preconceived idea or opinions.

2. They must be clear. The substance of the reports must be facts and of course they should appear in a logical order.

3. They must be complete and nothing should be omitted. If a verbal explanation is required to point up any part of the report then the report is not complete.

4. They must be concise. It is important to remember that the report may be read by someone else at a future date and he or they will have to visualize the event with only the written report as a guide.

In conclusion it should be pointed up again that this article is not the last word on the matter. Much has been written and much more will be written. The purpose of this article is to motivate a little thought on the subject by those who write the reports.

The writer recalls a verse once learned some years ago. The records and reports which conform to it should be adequate and factual. They would leave little to the imagination.

Quis, quid, ubi, quibus, auxiliis, cur, quomodo, quando?
Who, what, where, with what, why, how and when?

What was the crime, who did it, when was it done and where?

How done and with what motive; who in the deed did share?

USING THE FORMULA

(Continued from page 18)

sions to separate the prints into small enough searches for efficient handling, the whorl in the right little finger is counted from the left delta to the core to obtain a final.

The Key

The key is obtained from the ridge count of the first loop appearing in other than the little fingers. It is indicated to the extreme left of the numerator regardless from which finger it is obtained. In figure 8 the key of 21 is derived from the right thumb. Figure 9 has the 11 key indicated in the same position in the classification formula, but it is obtained from the left thumb. If no loop is present in fingers 1, 2, 3, 4, 6, 7, 8, or 9, the classification formula will have no key, as in figure 10.

Due to the necessity of reducing the size of the fingerprint cards illustrated in this article, the fingerprint patterns are unavoidably indistinct. The sole purpose of the complete fingerprint cards is to show the method of obtaining the classification formula.

CHECK PASSERS

(Continued from page 9)

lifters an 8 by 10 glossy print is made up of shoplifters arrested in the past months. Each print contains copies of the mugging shot of about 10 to 12 offenders. Along with the picture, a list of the offenders is also furnished which gives the gallery number, name and aliases of the subject. A copy of the print and list of names is given to the largest stores and department stores in the city which have been the most chronic victims of shoplifters. A looseleaf folder to accommodate the picture and list was also provided and as new pictures and lists are made up they are inserted in the folder, thus giving the store a complete record of known shoplifters for reference.

To expedite the operation of the "block system" spot maps have been made up indicating the location of all apartment houses, drug stores, and all stores in the city that have been used as "stops" for distribution of the bulletins.

HANDLING OF FINGERPRINT CARDS

By letter dated January 4, 1954, all contributors of arrest fingerprint cards were advised concerning the handling of fingerprint cards.

An examination of arrest fingerprint cards received in the Identification Division of the FBI has disclosed numerous instances in which the record of the individual was either known to the arresting agency or the case was being disposed of immediately. Undoubtedly in many of these cases the arresting agency does not need a copy of the identification record.

The elimination of acknowledgments of this type will effect a savings in time and personnel to the Identification Division of the FBI, which, in turn, will accrue to the benefit of all contributors in the form of more expeditious service.

The arrest fingerprint card, number 16-53906-2, which is presently furnished by the FBI, has been revised to carry a notation on the front of the card as follows: "If no copy of record is desired, check ☒.

" This notation may be added by the law enforcement agency to their present supply of old arrest fingerprint cards.

All contributors are urged to check this item whenever a copy of the record is not needed. The FBI number, whenever known, should be indicated on the fingerprint card.

OTHER TOPICS

An Air Patrol Expedites the Sheriff's Work

by BRYAN CLEMMONS, Sheriff, East Baton Rouge
Parish, Baton Rouge, La.¹

I have always found airplanes and flying a source of deep personal interest as well as speculation. Having been for some years associated with law enforcement, it seemed natural to channel this interest in that direction. Was it possible to effectively utilize the air as a medium of aid to the law officer? The idea itself was, of course, not new although little had been accomplished in the field and the basis for a law-air component was for the most part nebulous.

Following my return from the FBI National Academy in the summer of 1953, I began to formulate definite plans for an auxiliary air unit to my department with particular emphasis on the problems to be considered in Louisiana. Together with my chief deputy, Shirley Arrighi, himself an FBI National Academy graduate and present head of the Baton Rouge Police Department, we took a good look at the varied obstacles underlining the concept. There was little available as a guide, although law enforcement agencies had utilized the airplane previously, for such use had been sporadic and directed at one to two specific cases rather than constituting an actual arm of the agency involved. In addition, the costs of maintaining its own planes are prohibitive to almost any police agency, forcing us to look elsewhere for possibilities. It was decided if the public—particularly the flying public—showed sufficient interest, an air patrol could be formed strictly on a volunteer basis with members providing their own planes and, when needed, placing them at the disposal of my office. Shortly thereafter, Baton Rouge newspapers carried an article out-

lining the plan for an auxiliary air patrol and a public meeting was scheduled.

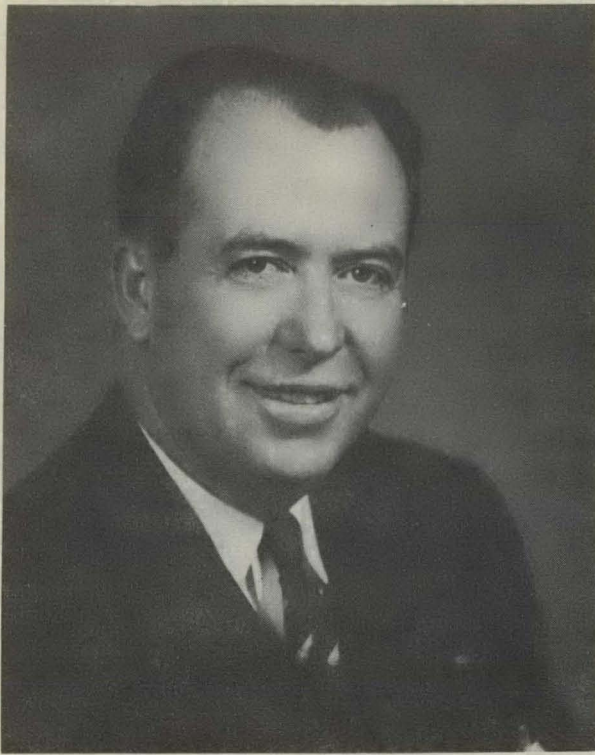
The results of this publicity were amazing in that the air-minded public reacted spontaneously. In connection with the air unit, a quota of 15 members had been arbitrarily established as a working base. The initial meeting alone served to fill the quota with experienced civilian pilots most of whom own and fly their own planes in and around the Baton Rouge area. Since this rather clamorous beginning, only one member of the air unit has dropped his membership, and this was because business forced his moving to a different section of the country. Conversely, the original quota was rapidly exceeded and increased to accommodate 20 members—a figure which still stands.

Organizational problems were met and solved as they arose. Deputy C. E. Johnson, a slim, confident man with years of experience behind him, was appointed liaison officer with duties directed at correlating the activities of the air patrol with those of the sheriff's department. Members of the patrol came from every walk of life but cherished two things in common, these being an intense love of flying combined with a deep interest in problems relating to law enforcement. Capt. J. D. Hair, Jr., owner of his own flying service in Baton Rouge, became commanding officer and chose for his adjutant Otis Forbes, a veteran pilot and owner of a local tourist court-service station business. All members, under the wing of Deputy Johnson, were sworn in as special deputies and East Baton Rouge Parish found

¹ Sheriff Clemmons is also president of the National Sheriffs Association.



Planes of the Air Patrol.



Sheriff Bryan Clemmons.

itself with the largest parish-level air force in the nation.

A few weeks later the Air Patrol flew its first official mission to Waurika, Okla., where a Cessna 180 was used to transport two prisoners to Baton Rouge for questioning. The trip was found less expensive than conventional transportation with the time element cut to the bone. The suspects were under interrogation in the crime area only a few hours after their apprehension in another State. Even the prisoners pronounced the mission a success for they had enjoyed their trip by air immensely.

Expense Money

In the meantime we were still working out the thousand details associated with the auxiliary unit. It was decided the sheriff's department would reimburse the plane owners for gas and oil used on missions and, on long trips or extended duty, would see to the maintenance of the planes. There was also the matter of insurance coverage to be considered. This was solved through the utilization of a group insurance policy covering all planes and personnel while on official missions. Lastly, all members of the patrol were bonded and preliminary plans were laid for the establish-

ment of regular training courses to be given the new special deputies.

"Buzzing" Fugitives

On January 21, 1954, the Air Patrol was called into action on its first criminal case. An escapee from the Caddo Parish Prison Farm near Shreveport, La., together with his young wife, was fleeing south in a stolen automobile. At speeds approaching 100 miles per hour, the fugitives led State police and deputies on a wild chase through a thickly wooded area around St. Gabriel, La. Twice they crashed through hastily constructed roadblocks, evading a third by swerving their car into and over a bank of earth to one side of the block narrowly missing the officers manning it. Early in the chase planes of the State police and Air Patrol climbed into cloudy skies and circled the chase area. As they reached the actual scene, pursuing officers had discovered the fugitive's automobile abandoned at the fringe of a large swamp. Bloodhounds trailed the pair to the edge of the morass, there losing all traces in a maze of marsh grass and mud. The circling planes were called into the search.

Three Air Patrol planes and one State police craft swept down to tree-top level and methodically conducted a parallel search pattern over several square miles of Louisiana swampland. Suddenly, in a comparatively open glade, the planes spotted the fugitives huddled together casting terrified glances at the sky. Down went the planes skimming the glade with the wheels dragging the grass. While one circled to show officers on the ground the location of the fugitives, the others took turns diving at the frightened couple making sure they did not retreat further into the swamp. Nothing, however, was further from the minds of the pair, for, after some minutes of the aerial display, they leaped to their feet and ran into the waiting arms of the ground posse where, covered with mud, they told arresting officers they never wanted to see an airplane again. Mission completed.

To date the East Baton Rouge Parish Air Patrol has approximately 20 official missions under its belt with the anticipation that the future will see a rapid increase in its utility. It is interesting to note that the patrol uses only light planes, none smaller than two place and none larger than five. All are radio-equipped, though on missions where air to ground communication is desired, two-way

walkie-talkies are used to facilitate proper coordination between various units.

Lost Persons

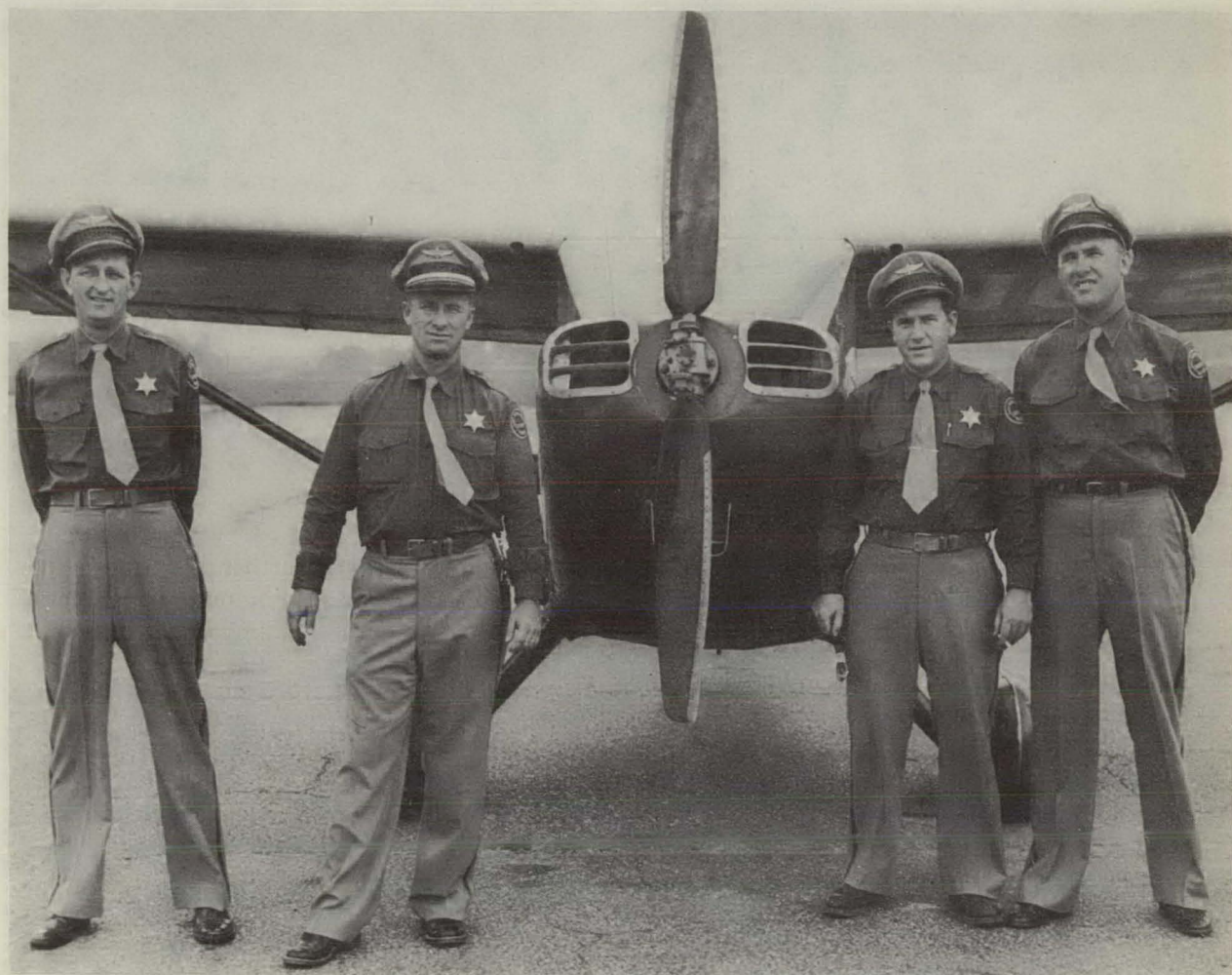
An important facet of the work of the Air Patrol is expected to develop during the coming hunting season in Louisiana inasmuch as every year finds scores of hunters lost in the tangled forests of the State. As an aid in the location of lost hunters—particularly in thick swampland—the airplane is unexcelled. I have also found the Air Patrol of great value in the formation and use of roadblocks, so much so that all official cars of my department are numbered on their tops to facilitate identification from above. Mistakes are few and far between, for these numbers are bright yellow and easily discernible from hundreds of feet in the air.

As may be expected, the activities of the Air Patrol have attracted widespread interest in other law enforcement agencies, many of which have

sent representatives to Baton Rouge to learn the facts first hand. At the present time we are preparing literature on the formation and operation of such an auxiliary unit which will soon be available to all interested agencies.

Today, manned by veteran pilots, the East Baton Rouge Parish Air Patrol stands firmly established as a strong auxiliary arm of the sheriff's office, ready on a moment's notice to aid in any of a hundred jobs calling for an airplane. Already proven, there remains nothing but an active, valuable future.

In my opinion the Air Patrol is a definite asset to any police agency, large or small, and is in keeping with modern methods to defeat the modern criminal. This is but a beginning. I feel certain the airplane through the medium of auxiliary Air Patrol will in time prove itself to be one of the most valuable instruments in the hands of the law enforcement officer.



Special Deputies (left to right) Roger G. Duffard, Otis Forbes, J. J. Hidalgo, and Paul O. Pittman.

An All-Purpose Posse

by SHERIFF T. R. BURNSTAD, *Laramie, Wyo.*

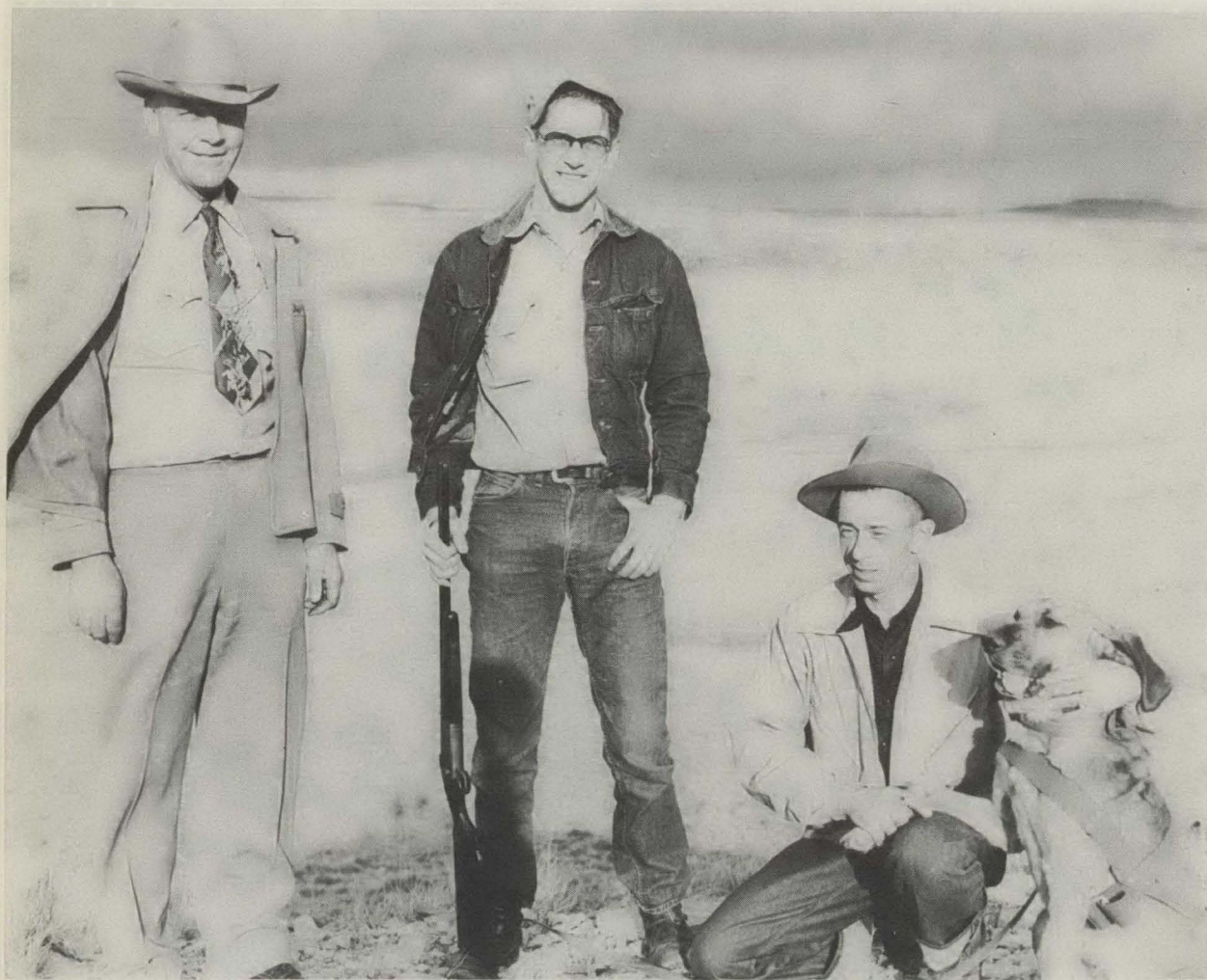
Every peace officer in the United States, and especially in a rural area, has probably felt the need at one time or another for additional help in some form or another in jobs apart from his regular law enforcement duties.

In Wyoming, where the population is small and towns are widely scattered, that need has a way of making itself felt on numerous occasions. A law enforcement officer may be called on to help find a missing person or to help fight forest or grass fires. There is a never-ending list of little jobs that are referred to a sheriff's office in such a community.

This characteristic of the West was called to our attention in no uncertain terms in Laramie, Wyo., a few years ago when a prominent citizen became

lost while on a hunting trip about 40 miles north of the city. The territory is rough but an experienced hunter could have come out with ease in most cases.

A hunter had gone out with two other men in the area. When he failed to return to the car at the specified time they reported him missing and local residents swarmed to the area to help in the search. There was no organization to the hunt for the missing man, however, and the result was that many areas were hunted over several times while others were completely ignored. Response to the search in the case had been slow at first and the searchers were unorganized. Each carload of men had arrived at the scene and pretty much conducted their own search as they felt it should be made. The result was that areas were overlapped time and time again, while others were missed completely.



Sheriff Burnstad (left), Gordon Callahan, Claude Brown and "Lady" after the latter "caught" Callahan in a practice run.

A few days later they found the man's body about 21½ miles from the shore of a reservoir in open country. He had died from exposure and exhaustion.

Talking it over later in the office, the subject of a sheriff's rescue posse for emergency work of this nature was mentioned and thus the groundwork of the Albany County Sheriff's Rescue Posse was introduced.

Shortly after the tragedy a group of men met with officers from my office to form a posse that would be ready to take part in any emergency work almost immediately. They were given special training in leadership and became the first organization of that nature to take an active interest in emergency work of the kind that would help our office during such emergencies.

Each of the men in the newly organized posse supplied a business and home phone number where he could be located easily in case of emergency. The numbers were given to the secretary of the group and his duty was to call all members when the posse was needed. Almost overnight 50 men were taken into the organization and made available for call to assist our office in this type of work.

The posse was organized to form the nucleus of any group that might be called upon to fight fire, search for missing persons, or to help in any emergency that might arise in the Albany County area. The system of having one of the officers of the posse call the other members took a load off our office, when time was essential in the preparation for the job ahead. It also made it possible to get the organized group together for immediate action.

But it was not just the men who joined the posse that made it the success it is today—and it has been successful in almost every case. It was the manpower, coupled with the equipment they made available for use by the posse.

All the members are volunteers. They place their equipment in a position to be used by the posse under the same volunteer method.

At the present time there are two airplanes available to the posse through its members. There are three 4-wheel drive power wagons, 10 jeeps, fifteen 4-speed transmission pickups, 2 large boats, several saddle horses, 2-way radio communication through the sheriff's office, numerous cars, all types of camping and cooking equipment, food (canned and dehydrated), and many other supplies obtainable through other sources.



Marion Neary ready to take off on a search.

Last, but by far not the least, the posse has one trained bloodhound for use in emergency. The dog is owned by Claude Brown, a local businessman, who has trained him and proven his ability on the trail. One of the few trained bloodhounds in the State, he is made available for use in the county free of charge. Other law enforcement officers in the State may make use of the dog through arrangements with Brown.

In addition to the posse members, their equipment and the equipment made available through the sheriff's office, the posse has the help of the Wyoming Highway Patrol. Patrol members are ready to help in any emergency where their equipment and help is of special value.

The Medicine Bow National Forest personnel have been cooperative in providing suitable tools in the case of fire fighting so that posse members can be outfitted quickly at the scene of the fire.

Another of the cooperating units is the Wyoming State Aeronautical Commission which makes it possible to establish air to ground radio communication. The Commission, under the direction of George Nelson, State aeronautics director, is available to help in any search where more planes may be needed.

The posse was not formed to help the sheriff's office in any of the regular duties of the office, and therefore, is not called upon to help him as an elected officer of the county. Members are called in only to help in cases that are not the legal responsibility of the sheriff and his staff but they may be called to the office in a search for help.

The need for such a group has been clearly demonstrated in the county where one community

may be as much as 40 miles from the next, and where heavy timber and grasslands make it easy for a person to become lost as well as constituting a fire hazard.

Posse members are chosen carefully since the group is limited to 50 active members. A member of the posse who fails to take an active part in the work of the group is automatically dropped from membership and his place is left open for someone else who may contribute more to the group as a whole.

Since its formation, the Albany County Sheriff's Rescue Posse has been called on several times to help find missing persons and has been active in fighting several fires. As yet, these are the only two types of emergency that the posse has been used for, but it gives a law enforcement officer a lot of faith when he knows that should he need them, a large number of volunteer leaders are ready and able to help him in an emergency.

The Albany County Posse has proven its worth time and time again, and there is every reason to believe that it will be called on many times in the future as occasion demands. We, at the sheriff's office, are confident the posse will prove its worth as it has in the past but with added efficiency following more experience and training.

Unknown Dead

Late in the afternoon of September 30, 1952, a carpenter found the badly burned body of a woman in an excavation on the side of a hill off "Cottonwood Gulch," a canyon extending off Highway 119 leading up to Blackhawk, Colo. It was difficult to determine the exact cause of death, although two sections of the skull were fractured. The one was a stellated fracture, having a hole over three-fourths inch across at its center, and could have been the injury which resulted in the death of the victim. The other, and smaller, fracture was accompanied by a large dried blood clot which could have been from an original injury sufficient to knock the woman down. A large cottonwood tree had then been placed over the body, the whole arrangement soaked with some inflammable liquid, probably gasoline, and burned.

Police and technicians working on this matter have determined that this unknown deceased was approximately 5 feet 4½ inches tall, 30 years old and probably of Mexican or Mexican Indian descent.



Front view of victim's head as reconstructed in the Denver Police Department Laboratory.

Efforts to establish identity of the victim and give a basis to an investigation which might lead to her murderer have all been to no avail. Photographs of the teeth, greatly enlarged, have been exhibited at dental conventions and in dental publications without success.

Any person having information bearing on this crime is requested to send it immediately to Lt. James F. Shumate, Denver Police Department, Denver, Colo., or Sheriff Kenneth McKenzie, Central City, Colo.

Close Examination Pays

On the night of March 12, 1953, officers of the Lawton, Okla., Police Department were engaged in routine patrol of the city and decided to check a drive-in theatre. The officers turned the car lights off before entering the driveway. As they approached the concession stand, the door opened and officers saw a man step outside. The officers stepped out of their car and the man leaving the concession stand immediately dropped a sack and began running. After running a short distance the burglar dropped another object, which the officers later picked up and discovered to be a flashlight. The burglar eluded the officers and quickly disappeared. The sack which the burglar dropped contained cigarettes and candy which the burglar had obtained from the concession stand.

The officers turned the flashlight recovered at the scene over to Sgt. Alford Hennessee, identi-

fication officer, who began a search for latent prints. After failing to develop any latent prints on the outside of the flashlight, Hennessee carefully took the batteries from inside the flashlight. On one of the batteries, Hennessee developed a latent print, which he photographed and lifted. On March 24, 1954, officers brought a suspect in to be fingerprinted and found that the latent, found on the flashlight battery, was identical with one finger of the suspect. The following day, the suspect was charged with burglary, at which time he entered a plea of guilty and was sentenced to serve a term of 3 years in the Oklahoma State Penitentiary.

Evidence in Flour

Virginia State police officers investigating a theft of two bags of home-ground wheat flour from a farmer's packing shed determined that a local resident had sold some flour to a neighbor on the day following the theft. This suspect claimed that he had sold a commercial flour to the neighbor. The State police obtained a specimen of the suspected flour from the neighbor, a specimen of the home-ground wheat flour from the victim's packing shed and a specimen of the commercial product.

These three flour specimens were sent to the FBI Laboratory where examination revealed that the flour sold by the suspect was the same as the home-ground wheat flour from the victim's packing shed and different from the commercial flour.

The facts determined in the FBI Laboratory were put in evidence at the subsequent trial, together with evidence which placed the suspect near the packing shed in possession of two bags of flour. The suspect was found guilty and sentenced to two years in the penitentiary.

ESCAPED FEDERAL PRISONERS

The FBI is responsible for locating all Federal prisoners who, after conviction and sentence, escaped from the custody of the the attorney general or his authorized representative or from any institution in which they are confined by direction of the attorney general. It is also responsible for locating any individual who escapes from Federal custody prior to conviction and sentence, providing the offense for which he was being held at the time of escape was within the primary investigative jurisdiction of the FBI.

The FBI collects evidence and information during investigations to locate escaped Federal prisoners for use in prosecution of individuals who have violated Federal statutes by the act of escaping, or attempting to escape, as well as those persons who voluntarily or negligently allow persons to escape, or who aid or assist the persons in escaping, or harbor such escaped Federal prisoners while being sought.

TOOLMARKS AND PAINT CHIPS

One winter evening a laundry in Richmond, Calif., was entered and an unsuccessful attempt was made to open the laundry safe. The burglars were content with the theft of clothing from the laundry and a checkbook, but considerable damage was done in forcing windows, doors and cabinets. Toolmarks were left which could be associated with the tools if they were found.

On the day before Christmas a check against the account of the burglarized laundry was presented for payment at a local bank. The cashier gave a comprehensive description of the check passer, as well as a description of the automobile he was driving. The car was located and a cleaning and altering slip from a shop in Oakland, Calif., was found in it. Clothing left at this shop was identified as that stolen from the burglarized laundry.

A crowbar and screwdriver found in the suspect car, together with the damaged equipment from the laundry, were sent to the FBI Laboratory. The examination reflected that a door casing from the laundry, painted ivory when received, had in fact been painted 7 different times. Chips of paint found on the crowbar consisted of 7 layers of paint identical in color, texture, and composition and in order of their appearance to the paint on the door casing.

Confronted with the evidence that the crowbar found in his car was the tool used to pry open an office door in the laundry, the suspect entered a plea of guilty and was sentenced to serve a term at San Quentin Prison.

RANGE OF FIREARMS

The .45 caliber Thompson submachinegun has a maximum range of approximately 2,000 yards and an estimated effective range of 100 yards. In the September 1954 issue these figures were erroneously given as 3,600 and 300 yards.

Interesting Pattern



The pattern above is classified as a loop with 12-ridge counts. It illustrates the care which must be taken in placing the line of the reticule exactly on the core, C, and delta, D, for the purpose of ridge counting. It is easily noted that a slight offset would miss dot A or ridge E. Ridge B is not counted as it is not so wide as the other ridges in the pattern.