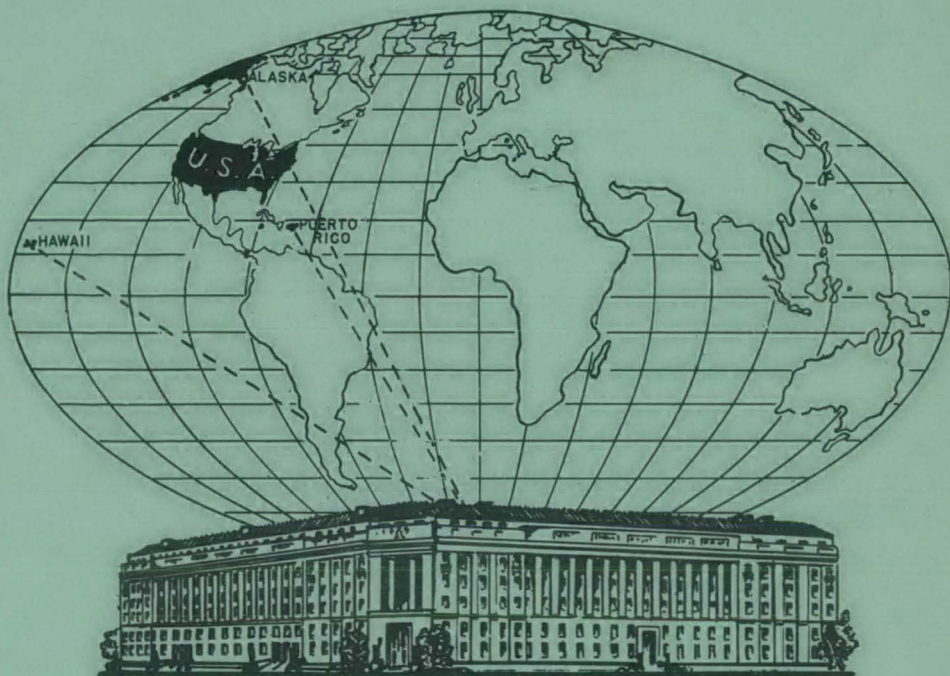


# FBI LAW ENFORCEMENT BULLETIN

1941

*September*



HEADQUARTERS OF THE FBI,  
DEPARTMENT OF JUSTICE BUILDING,  
WASHINGTON, D.C.

Vol. 10

No. 9

Federal Bureau Of Investigation  
United States Department Of Justice  
*John Edgar Hoover, Director*



The Federal Bureau of Investigation, United States Department of Justice, is charged with the duty of investigating violations of the laws of the United States and collecting evidence in cases in which the United States is or may be a party in interest.

The following list indicates some of the major violations over which the Bureau has investigative jurisdiction:-

- Espionage, Sabotage, Violations of the Neutrality Act and similar matters related to Internal Security
- National Motor Vehicle Theft Act
- Interstate transportation of stolen property valued at \$5,000 or more
- National Bankruptcy Act
- Interstate flight to avoid prosecution or testifying in certain cases
- White Slave Traffic Act
- Impersonation of Government Officials
- Larceny of Goods in Interstate Commerce
- Killing or Assaulting Federal Officer
- Cases involving transportation in interstate or foreign commerce of any persons who have been kidnaped
- Extortion cases where mail is used to transmit threats of violence to persons or property; also cases where interstate commerce is an element and the means of communication is by telegram, telephone or other carrier
- Theft, Embezzlement or Illegal Possession of Government Property
- Antitrust Laws
- Robbery of National Banks, insured banks of the Federal Deposit Insurance Corporation, Member Banks of the Federal Reserve System and Federal Loan and Savings Institutions
- National Bank and Federal Reserve Act Violations, such as embezzlement, abstraction or misapplication of funds
- Crimes on any kind of Government reservation, including Indian Reservations or in any Government building or other Government property
- Neutrality violations, including the shipment of arms to friendly nations
- Frauds against the Government
- Crimes in connection with the Federal Penal and Correctional Institutions
- Perjury, embezzlement, or bribery in connection with Federal Statutes or officials
- Crimes on the high seas
- Federal Anti-Racketeering Statute
- The location of persons who are fugitives from justice by reason of violations of the Federal Laws over which the Bureau has jurisdiction, of escaped Federal prisoners, and parole and probation violators.

The Bureau does not have investigative jurisdiction over the violations of Counterfeiting, Narcotic, Customs, Immigration, or Postal Laws, except where the mail is used to extort something of value under threat of violence.

Law enforcement officials possessing information concerning violations over which the Bureau has investigative jurisdiction are requested to promptly forward the same to the Special Agent in Charge of the nearest field division of the Federal Bureau of Investigation, United States Department of Justice. The address of each field division of this Bureau appears on the inside back cover of this bulletin. Government Rate Collect telegrams or telephone calls will be accepted if information indicates that immediate action is necessary.



FBI  
LAW ENFORCEMENT  
BULLETIN

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NO. 9

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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 are 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.

The FBI LAW ENFORCEMENT BULLETIN is published by the Federal Bureau of Investigation, United States Department of Justice each month. Its material is compiled for the assistance of all Law Enforcement Officials and is a current catalogue of continuous reference for the Law Enforcement Officers of the Nation.



**John Edgar Hoover, Director  
Federal Bureau of Investigation  
United States Department of Justice  
Washington, D. C.**

**FBI NATIONAL POLICE ACADEMY RETRAINING SESSION  
OCTOBER 6 - 11, 1941**

In keeping with the needs of the day, the Internal Security of America will be the theme of the Annual Retraining Session of the FBI National Police Academy Associates to be held at FBI Headquarters in Washington, D. C., October 6 - 11, 1941.

I feel that this forthcoming Retraining Session will be the most important of any held in the National Police Academy's six-year history. Those of the 591 graduates still active in Municipal, County, and State law enforcement agencies who attend will hear detailed accounts of the conditions found in England during the past winter by representatives of the Federal Bureau of Investigation sent there for the primary purpose of observing and reporting on wartime police work. Those attending will also receive suggestions to be passed on to their respective Departments in Civilian Defense work which is indeed of the utmost importance at this time. Many of the topics discussed will be of a highly confidential nature and exclusively for the benefit of the more than 90,000 police officers represented by the National Police Academy Associates.

Recent developments in the Far East as well as the war now raging in Europe make it imperative for American law enforcement officers to be well informed on all matters pertaining to National Defense and Internal Security in order that every precaution might be used by American peace officers to guard the Internal Security of the United States -- as the burden of this responsibility lies solidly upon the shoulders of the law enforcement profession.

I want to take this opportunity to urge every City Council, Mayor, Police Commissioner, and Police Chief to send the NPA Associates receiving invitations to this Retraining Session in order that their respective communities might profit by the benefits to be derived from this training. Certainly the official superiors of all NPA Associates will want their own communities to be prepared for any eventualities that might occur if the present crisis becomes more serious, and here is an opportunity to obtain and furnish to the civilian population the very latest information on sound methods of Civilian Defense.

*J. Edgar Hoover*

Director



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

JOHN EDGAR HOOVER, DIRECTOR

**FBI LAW ENFORCEMENT OFFICERS  
MOBILIZATION PLAN FOR  
NATIONAL DEFENSE**

**PLEDGE**

I, the undersigned, official head or representative of a regularly constituted law enforcement agency, do hereby pledge that I shall always be loyal to my duty, my organization and my country; that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; I will bear true faith and allegiance to the same and I will constantly strive to cooperate in the safeguarding of our internal security and in the defense of the nation.....

NAME: \_\_\_\_\_

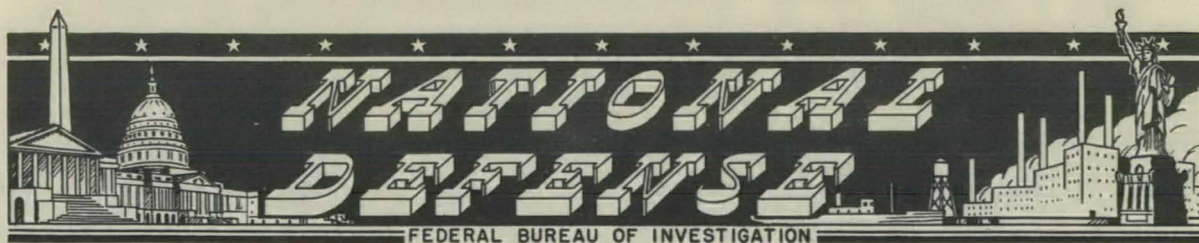
TITLE OR RANK: \_\_\_\_\_

ORGANIZATION: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

(This pledge, when executed, will be made a part of the official files of the Federal Bureau of Investigation in Washington, in connection with the coordination of national defense and internal security activities and in keeping with the directive of the President of the United States designating the FBI as the coordinating agency in such activities.)





## DUTIES OF POLICE IN NATIONAL EMERGENCIES

### TRAFFIC CONTROL UNDER WARTIME CONDITIONS IN ENGLAND\*

The traffic problems of the British Police in the present war have been greater than in the last war principally because of bomb damage. Six important specific problems exist:

1. Heavy daylight traffic loads caused by the desire of civilians to return to their homes from business before the blackout.
2. Frequent and emergency rerouting of traffic because of bomb damage or the presence of unexploded bombs.
3. Danger to thoroughfares caused by unsafe buildings damaged by bombs.
4. Routine and emergency routing of military mobile units both in the daytime and during the blackout.
5. Increased traffic fatalities due to the blackout.
6. Control of vehicles abandoned during air raids.

The course of the war and its effect on traffic problems were to a great extent unpredictable. From the beginning of the war until late August, 1940, the expected air raids did not occur. The rigid regulations imposed at the beginning of the war and continuing for several months during which there were no air raids made more onerous the police regulations

\*This is Part 2 of a series of articles which began in the July, 1941, issue of this Bulletin relative to data collected and compiled by representatives of the Federal Bureau of Investigation during the time they were assigned as observers in England to study the many problems vital to National Defense under wartime conditions. This study was made primarily for the benefit of American law enforcement officers in order that law enforcement in America might be prepared for any eventuality that the unlimited National Emergency might bring about.



concerning the blackout and related matters affecting traffic control. When the air raids did come in August, 1940, they came both at day and at night thereby creating traffic problems in great variety. Later, in September and October, when the air attacks during the daytime practically ceased and night raids were the almost invariable occurrence, the problems again changed. In late September, 1940, the citizens of London came to the conclusion as a result of air raid experience that the air raid siren would sound about dusk and that bombs would fall soon thereafter. This caused heavy concentrations of traffic, particularly bus traffic, from one hour before dark until just after darkness fell. The loads in fact were tremendous and although facilities did not break down, it was necessary for London to call on smaller cities to furnish busses. These smaller city busses can be found in operation in London today carrying a large portion of the traffic.

In order to meet this problem, the government sought to encourage those members of the public who could reach home early to do so and thus to relieve the congestion at dusk. The "shop early" slogan became part of the government's plan for a better distribution of shopper and worker traffic. Arrangements were also made to provide decentralized reserve groups of busses for dispatch to heavy concentrations. Police officers were instructed to be on the alert for long lines of people waiting for busses at nightfall and to report the points of heaviest concentration by telephone furnishing the number of people waiting at each point. This permitted the police headquarters to furnish advice to the bus company which in turn sent reserve busses from the nearest reserve stations. In connection with the location of bus reserves, it is important to consider the reasons for decentralization. If large numbers of busses were placed in reserve at one point they might all be put out of commission by one bomb. Further, they would be required to travel a longer distance on the average to reach congested points.

Inasmuch as almost all bombing has been at night since September, 1940, the effect on city streets has been caused during the night and has placed upon the police the responsibility for obtaining complete and prompt reports concerning damage to city streets in order that any necessary rerouting of traffic might be arranged. To facilitate this work, a special section was set up in Scotland Yard and appropriate maps of the entire city placed in a traffic map room. On these maps there is maintained a continuous record of the changing situation with respect to bomb damage to streets, detours, and related matters. Such maps permit the Traffic Map Room Control to make immediate decisions on the many questions which arise daily concerning the routing of traffic. The presence of unexploded bombs aggravates the rerouting question inasmuch as at one time a large number of unexploded bombs will cause complete blocking off of rather large areas with a resultant interference with the movement of vehicles.

A further hazard which must be discovered and dealt with is the existence of unsafe buildings along arteries. These buildings although not completely demolished may remain in an unsafe condition and may jeopardize the safe passage of vehicles. Although other agencies than the police



are responsible for the making safe of such buildings or their demolition, it is the responsibility of the police organization to discover such existing dangers and to reroute traffic where necessary to avoid them until appropriate action has been taken by other authorities.

In a large city such as London the movement of large military mobile units presents a definite problem. This is complicated in the blackout particularly when the personnel in charge of mobile units may be unfamiliar with the geography of the city. In working out this problem the Metropolitan Police of London have established a liaison arrangement with the military authorities which has resulted in the establishing of a large number of alternate military routes. Arrangements have also been effected for the close coordination of the movement of military units with the activities of the police organization designed to facilitate such movements.

With the blackout there came a multitude of traffic problems. Although some light is permitted on private and public vehicles, the illumination is necessarily insufficient for safe operation of vehicles during the hours of darkness. In order to alleviate the problem, such steps have been taken as to paint curbstones white at intersections, to install built-in but very dimly lighted intersection markers, to mask by covers all necessary traffic lights, and to reduce overhead street lighting to such a point that the light may be seen from below but does not appreciably illuminate the street. The running boards and generally the lower edges of the bodies of automobiles have in many instances been painted white so as to make it possible to more easily notice a car approaching from either side. A campaign for traffic safety in the blackout was initiated in which the principal point projected was the fact that almost as many persons were being killed by traffic accidents as by bombs.

At the beginning of the air raids, instructions were issued to the public concerning the manner in which they should abandon vehicles when entering air raid shelters. In view of the existing fear that fifth columnists and other subversive influences might make use of abandoned vehicles, the public was warned to park automobiles safely and to lock the automobiles securely before proceeding to the air raid shelter.

The detail concerning the control of traffic under wartime conditions would require for its recounting a voluminous record, particularly with respect to the traffic regulations affecting lighting of vehicles and blackout regulations in general. Such technical data are being made the subject of discussions during the quarterly conferences with police officials held by the Federal Bureau of Investigation in connection with the FBI Police Mobilization Plan for National Defense.



**MALICIOUS MISCHIEF  
WRECK OF THE "BUCKEYE LIMITED"\***

**\$5,000 R E W A R D  
OFFERED BY PENNSYLVANIA RAILROAD FOR INFORMATION  
LEADING TO ARREST OF GUILTY PERSONS**

On Sunday evening, March 16, 1941, at 9:15 P.M., the "Buckeye Limited", a passenger train of the Pennsylvania Railroad, was maliciously derailed near Baden, Pennsylvania, by an unknown person or persons who removed an entire rail without breaking the signal bond wire. The engine and all coaches went over a 45 foot embankment into the Ohio River. Five persons were killed and 129 passengers received injuries of varying degrees of seriousness.

The "Buckeye Limited" was preceded over this track eighteen minutes beforehand by the Pennsylvania Railroad's "Manhattan Limited" en route from Chicago to New York City. The displaced rail indicated that it had been loosened prior to the passage of at least one train over it. It has been suggested that the wrongdoers might have intended to wreck the "Manhattan Limited" rather than the "Buckeye Limited."

The investigation conducted immediately following the wreck revealed that all spikes holding the rail fast to the ties had been removed. Bolts were unscrewed, the splice bars were disconnected and the entire rail was moved out of line. After the wreck the removed rail was found on its side.

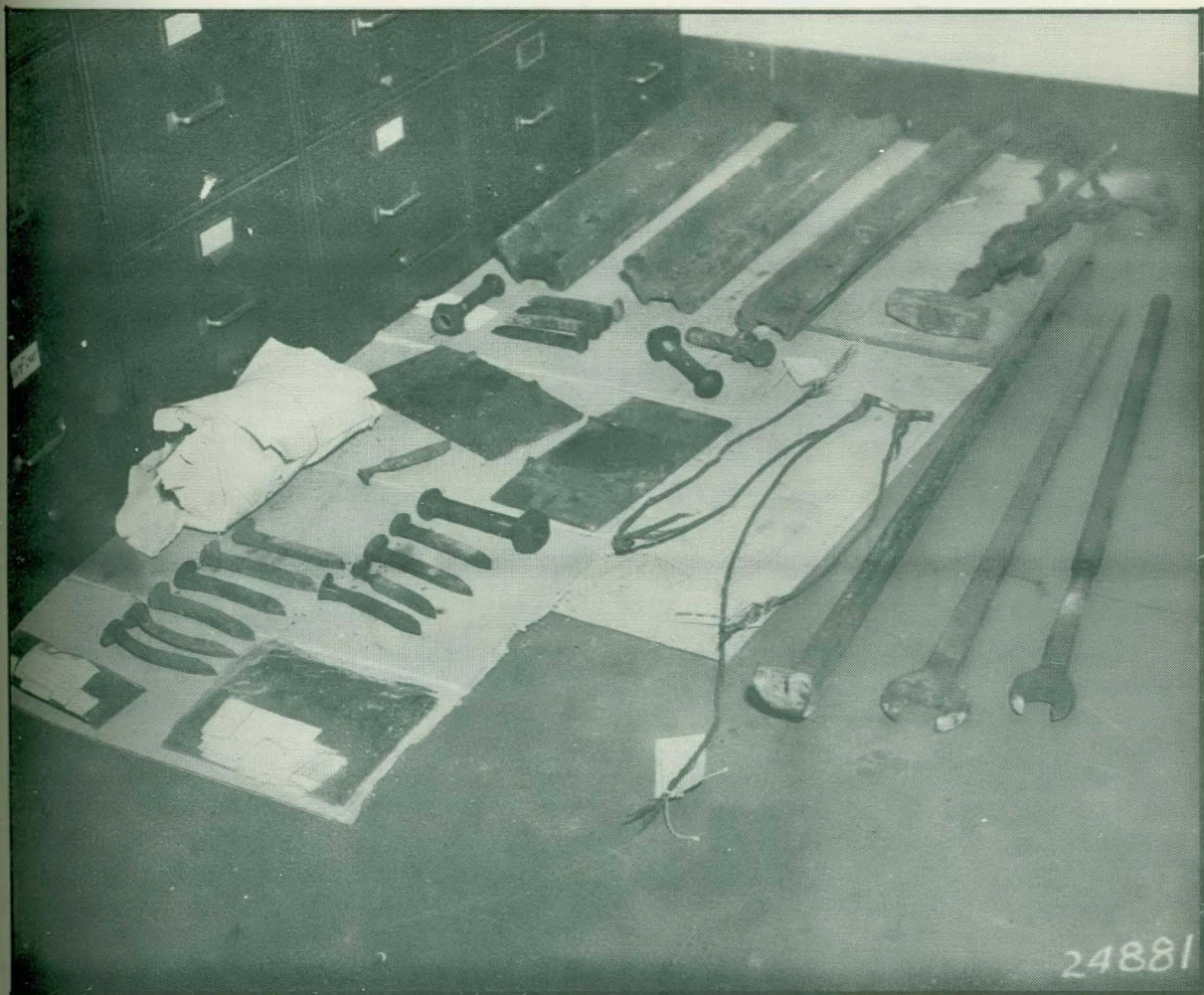
In the immediate vicinity of the point of derailment there were found the removed spikes, bolts, plates, and other rail equipment. Those responsible were evidently familiar with railroad work as certain railroad tools, namely a crowbar, a railroad wrench and a bridge wrench, as shown in Figure 1, were found in the vicinity of the displaced rail. The spikes had been removed in an expert fashion, indicating the work of an experienced trackman.

The Pennsylvania Railroad has offered to pay \$5,000 reward, expiring December 31, 1941, for information leading to the arrest and conviction of the person or persons responsible for the wrecking of this train.

\*On June 8, 1940, Congress passed an act making it a crime to willfully derail, disable or wreck a train engaged in interstate commerce and providing that "whoever shall willfully attempt to do any of the aforesaid acts or things, shall be deemed guilty of a crime, and on conviction thereof shall be subject to a fine of not more than \$10,000 or imprisonment for not more than twenty years, or both fine and imprisonment in the discretion of the court: Provided, That whoever shall be convicted of any such crime, which has resulted in the death of any person, shall be subject also to the death penalty or to imprisonment for life, if the jury shall in its discretion so direct, or, in the case of a plea of guilty, if the court in its discretion shall so order."



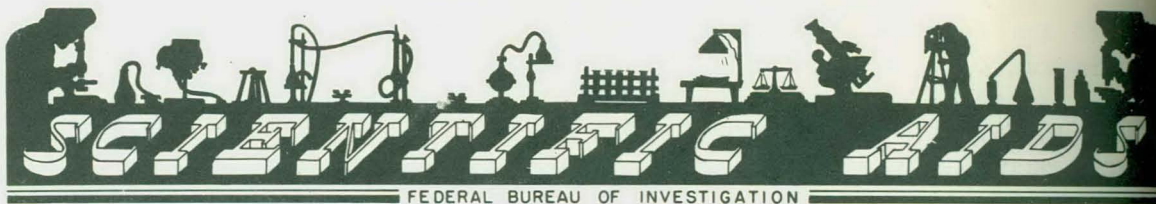
Any information on this wreck should be forwarded to the Director of the Federal Bureau of Investigation, U. S. Department of Justice, Washington, D. C., or given to the Special Agent in Charge of any FBI Field Office listed on the inside back cover of this Bulletin or sent directly to Mr. J. G. Sersch, Superintendent of Police, Pennsylvania Railroad, Pittsburgh, Pennsylvania.



**Figure 1**

**Photograph of the All Important Evidence Located Near the  
Scene of the Wreck of the "Buckeye Limited"**





## OIL, STEEL AND CONSTRUCTION CHECK FORGERIES

Since April 19, 1940, a number of instances have been reported in Illinois, Indiana, Iowa and Michigan of check forgers who have been passing fraudulent pay roll checks. From the information obtained it appears that these individuals print their own checks or secure them from some printer, using the names of bona fide companies and banks.

The first report of these checks came from the Police Department of La Grange, Illinois, on April 19, 1940, in connection with the case entitled, "JESS DAVIS, Check Forgery." Two checks were submitted to the Bureau which had been drawn on the WESTERN SHEET STEEL CO., INC., Cicero, Illinois. These checks were passed by two colored men at small stores. They were signed JOSEPH CUMMINS and made payable to JESS DAVIS.

Federal Bureau of Investigation U.S. Dept. of Justice - 95-4630-1 Q 2			
Anton Kovach	Western Sheet Steel Co., Inc.		
	4900 West 16th Street		4037
	Cicero, Ill.		No. APR 12 1940
	NO ACCOUNT PAY CHECK	NO ACCOUNT	\$ 17.82
	PAY TO THE ORDER OF <u>Jess Davis</u> # 304-14-6351		DOLLARS
To: <u>543</u> FIRST NATIONAL BANK OF CICERO		Western Sheet Steel Co., Inc. <i>Joseph E. Cummins</i>	
3-185			

This Check Was Passed in La Grange, Illinois, April, 1940



On May 1, 1940, the Police Department of Aurora, Illinois, advised that several checks had been passed in different stores of that city by a colored man who gave the name, HENRY JOHNSON. This man was described as being 35 to 38 years of age, weighing about 180 to 190 pounds, having black kinky hair, dark eyes and of a heavy build. One witness advised that this man had a "pencil" scar on the left cheek which extended from the temple to the center of the chin or jawbone. JOHNSON presented a driver's license and his Social Security Card for identification. These checks were made payable to HENRY C. JOHNSON, signed by FRED L. KOEHLER and drawn on the account of the SHELL OIL CO., INC., in the First National Bank of Chicago, Illinois.

Federal Bureau of Investigation U.S. Dept. of Justice - 95-4630-2 Q 7	
<b>SHELL OIL COMPANY, Inc.</b> PAY ROLL      SHELL PETROLEUM PRODUCTS      No 14293 Production Dept.      Chicago, Illinois April 17 19 40	
PAY TO THE ORDER OF <u>Henry C. Johnson</u> \$16.63 NO. 144-04-6626      DOLLARS	
FIELD SUPERINTENDENT <i>H. C. Shell</i>	The First National Bank of Chicago Chicago, Illinois
SHELL OIL COMPANY, Inc. <i>Fred L. Koehler</i> AUTHORIZED SIGNATURE	


#### This Check Was Passed in Aurora, Illinois, April, 1940

On August 28, 1940, the Police Department of Cedar Rapids, Iowa, advised that several checks drawn on the CITIES SERVICE OIL COMPANY were passed there on the afternoon of August 24, 1940. These checks were passed by a dark complexioned Negro described as being about thirty years of age, 6' 1" tall, weighing about 190 pounds, well built, large white teeth and heavy lips. These checks were made payable to JESS DAVIS and were signed by DANIEL M. BARRY and C. E. HAUPT.

Similar CITIES SERVICE OIL CO. checks were reported as being passed in Flint, Michigan, and Wood River, Illinois, during November and December, 1940. The Negro who passed one in Flint is described as being of a light brown color, about 30 to 32 years of age, 5' 11" tall, weighing 175 to 185 pounds, athletic build, a smooth talker and of neat appearance. This individual presented a Selective Service Registration Card for identification purposes. The merchant cashing this check had the man place his right thumbprint on the reverse side. This check was made payable to F. H. SUTTON



and was signed by RAYMOND COLE and P. H. KELLY. The CITIES SERVICE OIL CO. check passed in Wood River, Illinois, was made payable to G. V. DIXON and was signed by BARRY E. DILLON and P. J. DAHL.

Federal Bureau of Investigation, U.S. Dept. of Justice - 95-4630-10 Q11	
	<b>CITIES SERVICE OIL CO.</b> "From Oil Well to Consumer" Nº 16148 St. Louis, Mo. DEC - 6 1940 PAY TO G.V. Dixon \$ 23.76 PAY ROLL First National Bank in St. Louis St. Louis, Mo. 4 5 CITIES SERVICE OIL CO. <i>Barry E. Dillon</i> <i>P. J. Dahl</i> AUTHORIZED SIGNATURE

**This Check Was Passed in Wood River, Illinois, December, 1940**

According to information received from the Sheriff, Cedar Rapids, Iowa, by a letter dated April 15, 1941, a man by the name of Robert Truesdale, #FBI-4443, has been definitely identified as the man who passed some of the CITIES SERVICE OIL CO. checks. Information contained on a fingerprint card received from the St. Paul, Minnesota, Police Department shows that he was incarcerated in the Ramsey County Jail on March 26, 1941, for forgery.

The following is a description of Robert Truesdale, whose photograph appears on the next page:

Race	Negro
Age	35 years
Height	5' 10½"
Weight	175 pounds
Complexion	Dark
Eyes	Maroon
Hair	Black
Build	Medium
Scars and marks	Prominent cut scar over right eye and center right cheek. Wears small moustache and has a flat wide nose.





Photograph of Robert Truesdale, FBI #4443, Who, According to the Sheriff of Cedar Rapids, Iowa, Has Been Definitely Identified as one of the Passers of Cities Service Oil Company Checks

On February 11, 1941, the Police Department of Elmwood Park, Illinois, advised that a check of the CONSOLIDATED COMPANY, Building Material, Chicago, Illinois, had been passed there by a man about 35 to 40 years of age, weighing about 140 pounds and having a light complexion. This man displayed a chauffeur's license card with his picture and a Social Security Card for identification. It was reported by the CONSOLIDATED COMPANY that this was not their check and that several of the same kind had been

Federal Bureau of Investigation, U.S. Dept. of Justice - 95-4630-12 Q12			
PAY KULL CHECK	<b>MERCHANDISE NATIONAL BANK</b> 2-85 OF CHICAGO 2-85		<i>Cc</i> <i>AKB</i> no. 9184
	CHICAGO Feb. 1, 1941.		19
	PAY TO THE ORDER OF A.E. Rollins	# 745-19-5698	\$20.79
	CONSOLIDATED COMPANY Building Material 111 WEST WASHINGTON		CONSOLIDATED COMPANY <i>Howard E. Schilling</i> Authorized Signature
	PAY \$208.00 DOLLARS		

This Check Was Passed in Elmwood Park, Illinois, about February, 1941



passed in Rockford, Chicago, Wilmington, and Joliet, Illinois. This check was payable to A. E. ROLLINS and was signed by HOWARD E. SCHILLING.

Another check drawn on the account of the UNITED BUILDING CONSTRUCTION CO. was received from the Elmwood Park Police Department by a letter dated April 16, 1941. This pay check was also passed by a member of this gang using the name G. F. EVANS.

Federal Bureau of Investigation U.S. Dept. of Justice - 95-4630-17 Q15

*no account 2/12*

**UNITED BUILDING CONSTRUCTION CO.**  
30 W. ADAMS STREET —  
Chicago, Ill. Apr. 3, 1941  
No. 9681

PAY TO THE ORDER OF G. F. Evans  
Pay Check  
\$ 22.27

Continental Illinois National Bank & Trust Co. of Chicago

*Carl Ekberg*  
Authorized Signature

7  
2-3

**This Check Was Passed in Elmwood Park, Illinois, about April, 1941**

The Police Department of Jeffersonville, Indiana, on March 11, 1941, reported that a check had been passed in that city which was drawn on the NATIONAL CONCRETE CONSTRUCTION CO. of Louisville, Kentucky. They also reported that several of these checks had been passed in Louisville. No description was given of the individual who passed this check. This check was made payable to W. B. HALKET and was signed DAVID E. WILLIAMS.

The State's Attorney in Grundy County, Illinois, reports that two KNOEBEL IRON WORKS AND ERECTION CO. checks were passed in that county during the latter part of March or early part of April, 1941. Both of the checks were signed by FRED KNOEBEL. One was made payable to P. J. LEGON and the other to DANIEL REDMON.

As late as May 10, 1941, CONSOLIDATED COMPANY checks were passed in Rock Island, Illinois, according to information received from the Rock Island Police Department. However, in making up these checks a different typewriter and a different check writer were used than those used in preparing the checks previously issued.



Federal Bureau of Investigation U.S. Dept. of Justice - 95-4630-13 Q12

**NATIONAL CONCRETE CONSTRUCTION CO.**  
 — BROADWAY at 30th —  
 Louisville, Ky.

No. 4624  
 MAR - 7 1941

PAY TO THE ORDER OF W.B. Halket \$21.78

*Pay Check*

Citizen's Union National Bank  
 Louisville, Kentucky

*David E. Williams*  
 Authorized Signature

This Check Was Passed in Jeffersonville, Indiana, March, 1941

Federal Bureau of Investigation U.S. Dept. of Justice - 95-4630-18 Q 16

**KNOEBEL IRON WORKS & ERECTION CO.**  
 STRUCTURAL & ORNAMENTAL IRON  
 7911 S. LOWE AVENUE  
 CHICAGO, MAR. 28, 1941

No. 7522

PAY TO THE ORDER OF Daniel Redmon \$42.77

*FORGERY*

**THE MUTUAL NATIONAL BANK OF CHICAGO**  
 141 N. LAKE STREET  
 CHICAGO, ILL.

*Fred Knoebel*

Pay Roll Check

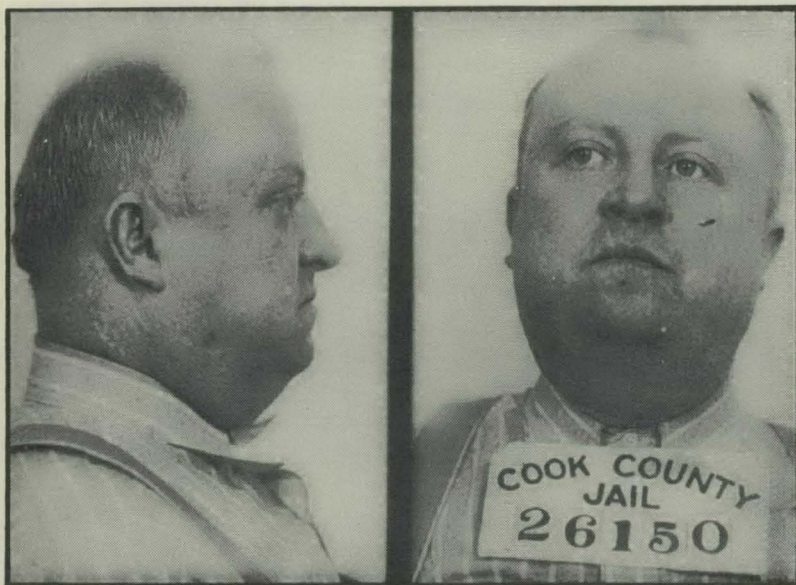
DOLLARS

This Check Was Passed in Grundy County, Illinois, April, 1941



The man who passed the checks in Rock Island as BEN WILLIAMS is described as being about 45 years of age, 5' 7" tall, weighing 140 pounds, having a fair complexion and prominent lines on both sides of his mouth. He was well dressed and displayed a Social Security card #330-02-5434 for identification purposes.

The rather sudden change in the make of typewriter and check writer used in making out these checks may be accounted for in an arrest made by the Chicago, Illinois, Police Department on April 17, 1941. On that date WILLIAM GRADY, #FBI-321151, was arrested on a confidence game charge. In his possession were found an L. C. Smith typewriter, F. and E. check writer and a number of blank fictitious checks. This typewriter was found to contain the same style of letter and numeral designs as that appearing in the typing on most of the checks. Furthermore, the check writer was determined to be the same make used on all of the checks except for the last one received in the Technical Laboratory and passed in Rock Island after GRADY was apprehended. The fictitious checks found in GRADY'S possession were found to be of the same composition and make-up as some of the other above-described checks.



Age	41 years
Height	5' 7"
Weight	186 pounds
Hair	Blond - bald
Eyes	Blue
Scars and Marks	Right hand amputated

Fingerprint  
Classification --

I	32	W	III	24	AMP
I	32	W	III		

Photograph of William Grady

Some other companies on which these check flashers are drawing their fictitious checks are: MIDWEST CONSTRUCTION AND ASPHALT COMPANY; WISCONSIN STEEL COMPANY and DETERGENT PRODUCTS CORPORATION.

If any information concerning the individuals passing these checks is obtained, please notify the Director of the Federal Bureau of Investigation, United States Department of Justice, Washington, D. C., in order that this information may be furnished to all interested law enforcement agencies immediately.



## THE RUBBER STAMP FILE OF THE FBI

Writers of anonymous letters have, in recent years, adopted a unique method of conveying their depraved thoughts to victims. It is the use of rubber stamps and dater stamps in the preparation of such letters in an effort to more completely cover the writer's anonymity. Small rubber printing sets have become important instruments in the hands of character assassins. As letters of this type often cause the recipients sorrow, worry and even death, it is important that law enforcement officers devise methods of tracing anonymous letters back to their origin.

In connection with various investigations conducted by the Field Offices of the FBI with respect to cases in which extortion letters have been written with rubber or dater stamp technique, it was felt desirable to establish a file conducive to identification of the manufacturers of these mechanical products. Therefore, in 1937 manufacturers of these implements throughout the country were contacted in an effort to prepare a collection of stamp impressions in order that the source of rubber stamp impressions appearing on extortion letters might be more readily traced.

As a result of investigation along these lines it became apparent that the majority of larger companies were equipped to manufacture rubber stamps to order; but they did not, as a rule, stock the rubber stamps manufactured. Most of the larger establishments carried an incomplete line of the products of some one of the relatively few manufacturing companies, and the collection of rubber stamp impressions from the various companies listed would obviously result in much duplication. In addition, the cost of supplying a complete set of impressions from a single company was found, in some instances, to run as high as one thousand dollars. Accordingly, efforts were made toward securing catalogues from rubber stamp manufacturers showing the principal styles and sizes of the rubber type supplied by them. A type style, might originate with any one of three principal sources or industries; namely, the engraver, the type founder, or the rubber stamp manufacturer. The principal engraving company, in the United States has approximately two thousand styles and sizes of type available. The principal type founding company has approximately five or six thousand different type styles and sizes.

Upon the basis of such a catalogued collection, investigations having for their purpose the discovery of the source of rubber stamp printing proceed along the following lines:

1. All catalogues maintained in the Laboratory are carefully searched for the style and size of type involved in the investigation.

2. In the event of failure to locate the type in one of the catalogues available, contact would then be made with a representative of the Government Printing Office, in an effort to identify the style and size of type. In addition to the possible eliciting of information relative to the source of such type, this procedure would permit



the accurate description of the type in subsequent investigative action.

3. A representative of the Trade Magazine, "Marking Devices" or a representative of the Marking Devices Association in Chicago, Illinois, is next contacted for information relative to the probable sources of such type.

4. Individual companies whose names have been obtained as a result of the above three steps would then be contacted by specific location of type, style, and size involved, and for information relative to its distribution.

Preliminary test cards are available in the files of the Bureau, consisting of 8"x8" pieces of white cardboard on which have been glued specimens showing particular sizes and shapes of letters of different office printing outfits and toy printing outfits, together with the name of the company handling them. By way of illustration, among the outfits represented is a "Mickey Mouse" printing set and a "Benjamin Franklin" printing set. Dater rubber stamp impressions appear on an 8" x 8" card representing six of the larger rubber stamp distributing houses of the United States. These impressions in most instances show the Gothic as well as the Roman type print.

The preliminary test card method in many instances is sufficient in itself to afford the information sought.

The inexpensive sets costing about twenty-five cents each which are available at five and ten cent stores are most apt to be used by individuals intent on using this device in preparing a rubber stamp extortion note.

On examining specimens that have been created by the rubber stamp, one must take into consideration and be extremely careful of the variance in the stamped impression of the characters. It was found, through actual research, that the capital letter "A" of a certain printing outfit stamped two hundred and fifty times showed the following information: that the serifs on the legs of the "A" were visible in one hundred and seventy-eight instances and that, in the remaining impressions, the right leg of the "A", from the cross bar down, was either missing or badly blurred. Two hundred and fifty subsequent impressions were taken of the same letter "A" and in one hundred and fifty-five instances the bottom serif showed. There were sixty-two times when the right leg was partially missing. The impressions of various other letters were made and the result of similar experiments showed general corresponding tendencies of uneven impressions, namely, the letters of rubber stamp outfits do not show a consistency in the evenness of their print; this may be due to uneven alignment of letters in the form holder, uneven application of pressure by the operator, and the movement of letters in the form holder when each impression is made.



These manifestations, on the other hand, may not be due to any one of these factors, but rather may be evolved from a combination of even two or more of these factors. It is, therefore, deemed advisable in making an examination of rubber stamped impressions to ascertain faults which might appear in the character impressions which run consistently through the printed document. These so-called faults are usually manifested in the type impressions of the dater and rubber stamp outfits. They are caused in the making of the letters or have been subjected to some cause resulting in accident to them in their use after purchase. The outstanding fault, and one that is indicative of identity, is a space showing in a broken line of a character that appears consistently. It is quite probable that through accident a part of the character has been damaged and a segment of the line is missing. With this space taking place in the line which should be continuous, there is no cause to believe that it is due to uneven alignment of the letter in the form holder, uneven application of pressure by the operator, or movement of the letter in the form holder when the impression was made.

The rubber stamp has not been used extensively in creating the large number of anonymous letters that have been forwarded to the FBI's Technical Laboratory for examination purposes, but, by the very fact that this simple childish device falls as easily into the hands of criminals as into our own, the Federal Bureau of Investigation has gathered all available facts relevant to the manufacture of these instruments in order to render as much assistance as possible in cases coming to its attention where such means have been used to the detriment of society.

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### INTERESTING ITEM

#### SCIENTIFIC EXAMINATIONS SEND FOUR TO PRISON

Twenty-four samples of cotton print goods were recovered by FBI Agents from suspects in a Larceny from Interstate Shipment case. These samples and portions of recovered bolts of cloth were submitted to the Technical Laboratory of the FBI for examination and comparison purposes where it was determined that thirteen of these samples were similar in thread count, material, character of selvage edge and dyestuff content, to one or more of the recovered bolts of cloth. In ten instances it was possible to show photographically the matched edges between the questioned and known samples. A Laboratory technician testified at the trial of the case and the four defendants involved received sentences of five years each to be served in a Federal Penitentiary.

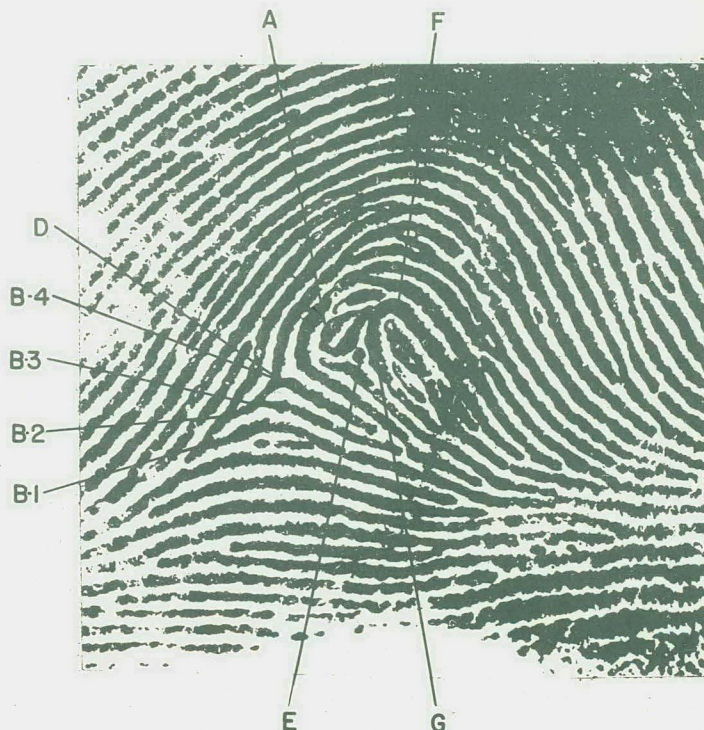




## A QUESTIONABLE PATTERN

The pattern selected for discussion this month possesses a very unusual ridge formation. Difficulty is encountered not only in interpreting this pattern but also in locating a delta.

By applying the definitions for pattern types it is found that this pattern is not a loop as it first appears, but a double loop because it consists of two loop formations, A and F, and two deltas, D and E. It should be noted that the left delta (D) is located on bifurcation B-4 in accordance with the following delta rule: "When there are two or more possible deltas which conform to the definition, the one nearest the core should be chosen." Bifurcations B-1, B-2, and B-3 are delta formations which conform to the definition but B-4 is nearest to the core. It should also be noted that the right typeline of delta E is a recurving ridge (G).



This pattern, in the Technical Section of the Federal Bureau of Investigation, is classified as a double loop type of whorl with a meeting tracing.





## METHODS OF CRIME DETECTION ARE STREAMLINED BY NATIONAL POLICE ACADEMY\*

by  
J. A. FOX

The American "copper" is going streamlined.

No longer can gangsters pin samples of their handiwork on him like the old one about the fellow who decided not to report the shooting on his beat because he was unable to spell the name of the street where it occurred, for the present day law enforcer is liable to rate a couple of degrees and carry a Phi Beta Kappa key with his handcuffs, and he uses a test tube with more facility than his strong-armed predecessor wielded a night stick. Incidentally, the term "copper" is frowned on in the best circles.

Uncle Sam is figuring importantly in this metamorphosis through the medium of the National Police Academy, a lusty institution now rounding out its sixth year, under the guidance of the Federal Bureau of Investigation and the Director, J. Edgar Hoover. Launched with the hope -- not too strong perhaps -- that it would spur State and local police forces to take advantage of the Bureau's extensive research in the field of crime detection and prevention and adopt practices the Federal authorities have found valuable, the Academy met instant favor.

Now its more than 590 graduates are spreading the doctrine of modern police methods in the States and Insular Possessions of this country, and the Academy has even won recognition in such noted quarters as Scotland Yard and the Royal Northwest Mounted Police, which are among the half-dozen foreign organizations that have been permitted to detail men to the course. Three times a year, in classes of 38, police officers, carefully selected, undergo the twelve weeks of study shaped to equip them to act as teachers in their own departments. As a result, it is estimated, more than 85,000 guardians of the law are having this instruction handed on to them, and the list grows steadily as the influence of the Academy is reflected in the establishment and development of local training schools over the country.

To foster this work an eminent group from many fields contributes services, the roster of the Academy faculty headed by Director Hoover, reading like a "Who's Who." From bench, bar, scientific laboratory - even the

\*The foregoing article appeared in a recent issue of the Washington Sunday Star, Washington, D. C., and is reprinted here with the kind permission of the Editor.



Church - they come to supplement the labors of associates wise to the ways of the criminal world, whose teaching, of course, is the basic foundation of the school.

Guiding the legal education of the student-policemen are Associate Justice Harold M. Stephens of the United States Court of Appeals, on court procedure; Professor Albert Coates, University of North Carolina, criminal law; Judge Alexander Holtzoff, Special Assistant to the Attorney General, law of arrest, and Dr. Earl C. Arnold, Dean of Vanderbilt University Law School, evidence, confessions and circumstantial evidence.

In the field of sociology, Dr. Edmund A. Walsh, S. J., Vice President of Georgetown University, lectures on social changes, and Dr. Arthur L. Beeley, Professor of Sociology of the University of Utah, conducts the course on behaviorism, crime prevention, juvenile delinquency and causes of crime.

Dr. Alexander H. Gettler, Chief Toxicologist of New York City, instructs the class on effects of poison and methods of detecting poison, a course that ties in with the lectures on autopsies, by Dr. A. Magruder MacDonald, District of Columbia coroner, and on post-mortems, by Dr. Harrison S. Martland, medical examiner for Essex County, New Jersey.

Some of these topics might seem to have little bearing on the routine duties of a policeman, but they occupy a very definite place in the new scheme of things. The legal training, for example, is designed to enable the officers to prepare their cases better for presentation in court -- to make their evidence stick. Post-mortems and autopsies are studied in their relation to investigation of deaths by violence. Along a somewhat complementary line, the student learns how to make a preliminary test for bloodstains with a salt solution or benzidine reagent.

In itself a simple accomplishment, this ability to determine quickly whether a suspicious stain comes from blood or some other matter is of decided advantage to an investigator off in some out-of-the-way place where he is without the services of a technically-trained assistant to make the test.

It is because the modern school of thought in police administration proceeds on the theory that crime prevention is equally as important as detection that Academy pupils study the human aspects of their job, and the part that social background plays in criminality.

Traffic comes in for extended attention, with three specialists in the field -- Burton Marsh, Director of Safety for the American Automobile Association; Dr. Herbert J. Stack, instructor in safety, Columbia University, and Colonel Lynn C. Black, Superintendent of the Ohio Highway Patrol -- lecturing on this problem from the standpoint of metropolitan and rural transportation.



Arson and emergency coordination of fire and police forces are the topics of Thomas P. Brophy, Chief Fire Marshal for New York City, and police officials from principal cities and Agents of the FBI round out the "crime faculty," which, in the past few months, has widened the scope of its work to cover "Fifth Column" control.

Along with the mental calisthenics comes a course of physical instruction in which the students learn defensive tactics to cope with desperate criminals. Some of this is taught by FBI trainers, but refinements imported from the Marines are the specialties of Colonel Anthony J. Drexel Biddle of the Marine Reserves, the "Tony" Biddle of the turn of the century who threw more shocks into the Philadelphia Main Line than Kitty Foyle when he fought "Philadelphia Jack" O'Brien, a light-heavyweight of no mean ability.

The day of the trainee starts at 9 A.M. and is likely to last until midnight on five days of a week; Saturday is a half day, and Sunday usually finds the students reviewing what has been done and getting ready for the week to come. The length of the lecture varies with the topic, but three hours is not unusual.

Starting a typical day, the students, armed with notebooks, file into a long, narrow room at the Justice Department and take their seats in chairs of the "one-armed lunch" variety, which double as desks. A blackboard and microphone are the "props" of the instructor.

A recent occasion, when a visitor for the first time was permitted to sit in with a class, furnished an excellent opportunity for a close-up of the school in action.

The subject was homicide inquiries, with a Special Agent of the FBI on the platform.

"The first step, of course, is the protection and preservation of the crime scene, the possible detention of witnesses or suspects," he begins. "Bear in mind that you're going to try some one for murder some day, you hope."

For the most part his auditors are on familiar ground on this subject, and they follow the speaker carefully, often injecting a question and volunteering some personal experience that fits in. A student from the hill country of the Southwest says that where a crime is committed in the open, investigators, using high-powered glasses, carefully scan every foot of the terrain over a wide area adjacent to the scene in the search for clues. Another says that a rope barrier is slung up around the spot to keep away the curious and prevent the obliteration of tire tracks or footprints or the disappearance of some bit of evidence that might point to the perpetrator of the crime.

That sort of "shop talk" provokes discussion of particular cases and the clues that led to their solution. One officer tells of the



discovery of the proceeds of a bank robbery frozen into the ice trays of an electric refrigerator. Another recalls where a dog kennel served as a repository for loot.

Always the attention is centered on detail, and the necessity for building up investigations so the thoroughness of the preparation of every case impresses itself on a jury.

"Don't jump at conclusions" is the unvarying rule of the modern investigator, and several members of the class chime in with stories illustrating the virtue of this principle. One relates how a suspected murder was disclosed actually to have been a suicide because this precept was kept in mind. In this case a man was found shot to death in his bathroom; the door was locked, and there was no weapon in sight. For three or four days the murder theory was pursued without success; then police turned their attention to reports that on the day the body was discovered residents in the vicinity of an open lot some two blocks from the death scene recalled hearing a shot. The lot was carefully searched, and a gun was found. Fingerprints were on the weapon and when matched were determined to be those of the dead man. Reconstructing the circumstances of death, officers became convinced that the man shot himself -- the wound was in the body -- then dammed the flow of blood to prevent the tell-tale drip that would have bared his self-destruction at the outset, as he staggered back home.

Next came a session on traffic, with Mr. Marsh in the chair, and drivers who think of traffic officers mainly in terms of tickets and how to beat them could with profit hear another side of that story. Without exception, the men who ride motorcycles and scout cars, or daily take their lives in their hands at some busy intersection, insist that the yearly motor toll will not be cut until the public can be made to realize that "murder" on the highways is also serious, and that the cure is more enforcement, which in turn means larger budgets for this purpose.

Unbelievable as it may seem, overtime parkers are the least of their worries, but a Celt from an Eastern city who had wearied of motorists who were making a career of non-stop parking reported a cure which he had found effective.

Chalk marks were being rubbed from tires, and tickets ignored, so he swore out warrants, and when the offenders were haled into court and he was called upon for evidence of the parking violation, he pulled it out -- peanuts. Under each wheel - he explained - of the perennial offenders, he placed one goober. When, near the end of the day, he retraced his steps and found the bait in its original condition, it was positive proof that the car had not been moved. The judge laughed as he handed out fines; the victims grinned sheepishly, paid and went forth to stand the ribbing of their friends when the incident was duly publicized. The threat of the "nut treatment" thereafter acted as an effective deterrent.



In midafternoon the class shifted to the gym and shorts and the tutelage of Colonel Biddle for the session which included a demonstration of the art of ramming an Adam's apple down the adjacent throat with a simple twist of a club. This is a trick borrowed from the Marines by Colonel Biddle, and at times the play gets rough. Heavy masks and gauntlets, however, make it unnecessary to take the combatants out on stretchers.

Then back to class again, to round out the day, and this time the subject was portrait parle, or speaking likeness identification, a method of broadcasting the description of hunted criminals that was developed in Europe and is being used successfully in this country. Briefly, the system is based on the fact that everyone has certain unchanging facial characteristics -- such as the tilt of the nose, slope of the forehead and shape of the ear -- that distinguishes one from every one else, and it is to train police officers to recognize these and other peculiarities of feature and manner that this course is given.

Another day will be spent in the Technical Laboratory, studying firearms identification, fingerprinting, powder patterns or perhaps the fabrication of moulage (an earthen substance) or plaster casts for tire tracks, or human features, or something else of which it is desired to preserve a likeness.

Or maybe the day's schedule calls for work on the gunnery ranges in the basement of the Justice Department Building, or the FBI Training School at Quantico.

Perhaps it's nothing more exciting than instruction in the correct manner of preparing reports -- administrative detail. But everything has its place.

After dinner, the students compile reports on the latest activities, pounding out on typewriters for future reference the data on which they have taken notes during the day. If they don't know how to use typewriters, they learn that too, small portables being furnished every student to put notes in permanent form.

The student body in any given class generally is an assortment of youth and going-on-middle-age. Frequently, the State trooper enrolled for the course, is a youngster not long out of a technical school whose previous training fits in perfectly with the needs of a service that is a combination police force and highway department. In other branches, the accent on youth is less noticeable, and as the ages of the trainees range up to 46, many a graying veteran steps up to receive his prized diploma when the course has been completed.

In accepting applicants, the FBI attempts to cover all parts of the country, making the training available wherever it is felt that it will do the most good, whether at whistle stop or metropolis.



There are obvious reasons for this, because fast motor transportation has eradicated the geographical boundaries of "crime areas," and a community whose major problem once consisted in keeping Main Street cleared of drunks on Saturday night, is liable to burst into print on any morning as the locale of "big time" criminal operations. The Bureau urges only that those men sent to the School have a background that gives reasonable assurance they will become competent instructors as the result of their studies.

Local departments, civic bodies, and sometimes the men themselves foot their living expenses here, for the Government supplies only the training. This has led to some pathetic incidents. One ambitious youngster and his wife were found taking in washing at the trailer home to finance themselves. His superior officers had been unable to continue his salary while he was away from his job, but the couple determined not to let that stand in the way of something that might lead to advancement. Another trainee put himself on a 35-cent daily allowance for food during his twelve weeks. These particular sacrifices, it might be said, were not in vain.

And the training has some unexpected results. One graduate got back home to a rural Midwestern community to find the farmers in arms because of repeated raids on their hog pens. It happened, however, that the thieves, in their hurry at one place, left behind truck sideboards which once had borne the name of the vehicle owner. Wind and weather long since had all but obliterated the lettering, but the NPA alumnus knew all about that too. He arranged for infra-red photographs of the boards which brought out the name clearly and distinctly -- and the rest was just a breeze.



Former Attorney General Robert H. Jackson Presenting Diploma to Joseph T. Wirth of the United States Park Police, Washington, D. C. at Graduation Exercises of the Thirteenth Session of the FBI National Police Academy



## SPECIAL ANNOUNCEMENT

### FBI NATIONAL POLICE ACADEMY RETRAINING SESSION

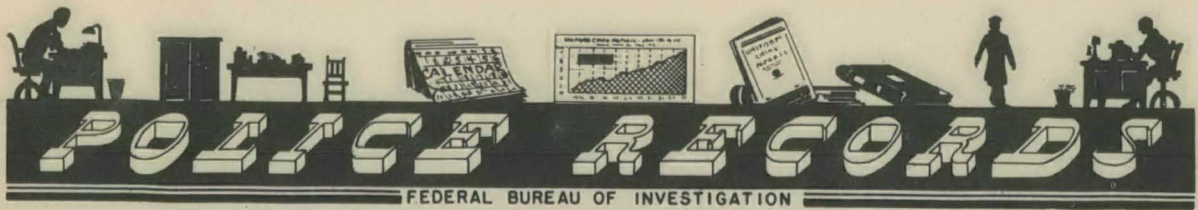
BEGINNING ON MONDAY, OCTOBER 6 AND LASTING THROUGH SATURDAY, OCTOBER 11, 1941, THE RETRAINING SESSION OF THE FBI NATIONAL POLICE ACADEMY WILL BE HELD AT FBI HEADQUARTERS IN WASHINGTON, D. C. BESIDES THE USUAL NUMBER OF REFRESHER COURSES OFFERED IN VARIOUS PHASES OF POLICE WORK AND SCIENTIFIC CRIME DETECTION THE FBI WILL PRESENT TO THOSE ATTENDING INTERESTING DATA ON CIVILIAN DEFENSE, NATIONAL DEFENSE AND INTERNAL SECURITY. THESE LATTER-NAMED SUBJECTS ARE OF VITAL CONCERN TO EVERY CITIZEN OF THE UNITED STATES TODAY AND EVERY NPA GRADUATE RECEIVING AN INVITATION IS URGED TO ATTEND DUE TO THE IMPORTANCE OF THE VARIOUS SUBJECTS TO BE DISCUSSED.

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## WOMEN IN CRIME

The number of women arrested and fingerprinted during the first half of 1941 was 28,450 as compared with 24,362 in the first six months of 1940, according to a survey by the Federal Bureau of Investigation. This is an increase of 4,088 or 16.8 per cent.

For criminal homicide the figure increased from 309 in 1940 to 362 in 1941, an increase of 17.2 per cent. Corresponding percentage increases in other crime classes were as follows: assault, 22.4; burglary, 20.3; auto theft, 19.4; forgery and counterfeiting, 17.0; sex offenses other than rape, 15.7; driving while intoxicated, 38.3; disorderly conduct, 28.3; drunkenness, 35.4; and vagrancy, 27.8. It should be noted that these figures are limited to persons fingerprinted and therefore are not necessarily representative of the trends which would be reflected if data were available concerning the number of women arrested who were not fingerprinted.

The increase in the number of women arrested as indicated in the preceding paragraph is possibly significant, because in most crime classes the increase shown in arrests of women is either contrary to the trend shown in the arrest figures for men, or the increase in the number of women arrested is much more pronounced than in the case of men. To illustrate, female arrests for burglary increased 20.3 per cent, whereas male arrests for this classification decreased 14.7 per cent.

In the murder classification, while female arrests increased 17.2 per cent, male arrests increased only 2.6 per cent. The main exception to the contrasting trends in the number of arrests for males and females is seen in the figures for drunkenness; here female arrests increased 35.4 per cent and male arrests increased 33.3 per cent.

The total fingerprint arrest records examined by the Federal Bureau of Investigation during the first half of 1941 was 313,204. Of these, 284,754 represented males and 28,450 females. Fingerprint records representing women number 9.1 per cent of the total records examined. The corresponding percentage for the first half of 1940 was 8.2.





## FIENDISH MURDER IN KANSAS CITY, MISSOURI

Leila Adele Welsh, 24, a young white woman of Kansas City, Missouri, was brutally murdered by a sex criminal on Sunday morning, March 9, 1941, between the hours of 1:30 A. M. and 8 A. M., according to a bulletin issued by Chief of Police L. B. Reed of Kansas City, Missouri.

Miss Welsh resided with her elderly mother and her brother, George Welsh, occupying a single bedroom in the northeast corner, first floor, of a one and one half story bungalow. The murderer entered from the back yard through a window in Miss Welsh's room. The victim had received a severe blow on the upper part of her forehead in the hair line. Her neck had been gashed, hacked, and almost severed. Her pajamas had been cut and torn from her trunk. A large piece of flesh, approximately the size of a saucer, had been cut from her thigh.

Evidence indicates the murderer intended to enter a side window in the bedroom before entering the rear window. On the bedroom floor, near the bed, was found a hand sledge, such as those used by railroad track employees in cutting bolts, and sometimes used by stone masons or blacksmiths. Outside the window an ordinary butcher's knife was found thrust into the dirt with the handle protruding at an angle.

A shirt which proved to have come from a collection of rags and old clothes in a neighbor's garage had been wadded and packed against the girl's cut throat. The killer left other rags, which he had collected from a garage in the neighborhood.

Approximately one block from the scene of the crime the piece of flesh cut from the girl's body, together with a small size pair of ordinary white canvas gloves were found. The gloves were of the type usually sold in ten cent stores.

There were many partial foot prints, of no distinct type, in the mud around the house and in the immediate vicinity, which indicates the killer had circled around close by in the yards of neighbors, and it was clearly indicated that he had gone north in the direction where the gloves and flesh were found. The tracks would also indicate that they



were made by a medium sized or small shoe. The size of the gloves and size of foot prints led the investigating officers to believe that the assailant was not a large man.

The victim's brother and her mother slept in adjoining rooms, and have stated they did not hear the assailant, which indicates the killer operated quietly and stealthily. It was pointed out that although the crime was vicious, brutal, and done in a clumsy manner the killer was skillful in entering and leaving the premises.

The victim had no known enemies, had not received any threats to the officers' knowledge, was very attractive, of a happy nature, had many friends and was popular. The doctor's report shows that the girl was not criminally assaulted. Apparently robbery was not the motive, because the girl's jewelry and money had not been taken and the room had not been ransacked. The killer had placed a chair against the door inside the bedroom.

The crime was committed in a good residential section of the city, one not inhabited by known police characters, and several miles from the usual haunts of such people. It is possible that this crime may have been committed by a transient.

The Kansas City, Missouri, Police, in an extreme effort to make an investigation of all known degenerates, sex criminals, perverts, and persons with such vicious tendencies, urge other departments and agencies to forward to the Kansas City, Missouri, Police, all such information which may be worth investigating with a view to the solution of this crime.

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#### INTERESTING ITEM

#### TRAFFIC DEATHS JANUARY - MAY, 1941

The National Safety Council has announced that during the first five months of 1941 traffic deaths have increased 17 per cent over the same period of 1940. In five months 13,760 lives have been sacrificed on the altar of traffic accidents compared to 11,790 during the same period last year.



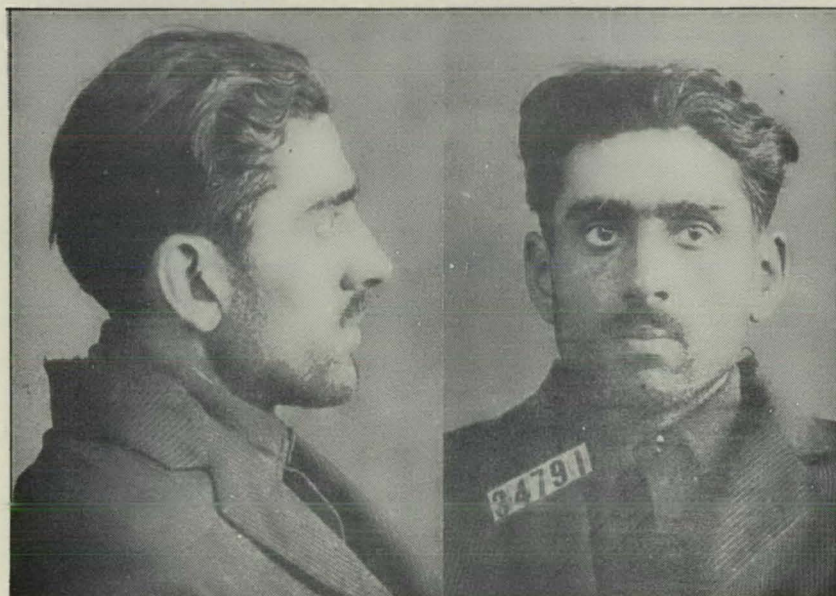
# WANTED BY THE FBI

**STEVE YAGODITCH, with aliases**

**For**

**UNLAWFUL FLIGHT TO AVOID PROSECUTION -**

**ROBBERY**



Detailed descriptive data concerning this individual appear on pages 30, 31 and 32.



**WANTED BY THE FBI**  
**Steve Yagoditch, with aliases**

At approximately 9:00 A.M. on December 30, 1938, three white men entered the front door of the Railway Express Agency Office at Youngstown, Ohio, and robbed two attendants of \$35,000 in one dollar bills. Two of these robbers had revolvers and the third carried a sawed-off shotgun. The loot, which was in seven sacks containing \$5,000 each, had been transported to the express company by armored car by the Mahoning National Bank, located at Youngstown, and was en route to the Federal Reserve Bank in Cleveland, Ohio.

These robbers arrived at the Express Agency in a 1937 Oldsmobile sedan, later recovered, which they parked alongside the office. They entered this office at the time employees of this agency were changing shifts and immediately accosted the above attendants, who were unarmed at the time. After the robbery, the subjects proceeded through the front office and around the side of the Express Building where they entered their automobile and fled.

Subsequent investigation resulted in the positive identification of Steve Yagoditch as one of the robbers, and the other two have been identified as Frank Chako, now in custody, and Nick Vukovich, alias "Scotty." A search was immediately begun for Yagoditch, a local hoodlum and bootlegger, well known to the Youngstown Police Department. Subsequent investigation finally determined that Yagoditch had fled from the State of Ohio to the State of Pennsylvania and on May 8, 1939, a complaint was filed before the United States Commissioner at Cleveland, Ohio, charging Yagoditch with a Federal violation - "Unlawful Flight to Avoid Prosecution." Therefore, the Federal Bureau of Investigation began an intensive nation-wide search for this individual, which is being carried on in many different parts of the United States at the present time.

It is known that Yagoditch, using the name of Mike Greco, stopped for several days at a rooming house located at 206 West Stockton Avenue, Pittsburgh, Pennsylvania; that he called at this place on April 29, 1939, and paid for two days' rent in advance, at which time he informed he was from Youngstown, Ohio. He was carrying a suitcase and overcoat and stated he was looking for a job. At this time he was wearing a small mustache. He spent little time at this place and never mixed with other guests. Persons at this rooming house state that he appeared to have a pleasing disposition, but never talked with anyone or gave out any information and when he settled his account at this rooming house and left he gave no indication as to his possible destination, although at one time he did make a statement to the effect that he was out of work and thinking about going to Pittsburgh, Pennsylvania, to look for a job.

Investigation has further disclosed reasonable grounds for believing that subject was in San Francisco, California, on May 2, 1940, and it has been determined that Yagoditch was seen in several beer parlors on Market Street at Steubenville, Ohio, during the early part of January,



1941, even though he allegedly does not drink. It has been determined that he was wearing a small mustache at the time he was seen in San Francisco.

At the present time it is generally believed that Yagoditch, who has been characterized by his friends and acquaintances as a "funny guy," meaning that his actions are peculiar, is living in some cheap boarding house on his share of the \$35,000 loot taken in instant robbery. It is said he does not smoke, drink, gamble or swear and that he is a quiet type of individual who "keeps things to himself." He is an expert steel worker and he has made statements to the effect that he will never be taken alive. He is allegedly very "tight" insofar as money is concerned and prefers to stay at a cheap rooming house. He is also known to have stayed at the Y.M.C.A.

He was at one time employed as an electric spot welder and it is probable that he is engaged in some similar work or as a steel worker at the present time. He was born in Europe in what was formerly Austria-Hungary and came to this country with his parents when he was four or five years old; has a grade school education and formerly attended the Catholic Church; is a rabid baseball enthusiast and reads many detective story magazines. He is described as having a very definite and noticeable "shuffle walk." Information has also reached this Bureau to the effect that Yagoditch suffered a serious illness prior to the express robbery which resulted in stomach ulcers and it is possible that he is suffering from this ailment at the present time. He is described by all who know him as being very closemouthed and as having few friends and associates. A relative of Yagoditch has made a statement to one of her close friends that she saw "Steve," the subject, in Pittsburgh, Pennsylvania, during May of 1939 and that he had changed his appearance in such a manner that he would never be recognized.

Since he is reported to have grown a mustache and to have made an attempt to change his appearance after instant robbery, photographs of him taken in 1929, at which time he was wearing a mustache, together with other available photographs of this individual, are being published with this article. Your attention is directed to the changes in the general appearance of subject as reflected by these photographs, even though they were all taken within a period of less than sixteen months.

The physical description of Yagoditch, subject of FBI Identification Order #1629, is as follows:

Name	Steve Yagoditch, with aliases: Mike Greco, Frank Lucko, Steve Yagodich, Stephen Yagokivich, Stephan Yagokivitch, Steve Yagovich, Steve Yagovitch, Steve Yakovich.
Age	37 years (born February 22, 1904, Austria)
Height	5' 7"
Weight	150 - 160 pounds
Eyes	Dark maroon
Hair	Dark chestnut



Complexion	Dark
Build	Medium
Race	White
Nationality	Austrian
Occupation	Laborer, steel worker
Scars and marks	Tattoo left forearm of lady's head and wreath scroll with name "Steve Walzer"; eyebrows meet
Relatives	<p>Anna and Joseph Yagoditch, parents, 930 Bentley Street, Youngstown, Ohio</p> <p>Mike Yagoditch, brother, 930 Bentley Street, Youngstown, Ohio</p> <p>Rose Marie Yagoditch, sister, 313 East Boardman Street, Youngstown, Ohio</p> <p>Mary Yagoditch, wife, (divorced) 659 High Street, Youngstown, Ohio</p>
Fingerprint	14 M 9 U OOI 16
Classification	M 1 U 000

#### CRIMINAL RECORD:

\*As Stephen Yagodich, #5283, arrested Police Department, Youngstown, Ohio, March 12, 1928, charge, assault and battery; disposition, fined \$1.00 and costs.

As Steve Yagovich, #34791, arrested Police Department, Cleveland, Ohio, November 4, 1929, charge, auto stealing; disposition, 2 years probation.

As Steve Yagoditch, #5283, arrested Police Department, Youngstown, Ohio, August 11, 1930, charge, grand larceny of auto; disposition, sentenced 1 to 20 years, Ohio State Penitentiary.

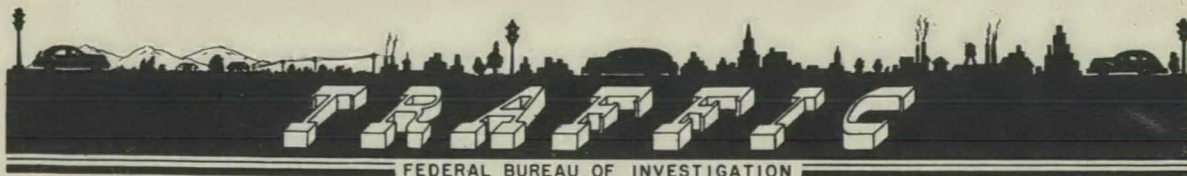
As Steve Yagovitch, #63404, received State Penitentiary, Columbus, Ohio, February 21, 1931, charge, operating auto without owner's consent; sentence, 1 to 20 years; paroled May 25, 1932.

\*As Steve Yagoditch, #5283, arrested Police Department, Youngstown, Ohio, January 5, 1938, charge, shooting to kill; disposition, dismissed.

In the event any information is obtained concerning Steve Yagoditch, it is requested that the nearest office of the Federal Bureau of Investigation be contacted, or that the Director, Federal Bureau of Investigation, United States Department of Justice, Washington, D. C., be advised immediately.

\*Represents notations unsupported by fingerprints.





## BICYCLE SAFETY\*

### IV. REMEDIES

Bicycle accidents can be reduced by a well-rounded program of accident analysis, education, safety legislation and enforcement. These measures are inter-dependent. Analysis of accidents will prove valuable only if used in an educational and enforcement program. Legislation without proper education and enforcement often proves worthless.

#### A. ACCIDENT ANALYSIS

The original accident records on file in most police departments make it possible to study the bicycle accident experience of a community and to develop effective safety measures. On the basis of accident experience, selective education and enforcement can be concentrated in the areas and among the groups where it will be most valuable.

##### Reports and Records

Riders and the public must be impressed with the need for reporting to the police all traffic accidents involving bicycles. Accurate information on such accidents is lacking because city and state records are inadequate. Many cities have kept records of bicycle-motor vehicle accidents, but there has been practically no reporting of other types of bicycle accidents such as collisions with pedestrians.

There are three important steps in developing complete accident records:

- (a) Get a complete report of every accident and file by location.
- (b) Spot the location of each accident on a map.
- (c) Tabulate the important circumstances, conditions, actions and results of each accident on an analysis sheet.

\* This is the second article of a series which began in the July issue of this Bulletin. These articles are taken from the booklet "Bicycle Safety," published by The National Safety Council, Inc., 20 North Wacker Drive, Chicago, Illinois, and reprinted herein through the courtesy of that organization.



## Analysis of Records

There are numerous ways in which accident records\* can be used to further bicycle safety in a community. The basic methods are these:

- (a) Study of the accident experience each month to determine unsafe acts and conditions, and immediate carrying out of education, enforcement and other remedial measures.
- (b) Study of the accident experience over a longer period of time to reveal unsafe practices and conditions which might not be apparent in a report covering a shorter time.
- (c) Calculating accident rates, monthly and annually, so that safety progress (or lack of it) can be measured.
- (d) Comparisons with summaries of all traffic accidents to enable concentration on those contributing circumstances which seem to occur with greater frequency among bicycles than among motor vehicles or pedestrians.

## Accident Spot Maps

The location of all reported bicycle accidents should be shown on a special spot map. Such maps show where accidents are accumulating, and, when prepared over successive periods, show changes in the distribution and concentration of accidents.

A spot map showing the public where accidents happen is an interesting and effective educational display. The map should be shown prominently in the lobbies of schools, libraries, etc.

Large cities can make use of a special stop map showing the residences of bicycle accident victims. Some of the spots may concentrate in definite population areas. Such patterns may mean that bicycle safety education has not reached these people.

A city map is considered an essential part of the equipment in messenger departments of the Western Union Telegraph Co. Heavy traffic streets, busy intersections, rough roads, steep hills, and other areas in which accident hazards exist, are indicated upon the map. Messengers are

\*With regard to accident records the National Safety Council makes the following suggestion in its book, "Every community should follow the procedure outlined in National Safety Council's Public Safety Memo. No. 59, entitled, 'Analyzing Bicycle Accident Records.'" The Council further advises that a copy of this Memo. can be obtained upon request to the National Safety Council, 20 North Wacker Drive, Chicago, Illinois.



cautioned to be extremely careful in traversing the designated areas and are coached to avoid using them, so far as possible.

## B. EDUCATIONAL PROGRAM

Obedience to traffic regulations, maintenance of properly equipped bicycles, and alertness to actual or possible hazards are essential to safe riding. However, a rider must understand the traffic regulations before he can obey them. He must know the requirements for lights, reflectors, warning devices and other features of a safe bicycle. He must understand the hazards predominating among riders in his community to avoid danger. An effective educational program therefore is essential.

### Selective Education

The educational program should be selective, focused on the groups most commonly involved in accidents. Remedies for the most prevalent types of accidents and violations should be presented.

The most effective media for reaching certain groups of riders should be used. There are three general groups: the school pupil, the adult and the commercial rider. Education should reach the first through the school and home; the second through newspapers, safety meetings, etcetra; and the third through the employer.

### Cooperation of Parents

The cooperation of parents in teaching safety rules to youthful riders is needed. Parents should be informed of the need for obedience to regulations, of the necessity for lights and reflectors, of the especially hazardous locations for riding, of the circumstances attending accidents, and of other important facts so that they may intelligently guide the behavior of their children riding bicycles.

### Newspapers and Radio Stations

Editors of newspapers and program directors for radio stations usually are willing to publish or broadcast timely, interesting information on bicycle safety. They should be supplied frequently with facts and original ideas, including:

- (a) Specific ways accidents happen.
- (b) Dangerous riding habits.
- (c) Safe riding practices.

## C. SAFETY LEGISLATION

The fundamental regulations for bicycles should be a part of the motor vehicle code in every state and municipality. This fact has been recognized by a large number of states and municipalities enacting safety legislation during recent years.



## Recommended Legislation

The basic traffic rules applicable to bicycles are contained in Article XI of Act V of the Uniform Vehicle Code. This article, included in Appendix A of this pamphlet\* is strongly recommended for state enactment by the National Conference on Street and Highway Safety, the National Safety Council, and many other organizations.

A model ordinance providing for the regulation, registration and inspection of bicycles, is contained in Article VIII of Part I of the Model Traffic Ordinances. The article is recommended for municipal enactment. It may be found in Appendix B.\*

The Committee on Bicycle Problems cooperated with the Committee on Uniform Traffic Laws and Ordinances, National Conference on Street and Highway Safety, Washington, D. C., in the drafting of the above model legislation.

### Sidewalk vs. Roadway

A flexible regulation regarding the use of sidewalks and roadways by bicycle riders is desirable. Riding on sidewalks should be prohibited in business districts and in other localities where the pedestrian movement is heavy. Along residential streets where the pedestrian movement is light and where the volumes and speeds of vehicular traffic make bicycles in the roadway both dangerous and annoying, they might well be limited to the sidewalk. The accident experience and circumstances should govern the answer to this problem for each city.

### Right vs. Left on Roadway

When operated in the roadway, bicycles belong on the right side, moving with traffic, in both urban and rural districts. The riders are subject to the regulations, responsibilities and privileges of motor vehicle drivers. A number of other factors make riding on the right hand side desirable, including:

- (a) Crossing and turning at intersections from the right hand lane is an easier and more natural movement, less confusing to motor vehicle drivers.
- (b) Riders cannot be expected to yield the right-of-way on the pavement to every approaching vehicle. Raised curbs, rough or soft shoulders, guard rails and other obstacles often make leaving the pavement hazardous.
- (c) The relative speed of passing between a motor vehicle and a bicycle is much less when the two are moving in the same direction rather than in opposite directions.

\*Appendix A and B will be published in a future issue of this series.



- (d) It is possible for a motorist to adjust the speed of his vehicle to that of a bicycle moving in the same direction and wait for a safe time to pass, but he must pass or stop, regardless of circumstances, when meeting a bicycle moving in the opposite direction.

#### City vs. State Registration

Bills providing for the state-wide registration of bicycles have been introduced and failed to be enacted in some states. There is, however, especially in the smaller New England States, strong support for the compulsory registration of bicycles on a state-wide basis for the following reasons:

- (a) The recognized merits of registration in controlling bicycle traffic are worthy of administering on a state-wide scale.
- (b) Uniformity in requirements and administration details of a registration law can be obtained more readily.
- (c) The proximity of communities, especially in the Eastern States, leads to difficulty in enforcing a local registration law.

Among the points in favor of registration on a local basis are:

- (a) As the bicycle problem is primarily local and does not pertain to inter-city transportation, registration should apply exclusively to cities where success in application can be expected.
- (b) The educational and enforcement aspects of registration must be kept in the forefront for maximum results in accident prevention. These functions can best be administered by the community and are dependent upon local interest for support.
- (c) Unless actively supported by the majority of communities, state-wide mandatory registration would fail and result in general public disapproval of further attempts to register bicycles.

#### D. ENFORCEMENT PROGRAM

A bicycle ordinance is a set of rules which have been deemed desirable. Without proper enforcement, however, ordinances generally fail to accomplish their intended purpose--the reduction of accidents.



## Selective Enforcement

As in an educational program, the analysis of accident records gives the keynote to an effective enforcement program. Enforcement should be selectively applied at those violations by riders that are causing the majority of accidents and at those locations or sections where accidents predominate.

## Summons and Warnings

Citations for bicycle violations can most effectively be issued by the police department personnel as for all other traffic violations. Police officers should be provided with special summons and warning cards for bicycle violators. A summons should call a violator into traffic court, bicycle court, instruction class, or other place for appropriate disposition of the case. A copy of every warning card issued as a reprimand for a violation, should be filed by name of violator in the traffic bureau. Violation repeaters thus may be readily identified and appropriate measures taken.

## Penalties

Most offenders of bicycle regulations, by reason of their age, are within the jurisdiction of the juvenile court which generally has neither the machinery nor disposition to handle a large number of bicycle cases. It is a branch of the criminal court intended for incorrigibles and delinquents. Consequently, it is highly desirable that provision be made in municipal ordinances for more just and efficient handling of bicycle cases. The following measures have proved successful in a number of communities:

- (a) Provision for the Chief of Police to impound bicycles.
- (b) Provision for the Chief of Police to suspend or revoke license plates.
- (c) Establishment of special bicycle courts under the direction of the police department.
- (d) Sponsoring of bicycle inspection classes by the police department.

An effective remedy for the problem of the youthful offender of bicycle regulations is the restriction of his riding privilege for a week or a month, or longer, depending upon the gravity of the offense and whether he is a chronic offender. This can be done on the theory that a bicycle recklessly operated is a public nuisance and may be suppressed as such.

Many cities have vested in some official, usually the chief of police, the authority to impound bicycles for infractions of certain regulations. This provision has been especially common in the recently



enacted ordinances. Cities with ordinances providing for the impounding of bicycles include:

Canton, Ohio  
Cleveland, Ohio  
Evanston, Illinois  
Lansing, Michigan  
Lincoln, Nebraska

Pontiac, Michigan  
San Jose, California  
South Bend, Indiana  
Tacoma, Washington  
Wilmette, Illinois

As the chief of police generally is responsible for the issuance of bicycle license plates, he has in many communities been empowered to suspend or revoke such plates. In any case, this power belongs to the authority issuing the plates.

Restricting the use of bicycles by youthful violators is an effective disciplinary measure. Impounding of bicycles probably is the most effective procedure although the suspension or revocation of license plates is desirable where the former procedure lacks legality.

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#### INTERESTING ITEM

##### SPECTROGRAPHIC ANALYSIS CONVICTS TWO

A bank of Meggett, South Carolina, was entered and an attempt was made to burglarize the safe by burning the door with an acetylene torch. Evidence secured at the scene of the crime, consisting of the burned bank vault door, burned metal and miscellaneous debris, as well as material found in the possession of two suspects, was submitted to the Technical Laboratory of the FBI for examination. From various articles of clothing belonging to one of the suspects there were removed several particles of burned metal. Globules of metals were removed from a pair of goggles and a flashlight which was admittedly the property of one of the defendants. A small amount of metal was removed from the tip of the acetylene cutting torch which one of the suspects admitted having borrowed. A spectrographic analysis and comparison was made of these metal particles removed from the above-mentioned articles with the metal comprising the vault door which had been burned and no differences in composition were noted. One of the Laboratory's experts testified at the trial of the two defendants in this matter and both subjects were found guilty and sentenced to serve three years in the Atlanta Federal Penitentiary.





#### ALABAMA

Mr. K. F. Williams has been appointed Chief of Police at Phil Campbell, Alabama, succeeding Mr. John W. Vaughn.

#### ARIZONA

Mr. Charles H. Wright has been appointed Chief of Police of the Phoenix, Arizona, Police Department, succeeding Mr. J. L. Holtzendorff.

#### CALIFORNIA

Mr. Clemence B. Horrall has succeeded Mr. Arthur C. Hohmann as Chief of Police at Los Angeles, California.

Mr. Neil F. Anderson has been appointed Chief of Police at Pasadena, California.

Mr. E. C. Wyman has been appointed Chief of Police at Tracy, California, succeeding the late Ralph H. Wise.

#### CONNECTICUT

Mr. John M. Gleason has recently succeeded Mr. Patrick J. Flanagan as Chief of Police at Greenwich, Connecticut.

#### FLORIDA

Mr. W. E. Tillotson has assumed the duties of Chief of Police at Jacksonville Beach, Florida.

#### ILLINOIS

Mr. E. F. Ryan has been named Chief of Police at Cairo, Illinois.

Mr. C. L. Wright is now Chief of Police at East Peoria, Illinois.

#### IOWA

Mr. Tom Pettit has been appointed Chief of Police of the Des Moines, Iowa, Police Department, having succeeded Mr. Thomas R. Watson.



## LOUISIANA

Mr. Charles Libersat has succeeded Mr. T. F. Linscombe as Chief of Police at Gueydan, Louisiana.

## MAINE

Mr. Vernard W. Dudley has been appointed Chief of Police at Augusta, Maine, succeeding Mr. J. J. O'Connell.

## MICHIGAN

Mr. Louis F. Germond has recently succeeded Mr. Arch T. Wilson as Chief of Police at Adrian, Michigan.

Mr. Earl Hougheling has been named Chief of Police at Three Rivers, Michigan, having replaced Mr. Arno Harding.

## MISSOURI

Mr. John N. Schroeder has been appointed Chief Special Agent, Wabash Railway Company, St. Louis, Missouri, succeeding Mr. G. S. Ward.

## NEBRASKA

Mr. Charles A. Richardson is now Sheriff of Brown County, Ainsworth, Nebraska, having succeeded Mr. Ira M. Reed.

Mr. Louis E. Meissner has succeeded Mr. W. T. Dutcher as Chief of Police at McCook, Nebraska.

## NEW HAMPSHIRE

Mr. Andrew J. Ferguson has assumed the duties of Chief of Police at Hanover, New Hampshire, succeeding the late Dennis Hallisey.

## NEW YORK

Mr. Leonard Sprague has been appointed Chief of Police of the Bolivar, New York, Police Department, succeeding Mr. Neil S. Carrier.

## NORTH CAROLINA

Mr. G. E. Canady has succeeded Mr. J. I. Brown as Chief of Police at Kinston, North Carolina.

Mr. Robert A. Allen has succeeded Mr. J. M. Gold as Chief of Police at Reidsville, North Carolina. Mr. Gold, a graduate of the FBI National Police Academy, resigned as Chief of Police to accept a position as Special Agent of the North Carolina Bureau of Investigation.



## NORTH DAKOTA

Mr. T. M. Buchholz has been named Chief of Police at Ashley, North Dakota, succeeding Mr. Henry Huether, Sr.

Mr. John Erbstroesser is now Chief of Police at Enderlin, North Dakota, having succeeded Mr. Ole M. Anderson.

Mr. C. O. Zillgett has succeeded Mr. Oscar Swanson as Chief of Police at Fairmount, North Dakota.

Mr. Nick Hermes has succeeded as Chief of Police of Glen Ullin, North Dakota, Mr. Wenzel Streitmatter.

Mr. E. C. Tresemer has been appointed Chief of Police of the Verona, North Dakota, Police Department, succeeding Mr. William F. Loucke.

## OHIO

Mr. A. D. Paden is now Chief of Police at Bellefontaine, Ohio, succeeding the late John Lamborne.

Mr. Joseph M. Sweeney has succeeded Mr. Martin L. O'Donnell as Sheriff of Cuyahoga County, Cleveland, Ohio.

## OKLAHOMA

Mr. A. J. Bruce recently assumed the duties of Chief of Police at Cordell, Oklahoma, succeeding Mr. E. O. Martin.

Mr. Aubrey G. Rowland has succeeded Mr. Fred Wells as Chief of Police at Hennessey, Oklahoma.

Mr. James E. Kirby is now Chief of Police of the Henryetta, Oklahoma, Police Department, having succeeded Mr. Tom Liddell.

Mr. A. J. Beddo has succeeded Mr. W. W. Jennings as Chief of Police at Norman, Oklahoma.

Mr. Henry Gurley has been named Chief of Police at Sayre, Oklahoma, succeeding Mr. George Scott.

## RHODE ISLAND

Mr. Leroy H. Norman has succeeded Mr. George L. Madison as Chief of Police of the Westerly, Rhode Island, Police Department.

## SOUTH DAKOTA

Mr. William Andre, formerly Sheriff at Hot Springs, South Dakota, has been appointed Chief of Police at Hot Springs.



## SOUTH DAKOTA (Continued)

Mr. O. W. Salter has succeeded Mr. John Hook as Chief of Police at Iroquois, South Dakota.

## TEXAS

Mr. Jack Reeves was recently appointed Chief of Police at Paris, Texas.

Mr. Aubrey Hopkins is now Chief of Police at San Antonio, Texas succeeding Mr. W. W. Vaughan.

## UTAH

Mr. Theron S. Hall has been appointed Sheriff of Utah County, Provo, Utah, succeeding Mr. John S. Evans.

## VIRGINIA

Mr. O. L. Nida has succeeded Mr. John Clark as Chief of Police at Pennington Gap, Virginia.

## WASHINGTON

Mr. Herbert D. Kimsey has been appointed Chief of Police at Seattle, Washington, succeeding Mr. William H. Sears.

Mr. Andrew Hansen has been named Chief of Police at Shelton, Washington, having succeeded Mr. Ray M. Starwich.

## WEST VIRGINIA

Mr. Charles Fluharty has succeeded Mr. Jesse Kendall as Chief of Police of the Mannington, West Virginia, Police Department.

## WISCONSIN

Mr. Lemoine Hiller has been named Chief of Police of the Baraboo, Wisconsin, Police Department succeeding Mr. Otto F. Harmel. Mr. Hiller has been granted a year's leave of absence for military service and Mr. John W. Nietz will be Acting Police Chief until Mr. Hiller returns.

Mr. Clyde W. Hough has been appointed Chief of Police at Lancaster, Wisconsin, succeeding Mr. Lester Appleby.

Mr. Theo Elmer Hall has succeeded Mr. John J. Rebman as Chief of Police of the Two Rivers, Wisconsin, Police Department.



Communications may be addressed to the Field Office covering the territory in which you are located by forwarding your letter or telegram to the Special Agent in Charge at the address listed below. Telephone and teletype numbers are also listed if you have occasion to telephone or teletype the Field Office.

CITY	AGENT IN CHARGE	TELEPHONE NUMBER	BUILDING ADDRESS (Letters or Telegrams)
Albany, New York	Clegg, J. E.	5-4595	707 National Savings Bank
Atlanta, Georgia	Hammack, F. R.	Walnut 3605	501 Healey
Baltimore, Maryland	Soucy, E. A.	Plaza 6776	800 Court Square
Birmingham, Alabama	Guinane, E. P.	4-1877	320 Federal
Boston, Massachusetts	Peterson, V. W.	Liberty 4080	10 Post Office Square, Room 1016
Buffalo, New York	McCormack, D. L.	Cleveland 2030	400 U. S. Court House
Butte, Montana	Bannister, W. G.	2-2304	302 Federal
Charlotte, N. C.	Scheidt, E.	3-4127	914 Johnston
Chicago, Illinois	Johnson, A. H.	Randolph 6226	1900 Bankers'
Cincinnati, Ohio	Suran, R. C.	Cherry 7127	637 U. S. Post Office & Court House
Cleveland, Ohio	Boardman, L. V.	Prospect 2456	1448 Standard
Dallas, Texas	Kitchin, A. P.	Central 9086	1200 Tower Petroleum
Denver, Colorado	Nicholson, G. A.	Main 4335	518 Railway Exchange
Des Moines, Iowa	Dalton, J. L.	3-8618	739 Insurance Exchange
Detroit, Michigan	Bugas, J. S.	Cadillac 2832	911 Federal
El Paso, Texas	Bryce, D. A.	Main 1711	202 U. S. Court House
Grand Rapids, Michigan	McFarlin, M. W.	6-5337	715 Grand Rapids National Bank
Honolulu, Hawaii	Shivers, R. L.	4621	302 Dillingham
Houston, Texas	Abbatichio, K. J.	Capitol 9717	2706 Gulf
Huntington, W. Va.	Cook, L. K.	8928	700 West Virginia
Indianapolis, Indiana	Drayton, S. J.	Riley 5416	323 Federal
Jackson, Mississippi	Wyly, P.	3-5221	700 Mississippi Tower
Juneau, Alaska	Vogel, R. C.	618	515 Federal and Territorial
Kansas City, Missouri	Brantley, D.	Victor 3113	707 U. S. Court House
Knoxville, Tennessee	Murphy, W. A.	4-2721	407 Hamilton National Bank
Little Rock, Arkansas	Hallford, F.	2-3158	500 Rector
Los Angeles, Calif.	Hood, R. B.	Madison 7241	900 Security
	Vincent, J. W. (Assistant)		
Louisville, Kentucky	Moss, H. K.	Wabash 2133	633 Federal
Memphis, Tennessee	Kuhnel E. E.	8-4236	2401 Sterick
Miami, Florida	Danner, R. G.	3-5558	1300 Biscayne
Milwaukee, Wisconsin	O'Connor, H. T.	Daly 3431	735 U. S. P. O., Customs & Court House
Newark, New Jersey	Conroy, E. E.	Market 2-5613	1836 Raymond-Commerce
New Haven, Connecticut	Madigan, J. T.	7-1217	510 The Trust Company
New Orleans, Louisiana	Fletcher, H. B.	Magnolia 7643	1308 Masonic Temple
New York, New York	Sackett, B. E.	Rector 2-3520	607 U. S. Court House, Foley Square
	Guerin, R. A. (Assistant)		
Oklahoma City, Okla.	Andersen, H. E.	2-8186	940 First National
Omaha, Nebraska	Stein, C. W.	Atlantic 8644	629 First National Bank
Philadelphia, Pa.	Sears, J. F.	Walnut 0555	4058 U. S. Court House
Phoenix, Arizona	Duffey, H. R.	4-5766	307 W. C. Ellis
Pittsburgh, Pa.	Thornton, J. E.	Grant 2000	620 New Federal
Portland, Oregon	Swenson, J. D.	Broadway 0469	411 U. S. Court House
Providence, R. I.	Morley, D. R.	Dexter 1991	508 Industrial Trust Company
Richmond, Virginia	Hennrich, C. E.	3-0169	601 Richmond Trust
Saint Louis, Missouri	Norris, G. B.	Central 4115	423 U. S. Court House & Custom House
Saint Paul, Minnesota	Hardy, S. W.	Garfield 7509	404 New York
Salt Lake City, Utah	Newman, J. C.	4-4338	301 Continental Bank
San Antonio, Texas	Jones, G. T.	Garfield 4216	478 Federal
San Diego, California	Nathan, H.	Main 3044	728 San Diego Trust & Savings Bank
San Francisco, Calif.	Pieper, N. J. L.	Yukon 2354	One Eleven Sutter, Room 1729
	Van Pelt, H. C. (Assistant)		
San Juan, Puerto Rico	Gleason, R. F.	1971	504 Banco Popular
Savannah, Georgia	Ruggles, J. R.	3-3054	305 Realty
Seattle, Washington	Cornelius, A.	Main 0460	508 U. S. Court House
Sioux Falls, S. D.	Hanni, W.	2885	400 Northwest Security National Bank
Springfield, Illinois	Crowl, A. H.	2-9675	1107 Illinois
Washington, D. C.	McKee, S. K.	Republic 5226	1437 K Street, N. W.

The Teletypewriter number for each Field Office, including the Bureau at Washington, is 0711, except the New York City Office, which is 1-0711, and Washington Field, which is 0722.

Communications concerning fingerprint identification or crime statistics matters should be addressed to:-

Director  
Federal Bureau of Investigation  
United States Department of Justice  
Pennsylvania Avenue at 9th Street, N. W.  
Washington, D. C.

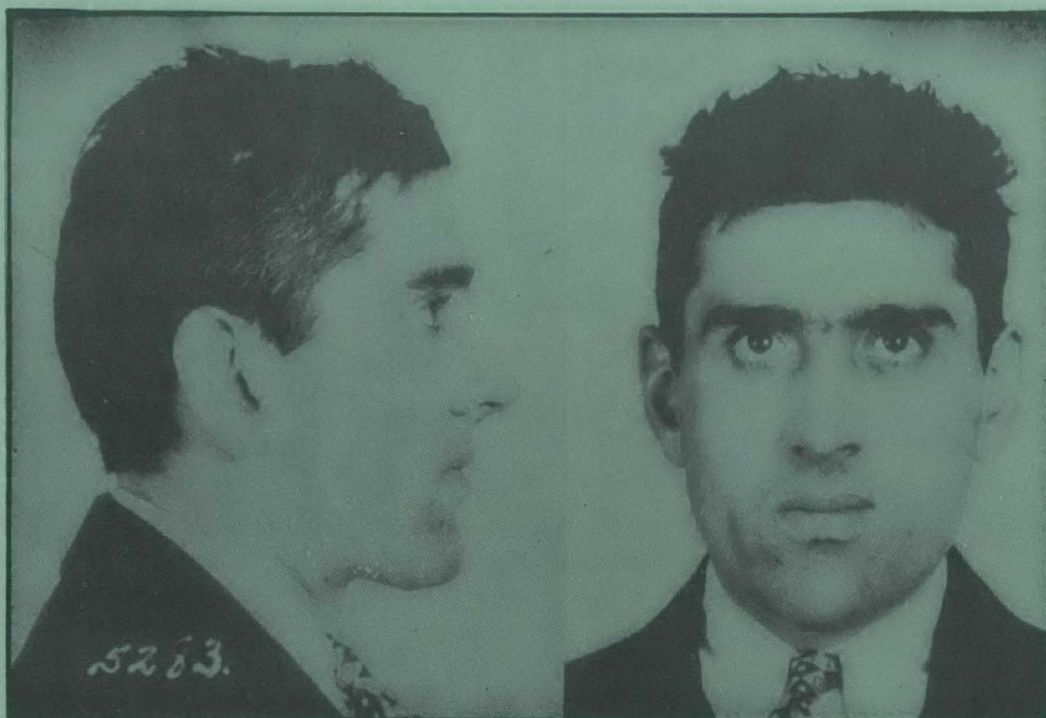
The office of the Director is open twenty-four hours each day.

TELEPHONE NUMBER:  
EMERGENCY (KIDNAPING)

REPUBLIC 7100  
NATIONAL 7117



WANTED BY THE FBI. . . .



**Steve Yagoditch**

**with aliases**

**For**

**Unlawful Flight To Avoid Prosecution**

Detailed descriptive data concerning this individual appear on pages 30, 31, and 32.

