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

September 1, 1960

TO ALL LAW ENFORCEMENT OFFICIALS:

Two days from now, Americans will begin observing the traditional end of the summer season, the Labor Day week end. Millions of motor vehicles will crowd our Nation's highways. Current trends indicate many will end up in junk yards and thousands of their occupants will complete the holiday in hospitals or morgues, stark testimony to the inadequacy of our traffic safety programs.

2 The motor vehicle has become a virtual necessity in our society. It contributes tremendously to the strength of America, but it also has a sinister side--it is one of our greatest killers. In the last five years alone, it has killed more than 190,000 men, women, and children and seriously injured countless millions. While the development of the automobile has advanced with fantastic speed, traffic safety regulations in many respects are still in the horse and buggy stage.

One of the biggest drawbacks in the field of traffic safety is public indifference to the enforcement of existing traffic laws and the need for stricter regulations. It is not uncommon for a police officer to be berated for making a traffic arrest when no accident has occurred. A departure from this "lock the door after the horse has been stolen" attitude is long overdue.

A typical example of this attitude can be found in the traffic laws of at least one state wherein drunk driving is no more than a misdemeanor unless bodily injury to someone other than the driver results. The penalty for a drunk driving misdemeanor can be as little as a fine and does not even call for the mandatory suspension of the driver's license. It would appear just as logical to free a crazed man who had been firing a gun on a crowded street and return his weapon to him.

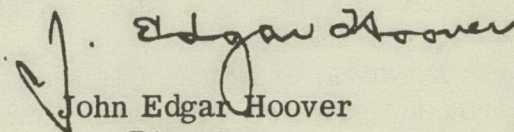
3 Two of the greatest dangers on our roads are the drunken and reckless drivers. Why should anyone feel compassion for them? Their actions show as much disregard for law and order as do the acts of a burglar who follows a carefully laid plan to steal in the night. Also, in many instances, they are a far greater threat to human safety.

Not only do drunken and reckless drivers not involved in accidents frequently "get off" with little more than a slap on the wrist, but those who have killed through their criminal deeds often receive minor punishment. In a Midwestern State, a drunken driver who killed seven persons, in effect, was sentenced to but one year in prison for each life taken. This man reportedly had been arrested on 22 prior traffic violations. A similar situation was recorded in a Western State where a drunken driver, speeding along a superhighway, crossed into the wrong lane. His car smashed into two others, killing a college student and an entire family of five. Brought to trial on six counts of felony manslaughter, the jury reduced the charges to manslaughter misdemeanor, and he, too, was sentenced to serve but one year per life taken.

Traffic regulations, as they should be, are the responsibilities of the various state and local governments. Indifference and the lack of positive action to reduce traffic fatalities, however, have brought on considerable talk of Federal intervention.

Just as through research and positive action we have isolated and conquered the germs which cause many dread diseases, so can we remove the slaughterers who litter our highways with broken and battered bodies. But it cannot be done by showing pity or offering excuses for those who wantonly violate the basic rules of traffic safety.

Very truly yours,


John Edgar Hoover
Director



FEATURE ARTICLE

Expert Training Required for Police Pursuit Driving

by T/SGT. EDWARD WHITE JONES, *North Carolina
State Highway Patrol, Raleigh, N.C.*

In the commission of felonies and misdemeanors, or afterward in escape, the criminal almost always uses an automobile in either the planning or actual perpetration of crimes. Thus, it being the sworn duty of police officials to intercept and apprehend the criminal without delay and without endangering the lives of other people, police pursuit is more often than not required to effect the arrests.

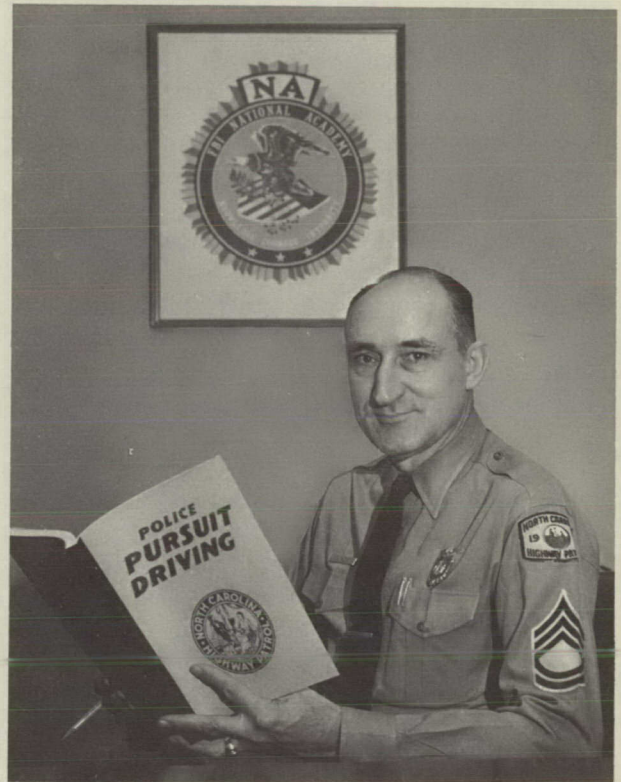
The felon may disguise himself prior to committing a serious crime, while committing a crime, or in escape may shed his disguise and fade into oblivion in traffic after swift flight in an automobile. Unless apprehension can be effected immediately through pursuit, investigation may be prolonged and expensive. Furthermore, citizens often suffer from a series of offenses by the criminal. Flagrant speeders and reckless and drunken drivers must be apprehended through pursuit.

Administrative police officials are confronted with the problem of protecting life and property by patrolling the streets and highways and are provided budgets to finance pursuit vehicles (purchase, maintenance, and operational expenses). Efficient safe pursuit, interception, and apprehension are functions of the police. The problem of arresting dangerous drivers becomes increasingly difficult as the number of motor vehicles increases, congestion develops, and increased horsepower of cars results in greater speeds.

In some measure, the professional status of a police organization is contingent upon the safe and economical operation of its pursuit vehicles. The prestige of a police organization will suffer if pursuit vehicles are consistently involved in accidents. The expenses and delay of repairs decrease the efficiency of the police service. The reputation of the police agency as related to the criminal element is contingent upon its ability to apprehend the majority of known violators. Felons cannot be allowed to move freely on our highways while minor violators receive the major enforcement action.

All this being true, safe techniques and standard operational procedures must be developed to efficiently carry out police functions. There is no basis for assuming that a recruit in the police profession will, at the beginning, have safe driving habits and an attitude in keeping with departmental policies.

The driving of a police pursuit vehicle must be classified as dangerous because it involves high-speed pursuit while encountering the normal flow of traffic. An officer who drives 25,000 miles per year at an average of 25 miles per hour will be exposed, necessarily, to the normal traffic hazards for 1,000 hours. A considerable amount of this driving will be pursuit in nature since about 50 percent will involve turning and intercepting



T/Sgt. Edward White Jones.

drivers proceeding in the opposite direction. The apprehension of an offender should not supersede or supplant the safety of other motorists, passengers, and pedestrians.

Police pursuit drivers will have to drive under all types of weather and road conditions. The pursuit driver seldom knows the type of driver he is chasing until the arrest is made. Often he is pursuing a felon who, in order to escape, will throw caution to the wind. For example, an automobile thief may take any chance to get away, including passing on blind curves, hill crests, and in the face of oncoming traffic. The felon has no concern for other people or their safety, and quite frequently he will force a motorist off the road if the maneuver will enhance his possibilities of escape. At times he will go so far as to deliberately attempt to wreck the pursuing officer's vehicle. When apprehension seems imminent, he may even open fire on the pursuing officer. This type of driver can be expected to take advantage of any opportunity to help himself and to hinder the pursuit officer, irrespective of the aftereffects. Pursuit of such drivers requires skill, discretion, and persistence if apprehension is to be accomplished. Roadblocks may be needed to assure the apprehension of felons and should be used at strategic locations when sufficient personnel and equipment are available.

Most violators merit only moderate speed pursuit as they can usually be apprehended later. The discreet officer cannot afford to take undue risks to overtake a motorist whose only violation is of a nonhazardous nature.

The fact that an officer is engaged in pursuit of a violator does not relieve him of, nor protect him from, the consequence of a reckless disregard for the safety of others. When involved in a collision, a pursuit driver may be subject to criminal indictment or to a civil suit for damages for injuries inflicted.

Qualifications Necessary

Potential pursuit officers should have considerable experience in driving automobiles; their personal driving records should reflect strict compliance with traffic laws. They should develop mechanical skills to the extent that it becomes automatic while driving to operate control devices. They should have good eyesight (20-20 vision), normal depth perception, and normal color vision along with the other basic physical qualifications.

Emotional stability is essential. It should be coupled with an attitude that lends itself to safe driving and improves with each adverse driving experience. Good judgment must be exercised constantly and danger must be perceived in a split second to correctly respond to the emergency.

Pursuit drivers should acquire a thorough knowledge of the laws applicable to motor vehicle operation and a thorough knowledge of the roads where pursuit might conceivably take place. Officers should familiarize themselves with every road in their assigned territory in order to avoid unnecessary risks. The location of sharp curves, blind intersections, stop signs, dangerous sections of roadway, and other hazardous conditions should be noted carefully and memorized during routine police driving.

Experience is an invaluable factor and can be acquired only through long hours of correct practices, closely supervised by highly skilled, experienced officers.

Training Recruits

Traffic law enforcement agencies forced to employ young, inexperienced officers have a problem. They must train the recruits to drive safely and effectively in the pursuit of traffic violators without incurring public criticism, injuring other users of the highways, or damaging property. Pursuit drivers must possess skills far beyond those expected of the average driver. They must be trained to anticipate hazardous movements by other motorists, and they must be prepared to drive defensively in order to avoid collisions even when the other driver is in error. Young officers must not assume that their driving will be safe simply because they are in police cars and/or wearing police uniforms.

Training for the pursuit driving phase of police work is highly important inasmuch as experienced pursuit drivers cannot be recruited from colleges and universities—they must be trained. This training should be carried out by competent and experienced police instructors and by an agency familiar with the technical and practical problems of police work. (Progress has been made in this field, and, if the training programs of police agencies engaged in pursuit work were documented, they could be used as invaluable aids to an extensive program of training for police pursuit drivers.)

Without the benefit of thorough training for pursuit drivers, a police officer will encounter numerous unexpected hazards. The necessity of such training may well be compared to that of a fighter pilot. Fighter pilots are trained in pursuit and interception and are assigned to a first line of defense. It is significant, however, that before learning pursuit and interception tactics, the pilot learns to fly. The police officer should first learn to drive skillfully and then should be trained in the vital function of apprehending felons and other dangerous violators before being assigned to the task.

Fleeing Drivers' Tactics

There are five specific courses of action, other than stopping, open to a fleeing driver:

1. He may attempt to outdistance the pursuit officer by driving at high speeds through speed zones, red lights, intersections, or by passing on curves and hill crests. Unless he alters his course, assistance may be secured for eventual apprehension, provided identity has been established.

2. A violator may, undetectedly, exchange positions with another occupant of the car at the first opportune moment.

3. A violator may weave in and out of traffic and attempt to escape by turning off onto a side street or road.

4. He may abandon the car and attempt to escape on foot.

5. He may make furtive attempts to escape while the officer maneuvers into a strategic following position or until apprehension is clearly imminent.

(It is an interesting commentary on human nature that in this case the sly fox changes his actions to that of an innocent lamb.)

Identifying Offender and Car

One of the first duties of the officer is to identify the driver and the vehicle. The vehicle should be identified by year, model, make, body type, color or colors, and license number. Accurate information will assure that the correct car is stopped.

Peculiar features of a car make positive identification possible. A defective or damaged fender would normally assure identification. Accessories also make identification easier. An officer should practice careful observation of a driver for a complete description as to race, age, head gear (hat or cap), and the type and color of clothing.

For example, at an opportune moment, two teenage boys in the front seat could easily reverse positions; however, if one were wearing a green-checked shirt as compared with a white one worn by his companion, it is unlikely that the driving position could be changed and shirts exchanged in time to avoid identification.

Acceleration Control

When pursuit driving is anticipated, it is a good policy to keep the engine of the vehicle warm, lest it be damaged by high speed operation. It is not necessary to accelerate to a maximum speed in low and second gears even in pursuit. This practice shortens the life of the engine and increases the cost of maintenance.

For fast acceleration with standard gear shift cars, second gear should be used in urban areas. In order to provide greater control, second gear should also be used to provide faster acceleration on crooked roads and in slowing down for dangerous intersections or curves. When traversing sharp curves, maximum speed can be regained much more quickly in second gear than in high gear. Constant changing of gears, however, detracts from driving ability and should be avoided when possible.



Commissioner Edward Scheidt.

The practice of spinning wheels on take-offs serves no good purpose. Instead, it often serves to arouse the curiosity and possible antagonism of the public. There is no propulsion, such as is triggered in the breech of a gun, to push a car into space at a terrific speed by maximum acceleration. Skilled drivers utilize other methods to obtain maximum performance. In fact, they arrive at their destinations more quickly and, with the execution of precision maneuvers, make a difficult task appear easy just as does the firearms expert in firing consistently into the center of his target.

Use of Warning Devices

Warning devices should be used during pursuit to warn other motorists and pedestrians. The officer's ability to warn or control other motorists and pedestrians will be limited, but it is his duty to avoid contributing unduly to the danger already created by the violating motorist.

The use of both siren and flasher light is imperative in suburban areas. The speed limits may be higher and there may be a tendency for drivers to move with less feeling of restraint than in congested business areas. Headlong flight and close pursuit in densely populated and congested areas can result in disaster.

To be most effective, the siren must be accelerated and decelerated to avoid an extremely high-



This training course which is 340 feet long by 8 feet wide must be traversed—backward and forward—in 60 seconds.

pitched sound which does not carry an appreciable distance. At best, it is difficult to hear a siren if car windows are closed, if conversations are going on, or if the radio is in operation. Noises, peculiar to heavy vehicles, tend to drown the sound of a siren.

The maximum results of a full blast of the siren can be expected when the officer's vehicle is being operated at a slow rate of speed. The warning effect of the siren will decrease rapidly as the speed of the pursuit vehicle increases. For example, at 90 miles per hour or 132 feet per second, the warning device's effectiveness in clearing a route for travel may be reduced almost to zero, since it takes time, distance, and space for people to move out of a vehicle's route of travel.

Hazards of Reduced Visibility

A pursuit officer, through necessity, must engage in both pursuit and normal driving under reduced visibility conditions. Rain, snow, fog, smoke, sleet, or hail may reduce the range of his vision. *The only safe course to follow is to reduce speed so that it is possible to stop within the visible clear roadway distance ahead.* Any operation during the day or night that ignores this rule exposes the driver to serious danger.

Normally, speed at night should be reduced by 10 to 15 miles per hour. Many pedestrians are clad in dark clothing and are difficult to see, particularly when glaring, multicolored lights are shining adjacent to the highway. The pursuit driver should avoid looking into glaring headlights as well as avoid being distracted by many colored signs and advertisements.

Making Basic Pursuit Turns

The decision to stop a vehicle traveling in the opposite direction must be made without delay by the pursuit officer. If both vehicles are traveling in opposite directions at a speed of 60 miles per hour, within 15 seconds one-half mile will separate the two cars. The pursuit officer must take prompt action if pursuit is to result in the apprehension of the driver of the pursued vehicle. The greater the distance a motorist can gain between himself and the pursuit car, the greater the chances for his escape.

A pursuit officer must instantly be able to size up the roadway situation and decide what type of turn is most appropriate in order to pursue a

vehicle. There are four acceptable ways in which a pursuit automobile may be turned around: the "U" turn, the right-side road turn, the left-side road turn, and the "Y" or road turn.

The "U" turn is considered to be both the fastest and the safest way to turn an automobile around and should be used whenever traffic conditions and turning area permit. For this turn, an area of 40 to 42 feet in diameter and free of obstructions is required. A pursuit officer should be able to complete a "U" turn in from 10 to 14 seconds. This type of turn is not recommended for intersections because of the dangers involved due to the multiplicity of possible vehicular and pedestrian traffic movements.

A "slide turn," characterized by braking at high speed while steering counterclockwise to accomplish a 180° turn, is not recommended. A "U" turn is safest when a minimum number of traffic lanes is crossed.

A right-hand road turn is considered to be the safest turn where the roadway width, plus width of roadway shoulders, prevents the use of a "U" turn. Very little backing is required on the main roadway and only one traffic lane must be crossed. This turn should be completed in 13 to 18 seconds.

The left-side road turn should be used when a right-hand side road is not available. When this turn is utilized, it should be executed by pulling into the side road and backing onto the shoulder. This turn should be completed in 13 to 18 seconds.

There are times when it is impossible to make either of the above-mentioned turns without traveling a considerable distance out of the way. As a result, the "Y" turn must be used. To execute this turn, the officer should first check rear traffic and signal for a stop. He should then bring his vehicle to a stop on the right shoulder at approximately a 15-degree angle from the center of the road, shift into reverse, check front traffic, look over right shoulder to check rear traffic, and back up when the road is clear. As the vehicle moves backward, the steering wheel should be turned slowly for the first 10 feet, then turned 2½ complete turns until the rear wheels of the vehicle barely touch the shoulder of the opposite side of the road. He should then shift into low gear or "drive," recheck traffic and move forward into the right traffic lane. This maneuver should be completed in 13 to 18 seconds without skidding.

The ability to back skillfully is an essential factor in the safe operation of an automobile. It is of particular significance to the pursuit driver, since

turning delays due to a lack of backing proficiency mean valuable time lost. Even one extra or useless backing maneuver may give the pursuit motorist a distance advantage that may prove impossible to overcome. One method of backing is for the driver to steer with the left hand, put the right arm on the back of the front seat, and look back over the right shoulder. This method is often used in instructing a beginning driver. The pursuit driver normally, however, is expected to steer with both hands and to look over his right shoulder while backing. This position enables the driver to see better. In rare instances only, such as backing sharply to the left, should a driver open the left door and look back to the left while backing. An officer should never use this method in pursuit driving nor should he attempt a backing operation while looking through the rearview mirror.

Passing Motorists Safely

In passing motorists proceeding in the same direction, the driver of a pursuit vehicle must constantly scan the area adjacent to the left of the street or highway for possible exit points. If side roads constitute intersections, he must not and cannot legally pass. Distinct and audible signals for passing should be given before passing in rural areas. A driver about to be passed may swing left of center for a right turn into a side road, resulting in a collision. In pursuit, the driver will endeavor to retain his speed, if possible, while passing another motorist. It is better to slow down by 10 miles per hour in the process of approaching the vehicle to be passed than to have to wait and slow down 20 miles per hour or more. Once speed is lost, it takes considerable time to regain it.

Traversing Sharp Curves

The ability of a driver to traverse a sharp curve safely is dependent in part upon his knowledge of the physical characteristics of the road; i.e., elevation, degree of grade, and direction of slope. He should also be familiar with the maneuverability of the pursuit vehicle.

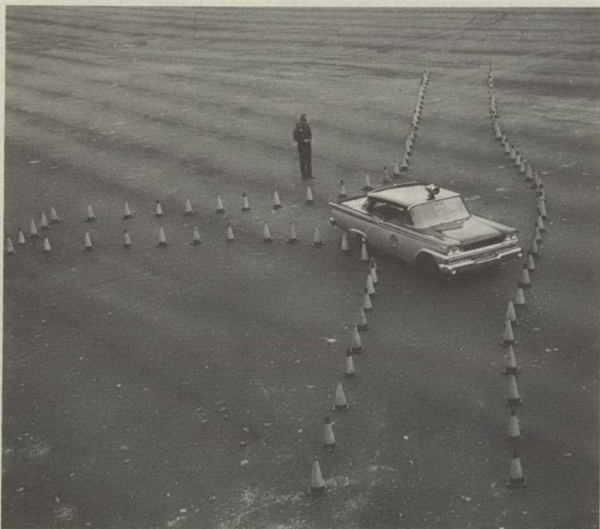
Braking should be accomplished prior to actual entry into the curve. Riding the brake pedal will result in excessive heat on the brakes and a possible fading action of the brakes. Acceleration should be carried out in traversing the curve. The

practice of steering to the left of center is dangerous for either left or right curves because of the possibility of meeting other vehicles.

In traveling around a left-hand curve, it is always safe to remain just to the right of the center line. This position assures the driver that there will be the 4 to 6 feet of leeway on the right available for drifting if it becomes necessary to steer to the right to avoid a collision. If the shoulder is available and usable, it can be used as a last resort. Inside travel on a sharp curve increases the amount of centrifugal force acting upon the car and increases the possibility of head-on collisions in left-hand curves or sideswipe accidents with vehicles approaching from the opposite direction. Sudden sharp turning in a curve is dangerous because a tire may blow out, a shock absorber or stabilizer may break, or traction may be lost resulting in loss of control of the vehicle.

When a car begins creeping toward the center in a right curve or toward the edge in a left curve, it is usually due to excessive speed. Acceleration must be decreased to allow time for regaining traction. If there is a marginal space reserved for this purpose, it can be used to decrease the arc of the curve and thereby reduce centrifugal force. If the rear wheels begin sliding, it is best to steer in the direction of the slide and accelerate slightly in order to regain traction.

In traversing curves, the driver must react correctly as well as instantly to emergencies. The time and distance required to correct an error



Students develop skill in right-side road turns, left-side road turns, and in backing. Minimum and maximum time limits are set by instructor.

make it almost impossible to avoid a collision or mishap if something goes wrong.

If the driver sees loose material on the surface of a curve, he should, whenever possible, maneuver his car in a straight line through the area. He may merely decrease his pull on the steering wheel and allow his car to drift through; and, after he has passed over the loose material, it will be safe for him to again increase the pull on the wheel.

If the pursuit car should leave the hard surfaced roadway through error of the driver, he must avoid braking for it may result in loss of control. He should gradually decrease acceleration and then, as reduced speed permits, shift to a lower gear to further reduce speed and regain control of the vehicle. Reentry onto the surface of the road should not be attempted until the car has slowed down sufficiently to allow complete control by the driver.

Following Vehicles

The practice of following several vehicles which are running "close-up" is dangerous in normal driving and doubly so in high speed pursuit because the plans and intentions of the several drivers are unknown to the officer. The danger is increased considerably where side roads leading off the highway provide alternate routes of travel. If the front driver, in a line of five vehicles, elects to stop on the highway and signals 100 feet in advance, the second driver will have ample time to stop but may have time to signal only 50 feet. By the time this process has been repeated four times, the driver of the fifth vehicle, in all probability, will strike the rear of the vehicle in front of him before he can apply the brakes. The stopping distance for each driver becomes progressively shorter in length of time and travel distance. Usually the rear driver will bear the blame and will have to assume responsibility for the resulting damages.

Following trucks and tractor-trailers is especially dangerous. The bumper and front of the car provide no protection in case the car should run into or under the back of a truck or trailer. The windshield and top will probably take the primary impact.

Whenever a driver is following five other drivers, six different concepts of driving and six different techniques of operation are present. If the pursuit driver can stay just to the right of the

center line and see ahead of all vehicles, he may be able to foresee possible danger, and, in the event of a sudden emergency, he may stop or steer to the side—preferably to the left, if that side is clear.

Selecting Stopping Places

In rural areas, the stopping of a motorist must be executed so that both cars are completely clear of the highway. In cities, the stops should be executed at designated stopping locations. Traffic cannot be routed safely to the left of the center line near blind curves, hill crests, nor at or near intersections. Vehicles approaching from the opposite direction may collide with a vehicle which is routed across the center line. The officer's responsibility is to protect the lives of other motorists; therefore, he must avoid setting up conditions which may contribute to an accident. It is possible that a motorist may approach a partially blocked road, apply his brakes suddenly, and even wreck in a moment of fright. Excuses will not suffice to explain irresponsible or thoughtless action.

Reaction Time Important

Reaction time is defined as the period of time which elapses from the time an emergency is observed by the driver until the direction in which the car is traveling can be changed or the brakes applied.

Reaction time is particularly important to the pursuit driver since he must often follow drivers who will abruptly change their speeds or direction of travel. The time required to react does not automatically increase with increased speed; however, the distance the vehicle will travel does increase. The reaction time for the average person is about three-fourths of a second. An automobile traveling 60 miles per hour is moving 88 feet per second; and, applying normal reaction time, it would travel 66 feet after an emergency is perceived before the brakes could be applied. This factor is of grave importance in traversing curves and in congested traffic.

Reaction time varies with individuals depending on such factors as age, physical condition, fatigue, and preoccupation with unrelated matters. Reaction time in complex situations increases considerably and could conceivably reach a maximum of 2 or 3 seconds before the driver

responds correctly to the emergency. Incorrect response often leads to severe accidents.

Distractions are an important factor to be dealt with in considering reaction time. Although a danger may be observed quickly, immediate action must be taken if accidents are to be avoided. A pursuit driver must practice concentration when operating a motor vehicle. He must realize that he has a twofold task to perform simultaneously—safe operation and the apprehension of violators. He must realize, furthermore, that reaction time absorbs a substantial part of the total distance required in stopping a car. The safe pursuit driver should concentrate on the road ahead of him, visualizing and anticipating possible obstacles and escape routes. In pursuit driving, this is vitally important inasmuch as the pursuit driver has no way of determining whether the fleeing motorist will wreck and block the path of the pursuit car, or suddenly lock his brakes and stop in the pursuit officer's route of travel.

Braking distance is the distance required to stop a motor vehicle after the brakes are applied. There is no single formula for braking distance. It is known, however, that braking distance does not increase in direct proportion to the increase of speed. Instead, it increases sharply with greater speed. For example, at 20 miles per hour, the braking distance is approximately 22 feet; however, at 40 miles per hour (or twice as fast), the braking distance is four times as great (or 88 feet). Braking distances also increase considerably on dirt roads and on wet and icy roads.

Assuring Motorists' Safety

Users of the highway must not be endangered by any action on the part of the pursuit officer.

The excessive use of horn or siren may startle an unsuspecting motorist and cause him to lose control of his vehicle.

When pursuing a routine traffic violator, a pursuit officer should use the red blinker light to attract the motorist's attention and, if necessary, pull alongside and signal the motorist to stop. If this fails to attract the motorist's attention, the horn or siren should be used. Safety must take precedence over the speed of the operation.

A pursuit driver must concern himself with the safety of other motorists and pedestrians who may be affected by his actions; therefore, he should take all necessary precautions to assure their safety. The fact that he is an officer in uniform,

driving a police car with red light flashing and siren sounding, gives him no legal or moral right to force other highway users off the road or otherwise endanger them.

The actions of a pursuit officer may also affect a driver who is following him. If the following motorist is in the process of passing or has signified an intent to pass, the pursuit officer should wait until this maneuver has been completed before proceeding to stop the other vehicle.

The personal safety of a pursuit officer is, of course, vitally important. Care must be taken to avoid stopping motorists on high-speed highways unless both vehicles can be removed entirely from the road to a safe parking area. If a safe, off-the-road parking area cannot be found and the motorist must be stopped on the roadway, a spot in plain view of approaching traffic should be selected. Since the latter practice is exceptionally risky at night, it should only be resorted to under unusual emergency conditions.

Normally, the pursuit officer should select a safe stopping site 500 to 700 feet ahead. Preparatory to executing the stop maneuver, he should survey oncoming traffic as well as traffic approaching from the rear and, if neither will be affected adversely, signal for a left turn and move into the lane to the left of the motorist. The speed of his car should be increased by 5 to 10 miles per hour over that of the motorist, and he should continue forward until the front bumper of his car is even with the left front door of the other car. The speed of the police vehicle should then be reduced to that of the other car and the relative positions

should be maintained until both vehicles reach a point 150 to 200 feet from the stopping site. The blinker light should be turned on and rear traffic rechecked. The driver should be signaled to stop, and, after he indicates that he has received the signal, the officer should give a hand signal for slowing down and brake to reduce his speed appreciably. Safe operating procedure requires that the officer drop back into a safe following position after he has signaled for a right turn. When the motorist stops and parks off the highway, the pursuit car should also be parked off the road about 6 feet to the rear and 3 feet to the left of the car in front. (The motorist's car must be parked at least 6 feet from the edge of the traveled portion of the street or highway.) If the motorist fails to pull far enough off the highway, he should be directed to proceed to the proper position before contact is made. The 3-foot offset provides a safety zone for personal contact.

If it is necessary to converse extensively with a driver, the safe position is to the right front of the police car.

If the driver ignores the officer's signal to stop and attempts to escape, the officer should radio for assistance immediately and give a description of the car, its registration plate number, its location, and direction of travel. Pertinent data should be recorded by pursuing officer and by radio station for use in event of assault or escape.

Errors To Be Avoided

There are four basic errors to be avoided in stopping a motorist:

1. Pulling abreast with the other vehicle is unnecessary. If the motorist brakes and stops suddenly, the officer may be stranded in the road adjacent to the motorist. On the other hand, the motorist may suddenly swerve to the left and force the officer off the road.

2. The pursuit car should not be parked in front of the motorist's car, especially at night. The officer could be assaulted or run down, or the motorist could reverse his direction and flee.

3. The officer must avoid pulling too far to the left on narrow roads. The left front wheel could run off the road and strike a hole or curb. The left rear wheel could slip off the road and cause the officer's car to swerve into that of the motorist.

4. If the pursuit driver parks too far to the rear, the motorist may attempt escape in his auto as the officer walks up.



Col. David T. Lambert.

A pursuit driver may frequently be called upon to apprehend two cars that are racing or speeding. Such racing is often prearranged and either or both of the drivers may attempt to escape apprehension by ignoring the pursuit driver's stop signal and continuing to move forward. In other instances, the second or trailing vehicle driver may be aware of the pursuit and, upon being passed by the pursuit car while it is overtaking the violator in the lead, decrease his speed, drop back, and at the first opportunity, turn into another road or turn around and attempt to escape by fleeing in the opposite direction.

A plan for the simultaneous apprehension of two drivers calls for the cooperative effort of two officers in one car. As the officers approach the two cars to be stopped, they should first pass the rear car and identify the car (in writing) by make, type, model, color, and registration number. The driver should be identified by race (complexion), age, size, sex, and type and color of clothing. Any distinction in race, age, sex, and clothing between the driver and other occupants of the car should be noted. To establish identity, such information is invaluable and should include any outstanding characteristic, such as scars, physical deformities, or other peculiarities.

After passing the rear of trailing car, the pursuit car should be brought into position alongside the front car (traffic conditions permitting). As the pursuit driver pulls alongside the lead car, he should note the position of the rear car. If the rear car is following at a reasonably close distance and the driver has indicated no attempt to evade the pursuit car, the pursuit driver should turn on the siren and red blinker light and the usual stop procedure followed.

The accompanying officer should signal the rear driver to stop in a designated spot. If the rear driver indicates compliance and begins to bring his vehicle to a stop, the pursuit officer should stop simultaneously with and alongside the front car (again, traffic conditions permitting). Stopping in this position will prevent the rear car driver from attempting to pass the stopped vehicles and escaping with a burst of speed. Once both pursued cars have been brought to a complete stop, the accompanying officer will approach the driver of the rear car. In the meantime, the pursuit driver should, whenever possible, park the pursuit vehicle behind the front car and then proceed to contact the front driver by following customary procedures. (Regardless of the position in which

the pursuit driver elects to park, his companion should cover his movements.)

As the pursuit driver pulls alongside the front car, the rear car may fall some distance behind. The natural reaction of the front driver is to slow down. This slowing process usually will permit the following driver to close the gap as he continues forward at a consistent speed.

If the two cars become separated, the officers should stop the lead car, complete this contact, and then proceed to locate the second car. If the second car cannot be located, the officers may then resort to the identifying data noted earlier to identify correctly both the automobile and the driver and to instigate legal action against him.

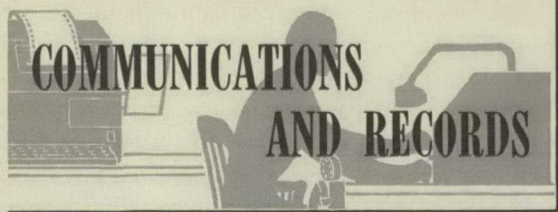
In the event a motorist jumps from his vehicle and attempts to flee, the pursuing officer should remove the ignition keys from the pursuit car, check the other automobile for hidden occupants, and remove the ignition keys from the vehicle. If the driver seeks to make his escape by running along the highway on foot, the pursuit car should be used to pursue him as long as his path of travel lies on or adjacent to the highway.

Use of Force in Pursuit

State laws usually permit an officer to use sufficient force to effect an arrest. The practice of bumping cars in order to effect arrests is extremely dangerous. It is very doubtful that this maneuver could be justified except where it is obvious that the driver of the car to be bumped is a hazard to other street and highway users or has demonstrated an intent to kill. Any bumping maneuvers involve some risk to the officer and to his car. It is much safer to sound the siren, use a blinker light, shine the spot light on the fleeing driver, and radio for assistance while following at a reasonable distance.

The practice of shooting tires is extremely dangerous. This practice must never be resorted to except to prevent the escape of a dangerous felon. Bullets fired at a fleeing motorist have ricocheted and needlessly injured peaceful motorists and pedestrians. Moreover, the officer may well be indicted for such action. Bullets carelessly fired can and do kill innocent people, and, in some cases, the innocent victim is located a considerable distance away. The officer must constantly realize that his reputation is at stake and should conduct himself in his pursuit car in a manner above reproach.

(Continued on page 26)



Electrical Devices Are Integral Part of Modern Facility

by LEROY F. GALYEN, Sheriff, Kern County,
Bakersfield, Calif.

"I'm going to kill myself," calmly stated a woman recently when she phoned the Kern County, Calif., Sheriff's Department.

"Just a moment, please," said the switchboard operator, as she connected the woman with communications Sgt. Emery Hubbard. As Sergeant Hubbard answered his phone, the woman repeated, "I am going to kill myself." Sergeant Hubbard asked, "What is your name and address, please?" The woman automatically complied without realizing she was doing so.

As the desk sergeant kept the woman talking on the phone, he wrote a message on a device which transmits a written message to a distant point; in this case his message went directly to the radio dispatcher, Barry Aubrey, "—car 60—1805 Melody Lane—901A (suicide attempt)—Code 3 (emergency)." The radio dispatcher immedi-

ately called car 60 cruising not far from the address in question and relayed the message. While the desk sergeant was attempting to dissuade the woman from committing suicide, the deputies arrived in time to change her mind and save her life.

This is a true and graphic illustration of an integral part of the efficient communication system installed in the new sheriff's building located at the civic center in Bakersfield, Calif., a thriving oil and agricultural center in the great San Joaquin Valley of California.

Value of Equipment

The electronic writing transmitter and receiver were installed at the total cost of \$2,797 and is equipped to transmit messages electrically to one or more outlying stations dependent upon the installation. These machines are great timesavers and play a vital role in all emergency cases. Thus, urgent phone calls to the Kern County Sheriff's Department can be relayed by the radio dispatcher quickly and accurately to the 80 patrol car units throughout the county. The writing transmitters are especially valuable in handling, with speed and dispatch, requests for help in family fights, suicide attempts, burglary, robbery, and other emergency problems.

To specifically illustrate, when a robbery call is received, the switchboard operator transfers it to the communications sergeant. The sergeant writes with a stylus a message reflecting the robbery call on a transmitter platen. This 2- by 4½-inch metal plate actually activates a tranceiver which may either send or receive messages. The pilot receiver looks like a small teletype machine and is used to record the message being written on the transmitter platen. The written message is recorded on a 5- by 7-inch form on the pilot receiver adjacent to the communications sergeant and, simultaneously, on another similar receiver located next to the radio dispatcher so that he may



Sheriff LeRoy F. Galyen.

instantly receive the message written by the communications sergeant. The message is filed for future reference as a valuable record reflecting precisely how an investigation was initiated, and by whom.

Security Means Perfected

When planning and erecting the sheriff's building, it was believed that, in order to render effective public service, an efficient means of communication would have to be installed. With this in mind, advantage was taken of every recent innovation to electrically record and transmit messages, complaints and information, as well as to perfect security facilities throughout the building.

The main floor houses the administration offices. There, all offices are acoustically treated so that a statement may be taken in any of these rooms. In addition, all of the offices are equipped with jacks at convenient locations so that a deputy may plug in a special phone and telephonically dictate a report to a central recording station located in the secretaries' office. Two conversations can be dictated at one time as there are two such machines for this "remote" dictation.

Again accenting electrical devices, a deputy sheriff merely gives the radio dispatcher a 10-50B call which means, "Open the door, coming in with prisoner," as he approaches the ramp leading into the underground garage—the entrance to the jail. By pressing a button, a huge roll-up steel door opens and closes permitting entrance and exit. On entering the jail, the deputy deposits his gun in a key-locked gun receptacle. As soon as the deputy is properly identified, the door to the jail elevator is opened and the telephone-equipped elevator transports the prisoner and deputy to the second floor for booking. Next to the booking desk is the hold-over cell where the booking officer may secure 25 prisoners at one time if necessary. One prisoner—or as many as are needed—may be safely removed from this large cell. As soon as the booking procedure is completed, the prisoner is transferred to a holding pen from which he is taken to be fingerprinted, photographed and X-rayed.

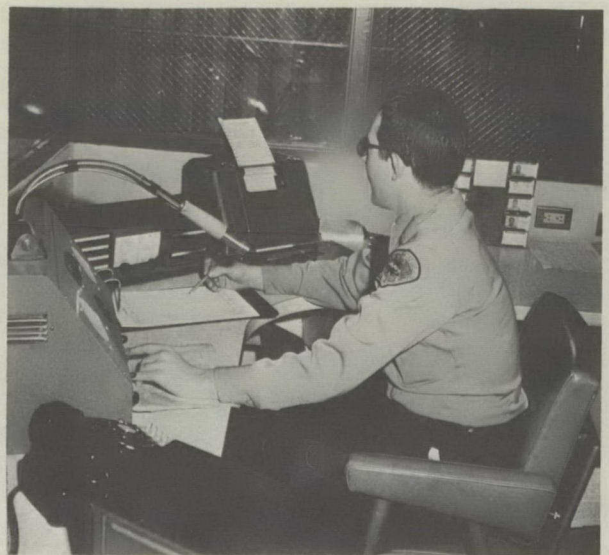
After the trial, the prisoner is classified to ascertain if he is qualified to be sent to the road camp. As many as 100 prisoners may be incarcerated on the second floor which is designed for misdemeanor prisoners and those awaiting trial. When needed, the lineup room equipped with



Kern County Sheriff's Department Facility, Bakersfield, Calif.



Sgt. Emery Hubbard sending written message electronically to radio dispatcher located in basement.



Barry Aubrey, radio dispatcher, receiving written message electronically.

multicolored lighting for exact duplication of the crime scene is readily accessible as well as a commodious 100- by 60-foot exercise yard.

In order to supervise and maintain security, a television conduit was installed throughout the building so that closed circuit television could be developed to monitor the many operations of the department such as the lineup room on the second floor; the 120 felons and long-term prisoners located on the third floor; 58 capacity women's quarters, juvenile detention facilities, barber shop, and two padded cells for psychopathic cases located next to the doctor's office, all on the fourth floor.

Our training program is made interesting and worthwhile by use of audio and visual aids, including motion picture projector, slides, radio, public address system, and recording and amplification equipment in our spacious training quarters located on the second floor.

Each successive day the value of electronics, wise planning, and preparation in the completion of our facility is additionally appreciated by our personnel. Our huge four-story building encompassing 64,994 square feet at a cost of \$1,706,490 has rooms designed for all our needs.

The well-constructed basement provides ample space for a modern kitchen, a 124-car garage, and a drunk-driver testing area, with storage, maintenance and stolen property rooms selectively placed nearby. Auxiliary emergency equipment automatically tripped into action recently when

the lights in our jail failed, and in a matter of seconds, the rooms were immediately flooded with the necessary light. Our modern five-position pistol range for the training and practice of the deputies is also located in the basement.

The rising tide of crime in our country presents a constant challenge to all law enforcement. In order to combat and cope with this growing menace, our capable staff of 222 trained deputies and administrative personnel are fortunately equipped with excellent facilities. Hence we are confident, as we are proving every day, that we can meet the challenge and, thereby, adequately protect the life and property of the people in Kern County and thus contribute to the security and welfare of our great country.

★

GUARDING THE CRIME SCENE

Helpful clues to the identity of a hit-and-run driver may frequently be found at the scene of an accident, provided these are not obliterated by crowds of curious onlookers milling about the area.

Police officers arriving at the scene should rope off a substantial area, as objects of value as evidence may have been thrown a considerable distance from the location of a body, depending upon the speed of the vehicle and the force of the impact. Spectators should be kept outside of this restricted area. *"Spring 3100" Magazine, 3-60 New York PD (pg. 7)*

FBI LAW ENFORCEMENT BULLETIN

Police Department Builds Efficient Control Desk

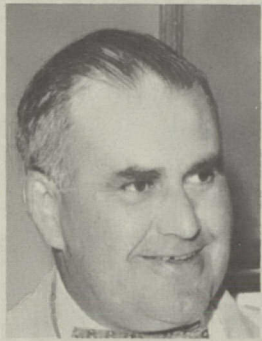
The ingenuity of members of the law enforcement profession was aptly demonstrated recently by a member of the Dartmouth, Mass., Police Department, who built as a home workshop project a highly efficient control desk. Chief James S. Hervey stated that the desk man has all of his equipment within reach, including switches for the garage lights and gas pump, fire station telephone, fire telephone, police radio handset, police telephone, unlisted plug-in telephone, clock, radio, intercommunications hookup to the chief's and civil defense offices, as well as switches to turn off the radio or television sound if either interferes with a telephone call.

Chief Hervey said that the new control desk is installed in the lobby of his department, which was first occupied in September 1958, and was constructed without cost to his community.

★

FBI OFFERS NEW BOOKLET

A new booklet entitled "Cooperation—The Backbone of Effective Law Enforcement" is now available for public distribution, and copies may be obtained from FBI Headquarters in Washington, D.C., or any FBI field office. The booklet illustrates the value of cooperation among law enforcement agencies, describes the services available through the FBI Laboratory and Identification Divisions, and gives a brief account of the major Federal violations within the FBI's jurisdiction.



Chief James S. Hervey (inset) is proud of the communications control desk constructed by a member of the Dartmouth Police Department.



Atlanta Police Are Proud of Imposing New Headquarters

by HERBERT T. JENKINS, *Chief of Police,*
Atlanta, Ga.

Few cities think of a police headquarters as a showplace. In Atlanta we do. We believe our recently completed, air-conditioned building adds as much architecturally to the city's skyline as it does to the morale of employees.

The new \$1,250,000 plant is an imposing structure, as eye-catching as it is serviceable. It is a five-story building of concrete and steel, with one sealed window to each floor. The exterior is glazed brick in sections between white concrete pilasters. Blue ceramic tile borders on either side of the pilasters give the outside a touch of color.

A double penthouse on the roof lends a distinctive touch and serves a useful purpose as well, for it extends headroom in the gymnasium to permit basketball and other indoor games. Pastel colors brighten the inside walls.

While every effort was made to make the building attractive, the real emphasis was placed on serviceability. The new headquarters building was meticulously planned to serve the needs of a

city of 1,000,000. Not an inch of the 73,000 square feet of floor space is wasted. Easily accessible floor conduits make it possible to move desks or files as space demands grow.

Our conception of a police headquarters was born of years of frustration, inadequate space and "making to do with what we had" that resulted from inadequate planning. Our department was organized in 1873, when the city was little more than a village. The force numbered 26 men.

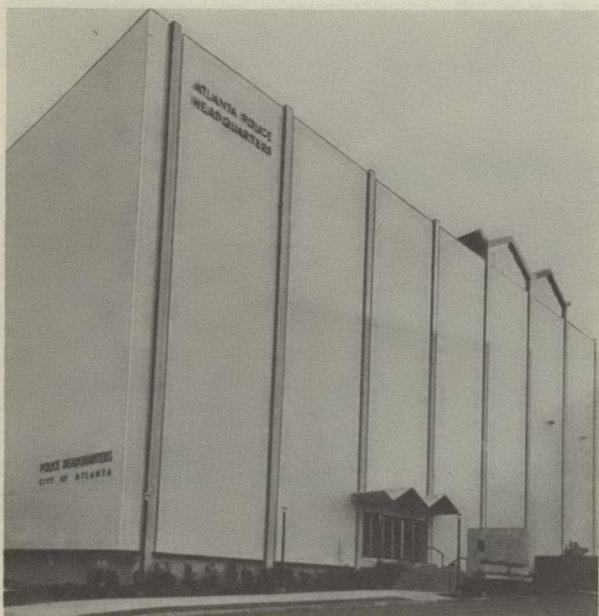
In 1892 the department moved to a headquarters building—housing the administrative offices, the municipal court and the jail—on Decatur Street, four blocks from Five Points. At that time the city anticipated an eventual population of 100,000.

By the turn of the century, however, Atlanta had become firmly entrenched as the gateway to the South. Population soared. It was apparent that something must be done. In 1934 the city renovated and enlarged the police headquarters building, erected a five-story jail building of concrete and steel, and connected the two. We then prepared to serve a city of 300,000.

What planners did not anticipate was the sudden upsurge in population immediately following the war, plus an expansion program in 1951, whereby the city limits were increased from 35 square miles to a total of 137 square miles. Population soared past the 500,000 mark. Our police department was housed in an antiquated, patchwork building, vastly overcrowded, poorly arranged and generally ill-suited to police needs.

In 1957 a bond issue of \$1,250,000 was voted to build a new headquarters. Naturally we were determined to make the most of our opportunity. Superintendent Fred Beerman and an architect, who was selected to draw plans for the new building, made a study of facilities in other progressive cities. Then they sat down to work out details for an edifice which best suited the needs of Atlanta.

Our new headquarters building connects directly with the jail, which is still serviceable and



Exterior view of new Atlanta headquarters.



Modern and spacious lineup room.



Gymnasium provides physical training facilities.

consists of 37,000 square feet of floor space. This, added to the 73,000 square feet in the new building, gives us a total of 110,000 square feet of floor space for offices, courts, and detention rooms.

The building is equipped with two elevators, one key-operated for employees and the second for the use of the public. The key-operated elevator goes to the basement and fifth floor, areas which are not open to the public.

In the basement are the roll call and assembly rooms, private offices for all uniform watch commanders, a library, television and reading room, a pressing club where uniforms are pressed free of charge, shower rooms for officers, locker rooms and rest rooms.

On the first floor, the station captain's office connects directly with the jail. Here prisoners are searched, booked, and then escorted directly to the jail section. Adjacent to this is the identification bureau, where prisoners are processed for fingerprints and photographs and criminal files are maintained.

Persons entering the first floor through the main lobby to make complaints or transact other business are not exposed to the criminal element.

The second floor is given over entirely to municipal courtrooms, detention rooms for those awaiting trial and probation offices.

The third floor houses the detective bureau and the traffic division, as well as offices of special investigators. The detectives have individual squad rooms, a number of interrogation rooms, as well as a lineup room with the latest equipment in variable lighting.

The fourth floor consists of the chief's office, an office for his administrative aide, the superin-

tendent of the uniform division and clerical personnel. Half the floor is given over to modern mechanical tabulating equipment.

One feature of the fourth floor that we are justly proud of is a spacious automat for the convenience of employees.

The fifth floor houses the training division, the gymnasium, and the telephone communications room—all with modern equipment.



Chief Herbert T. Jenkins.



IDENTIFICATION

Problems Involved in Preparation of Fingerprint Cards

The Identification Division of the FBI was established in July of 1924 by act of Congress. This was the result of continuous demands by police officials for one national fingerprint clearinghouse which would be available to all authorized law enforcement agencies. Although many services have been added to the responsibilities of the Identification Division since that time, the fundamental purpose of this division is still to furnish you, the law enforcement officials and officers, the most efficient and informative service possible in regard to individual fingerprint records.

The original Identification Division files contained 810,188 criminal fingerprint cards, which were the result of combining the files of both the Leavenworth Penitentiary and the National Bureau of Criminal Identification. Compare this relatively small starting figure with the astounding present-day figure of more than 156 million criminal and civil fingerprint cards.

Current Problems

As the number of fingerprint cards increased, however, so did the problems of maintaining efficient service for the contributors. One of the major problems today is created by the receipt of cards which must be returned to contributors because they lack necessary information, contain contradictory information or because of poor legibility of fingerprints. It was necessary to return more than 10,000 criminal fingerprint cards in the fiscal year 1960 for lack of necessary information. Several thousand other cards in this category were potentially identified in the name files of the Identification Division and did not have to be returned because in these cases the missing information could be determined from previously established fingerprint records.

Missing or Contradictory Data

As an illustration of the reasons these cards must be returned, let us consider those fingerprint

cards received bearing no age or date of birth. This data is necessary because three major divisions of both the criminal files and the civil files of the FBI Identification Division are the age-group divisions. These actually comprise three separate and distinct files. The first age group contains the fingerprints of subjects who are under 55 years of age, the second embraces the ages 55 through 74 years and the third group includes subjects aged 75 years and older. All fingerprints received for search in the Identification Division are searched in the lowest age group, primarily because the fingerprints of all "wanted" subjects are filed in this group regardless of age. Fingerprints are not, however, searched in the second or third age groups unless the subject's age is within or close to the prescribed age limits for those files. Surveys and experience have shown that only a comparatively small number of fingerprints must be searched in any but the age group called for by the age indicated on the fingerprint card.

In the criminal files alone, the two files composed of subjects aged 55 through 74 and 75 years and older contain the fingerprints of more than 2 million individuals. It can easily be seen then how necessary it is to be able to eliminate these groups from a fingerprint search. Of course the searching of one set of fingerprints would never include all of the cards in these files, but in some cases it would entail looking at several thousand fingerprint cards. Consequently, dividing the files into age groups is just one of many measures taken by the FBI Identification Division to reduce the handling time of fingerprint cards. It is a necessary measure to insure efficient and speedy service to the maximum number of contributors—which is the aim of the Identification Division. If maximum service is to be maintained, then fingerprint cards bearing no information concerning age of subjects must be returned to the contributors.

Fingerprint cards which are returned to contributors for missing data other than age and for

contradictory information are returned for equally justifiable reasons. Research and experience indicate that these also must be returned or accuracy of records and efficient service to the contributors will be sacrificed.

In addition to the 10,000 criminal cards returned because of missing data in the fiscal year 1960, more than 96,000 criminal cards were returned during the same period because of illegible fingerprints. Officers who maintain files which are

CONTRIBUTOR AND ADDRESS CHIEF POLICE DEPT. MESA, ARIZ.		ALIASES —	HT. (IN.) 71	WT. 176
ARREST NUMBER 530249		LEAVE THIS SPACE BLANK		
PLACE OF BIRTH Boston, Mass.		CLASS <u>O 32 W I</u> <u>I 32 W M</u>		
CITIZENSHIP US		REF		
CONTRIBUTOR AND ADDRESS CHIEF POLICE DEPARTMENT MACON, GA.		ALIASES "Satch"	HT. (IN.) 73"	WT. 208
ARREST NUMBER A-348766		LEAVE THIS SPACE BLANK		
PLACE OF BIRTH Ga.		CLASS <u>21 I R O 15</u> <u>I U I O</u>		
CITIZENSHIP US		REF		
CONTRIBUTOR AND ADDRESS U.S. MARSHAL ATLANTA, GA.		ALIASES unknown	HT. (IN.) 53"	WT. 130
ARREST NUMBER A-348766		LEAVE THIS SPACE BLANK		
PLACE OF BIRTH Georgia		CLASS <u>20 I 7 W O 18</u> <u>I U O O</u>		
CITIZENSHIP U.S.		REF		
<input type="checkbox"/> CHECK IF NO RECORD IS DESIRED				
3. RIGHT MIDDLE	RIGHT RING	5. RIGHT LITTLE	18	
8. LEFT MIDDLE	LEFT RING	10. LEFT LITTLE	15	
LEFT THUMB	RIGHT THUMB	RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY		

Figure 1.—Partial classification.

CONTRIBUTOR AND ADDRESS CHIEF POLICE DEPT. MESA, ARIZ.		ALIASES —	HT. (IN.) 71	WT. 176
ARREST NUMBER 530249		LEAVE THIS SPACE BLANK		
PLACE OF BIRTH Boston, Mass.		CLASS <u>O 32 W I O O 9</u> <u>I 32 W M O O</u>		
CITIZENSHIP US		REF		
CONTRIBUTOR AND ADDRESS CHIEF POLICE DEPARTMENT MACON, GA.		ALIASES "Satch"	HT. (IN.) 73"	WT. 208
ARREST NUMBER A-348766		LEAVE THIS SPACE BLANK		
PLACE OF BIRTH Ga.		CLASS <u>21 I R O O O 15</u> <u>M I U I O O</u>		
CITIZENSHIP US		REF		
CONTRIBUTOR AND ADDRESS U.S. MARSHAL ATLANTA, GA.		ALIASES unknown	HT. (IN.) 53"	WT. 130
ARREST NUMBER A-348766		LEAVE THIS SPACE BLANK		
PLACE OF BIRTH Georgia		CLASS <u>20 L 17 W O O O 18</u> <u>M I U O O O</u>		
CITIZENSHIP U.S.		REF		
<input type="checkbox"/> CHECK IF NO RECORD IS DESIRED				
3. RIGHT MIDDLE	RIGHT RING	5. RIGHT LITTLE	17	
8. LEFT MIDDLE	LEFT RING	10. LEFT LITTLE	15	
LEFT THUMB	RIGHT THUMB	RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY		

Figure 2.—Full classification.

Fill in whenever known

LEAVE THIS SPACE BLANK		DOE	JOHN	JOSEPH	SEX	MALE
FBI No. <input type="text"/>	For FBI use	LAST NAME	FIRST NAME	MIDDLE NAME	RACE	W
SIGNATURE OF PERSON FINGERPRINTED <i>This may catch a forger</i>		CONTRIBUTOR AND ADDRESS <i>This will be preprinted with contributor's address by FBI before mailing.</i>		ALIAS ROBERT SMITH	DATE OF BIRTH 8-8-1964	IF KNOWN BY GRAY BR
RESIDENCE OF PERSON FINGERPRINTED <i>This may catch a fugitive</i>		CONTRIBUTOR'S JOB Or other identifying		LEAVE THIS SPACE BLANK <i>Number to be quoted in FBI reply.</i>		
OCCUPATION <i>A good investigative lead</i>		PLACE OF BIRTH ANYWHERE, U. S. A.		CLASS		
SCARS AND MARKS <i>Note amputations in proper finger squares</i>		CITIZENSHIP U. S.		SEX		
SIGNATURE OF OFFICIAL TAKING FINGERPRINTS Your signature		PRINTS TAKEN		FOR FBI USE		
1. RIGHT THUMB		2. RIGHT INDEX		3. RIGHT MIDDLE		4. RIGHT RING
5. RIGHT LITTLE		6. LEFT THUMB		7. LEFT INDEX		8. LEFT MIDDLE
9. LEFT RING		10. LEFT LITTLE		SPECIMEN FINGERPRINT CARD		
LEFT FOUR FINGERS TAKEN SIMULTANEOUSLY		LEFT THUMB		RIGHT THUMB		RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY

Use ONLY if no answer is required.

Make certain all impressions are legible, fully rolled and classifiable. All data called for is essential. Use care and save time.

Front—arrest specimen card.

small in comparison to the FBI Identification Division files frequently find it difficult to understand why the poor printing of one or two fingers can affect to any great extent the searching or filing of fingerprints. This would not be much of a problem in the smaller file because the complete fingerprint classification with all extensions is not necessary and therefore not used in most cases. The use of a partial classification is entirely reasonable in the smaller files because fingerprint searches are not extensive (fig. 1). In the FBI Identification Division files, however, the use of a partial classification would involve, in the course of many individual searches, unnecessary examination of thousands of fingerprint cards. In contrast, the full use of all 10 fingers for complete classification eliminates many sets of fingerprints and frequently confines a search to a small part of one file drawer. It is a necessity in our identification files to have exact ridge counts and/or whorl tracings of all fingers so that a completely accurate searching classification formula will be employed (fig. 2).

Persons familiar with the science of fingerprints know that some fingerprint classifications are far more common than others. This naturally results in many more fingerprint cards being filed in these groups than in the less common classifications. Some of the more common classification groups in the Identification Division contain so many cards that it is necessary to go beyond the usually employed classification formula in order that these may be divided into

sufficiently small filing groups for searching efficiency. For this purpose, additional classifications known as extensions and super breakups have been devised and are currently used.

Even with the use of the extensions and super breakups a few groups still remain quite large and fingerprint searches within these groups are time consuming. In these types of cases it is extremely important that all fingers be clearly printed in order to be fully classifiable, since some finger impressions, in addition to being used once for the full classification, are employed a second time for further classification purposes in order to determine the extensions or super breakups.

An attempted fingerprint search in the FBI Identification Division files without the benefit of the full correct classification of each finger might be compared to searching for a specific name in a voluminous alphabetical index when only the last name of the subject is known. An even greater disadvantage resulting from improperly printed fingers is the fact that since the full correct classification formula cannot be concluded with certainty, the card cannot be filed in correct sequence. Should it be incorrectly filed, it serves no practical purpose for future searching and is of benefit to no one.

Corrective Measures

As return fingerprint cards have long been a problem, we have in the past employed several methods of calling this problem to the attention of our

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

CURRENT ARREST OR RECEIPT

DATE ARRESTED OR RECEIVED Day, month and year	CHARGE OR OFFENSE <i>(If each station is used it should be accompanied by charge)</i> BURGLARY <i>Do not use penal code numbers. Hospitals need only use word "Patient."</i>	DISPOSITION OR SENTENCE <i>(Include ONLY Fitch disposition)</i> <i>Use FINAL disposition only. If not available send in later using FBI Single Disposition Sheet, Form R-84</i>
FOR INSTITUTIONS USE ONLY		FOR INSTITUTIONS USE ONLY
INSTRUCTIONS <i>Do not hold up submission by waiting for development of photo - merely state that photo is available</i> <i>(Place your photo here or indicate its location)</i> <i>(Do not withhold submission of fingerprints, waiting for development of photograph. Merely indicate on this space that photograph is available. Not necessary to submit photo last to FBI.)</i> Add any special instructions such as "Collect wire answer requested", etc. in this space.		INSTRUCTIONS 1. TYPE OR PRINT all information. 2. Make amputations in proper finger squares. 3. REPLY WILL QUOTE ONLY NUMBER APPEARING IN THE BLOCK MARKED "CONTRIBUTOR'S JOB". 4. Indicate any additional copies for other agencies in space below—include their complete mailing address.
SEND COPIES TO: <i>Indicate any additional copies for other agencies in this space. Include their complete mailing address.</i>		

FD-347
(Rev. 7-16-57)

Back—arrest specimen card.

fingerprint contributors. Through police training schools, through personal contact and by individual correspondence we have endeavored to acquaint those we serve with our mutual problem. Likewise, the forms which are always transmitted with the returned fingerprint cards as well as periodic articles in the FBI Law Enforcement Bulletin have pointed up the real necessity for careful review of fingerprint patterns for complete legibility immediately after they are taken.

A more recent method, one that has enjoyed splendid popularity in many quarters, is the furnishing of "FBI Specimen Fingerprint Cards" to law enforcement agencies upon request. These cards are actually blank fingerprint cards imprinted with reminders, suggestions and instructions on both sides of the arrest and civil type cards (see illustrations). Law enforcement officials will undoubtedly find it helpful to post some of these "FBI Specimen Fingerprint Cards" in conspicuous, strategic spots so that they may be readily referred to by personnel engaged in recording data on fingerprint cards for their own files and for submission to the FBI. Requests for these specimen cards should be made to the FBI, "Attention Identification Division." They are supplied without cost.

In order to obtain maximum benefit from FBI Identification Division services, remember these items:

(1) When requesting assistance, give all the information that could possibly aid us in servicing

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

APPLICANT

To obtain classifiable fingerprints:

- Use printer's ink.
- Distribute ink evenly on inking slab.
- Wash and dry fingers thoroughly.
- Roll fingers from heel to nail, and avoid allowing fingers to slip.
- Be sure impressions are recorded in correct order.
- If an amputation or deformity makes it impossible to print a finger, make a notation to that effect in the individual finger block.
- If some physical condition makes it impossible to obtain perfect impressions, submit the best that can be obtained with a memo stapled to the card explaining the circumstances.

Examine the completed prints to see if they can be classified, bearing in mind the following:
Most fingerprints fall into the patterns shown below (other patterns occur infrequently and are not shown here):

1. LOOP

THE LINES BETWEEN CENTER OF LOOP AND DELTA MUST SHOW

2. WHORL

THESE LINES RUNNING BETWEEN DELTAS MUST BE CLEAR

3. ARCH

ARCHES HAVE NO DELTAS

Law-enforcement agencies using this card for pistol permits, licenses, etc., should indicate type of permit or position in space "COMPANY AND ADDRESS."
Department of Defense activities and contractors initiating this card will make no entries in "CONTRIBUTOR AND ADDRESS" and "NUMBER." Such entries will be made by the Department of Defense investigative agencies concerned. Department of Defense activities using this card for military personnel or civilian employees will enter designation and address of requesting activity in "COMPANY AND ADDRESS." Department of Defense contractors will enter contractor's name and address in "COMPANY AND ADDRESS."
The space "NUMBER" should contain the number designated for the particular case or code designation. The number appearing in this space will be quoted on answers to the fingerprint service.

Back—applicant specimen card.

your request. Cite the FBI number. This is the greatest expediter.

(2) Use official FBI forms whenever possible. These are supplied without cost.

(3) When submitting fingerprints, see that all information blocks on the card are properly filled in.

(4) Printer's ink usually records the most legible fingerprints.

(5) See that all finger impressions are legible, fully rolled and classifiable. Review carefully immediately after they are taken. Retake if necessary.

(6) Give explanation for any fingers not printed, such as "amputated," "missing," or "missing at birth."

(7) When fingers cannot be printed because of bandages, fresh cuts or injuries, submit fingerprint card only in emergency. If possible, get complete set at later date and forward this second card to the FBI Identification Division.

(8) If you have a question with regard to fingerprints, feel free to write to the FBI, in Washington, D.C., marking your communication "Attention Identification Division."

(9) Check your Law Enforcement Bulletin for fingerprint techniques and procedures and to keep abreast of services afforded by the FBI Identification Division.

APPLICANT	LEAVE THIS SPACE BLANK <i>For FBI use</i>	DOE LAST NAME	JOHN FIRST NAME	JOSEPH MIDDLE NAME	SEX MALE	RACE W
SIGNATURE OF PERSON FINGERPRINTED	CONTRIBUTOR AND ADDRESS <i>This will be preprinted with contributor's address by FBI before mailing.</i>	COMPANY AND ADDRESS <i>Should indicate if fingerprinting is required by ordinance. See instructions on reverse side of this card.</i>			HT (INS) WT 5' 9" 165	DATE OF BIRTH 8-11-04
RESIDENCE OF PERSON FINGERPRINTED	NUMBER	LEAVE THIS SPACE BLANK <i>To be quoted in FBI reply.</i>			HAIR GRAY	EYES BR
SIGNATURE OF OFFICIAL TAKING FINGERPRINTS <i>Your signature</i>	DATE FINGERPRINTED 6-1-56	PLACE OF BIRTH ANYWHERE, U.S.A.			CITIZENSHIP U. S.	
<p style="font-size: 2em; opacity: 0.5; transform: rotate(-45deg);">FOR FBI USE</p>						
1. RIGHT THUMB	2. RIGHT INDEX	3. RIGHT MIDDLE	4. RIGHT RING	5. RIGHT LITTLE	<i>If date of birth is unknown, give best approximate age.</i>	
6. LEFT THUMB	7. LEFT INDEX	8. LEFT MIDDLE	9. LEFT RING	10. LEFT LITTLE		
SPECIMEN FINGERPRINT CARD						
LEFT FOUR FINGERS TAKEN SIMULTANEOUSLY		LEFT THUMB	RIGHT THUMB	RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY		
<p><i>Make certain all impressions are legible, fully rolled and classifiable. All data called for is essential. Use care and save time.</i></p>						

Front—applicant specimen card.



OTHER TOPICS

Arizona State University is located in the city of Tempe, Ariz., 6 miles east of Phoenix, the State capital. Tempe, a typical college town, is one of the oldest communities in Arizona and is the home of the senior Senator of the United States, the Honorable Carl Hayden. Recent figures indicate an enrollment of over 10,000 students, which places Arizona State University among the larger universities of the Nation.

Located in the midst of a large metropolitan area, the university is largely a commuter school. In spite of this fact, some 2,500 students are housed permanently on the campus. The Greater Phoenix area contains over half the population of the State of Arizona (half a million people) and is one of the fastest growing areas in the United States. In addition to rapid industrial development, this area is a major winter vacation spot, attracting thousands of temporary residents each year. The growth of Arizona State University has paralleled that of the metropolitan area, as it has evolved from a small teachers' college of a few hundred students to the 25th largest university in the United States.

Experiment Successful

In 1937, the school acquired its first full-time police officer. In 1944, the expansion of the physical plant warranted the addition of a second full-time officer with similar duties. After World War II, something of an innovation took place when eight students were employed as part-time police officers to cope with the large influx of postwar students. The officers' equipment consisted of a desk, a typewriter, white arm bands, and four flashlights. Their work was entirely at night and consisted of foot patrols around the dormitories. The experiment of using students as police officers was successful, and in the course of 6 years the department matured into a well-trained and properly equipped law enforcement agency. Although some schools have found the use of student officers

Campus Police Work Is Important Part of University Life

by GAYLE SHUMAN, *Director of Security, Arizona State University, Tempe, Ariz.*

unsatisfactory, the contribution that the student officers made to this department should not be minimized. They initiated the first records, policies, and procedures, some of which are still in effect. Probably their most important contribution was their ability to sell good law enforcement to the students, faculty, and administration.

In the fall of 1957, all police functions of the university were combined under the newly created department of security. A full-time director was employed, and the police function was raised to the status of a full-fledged university department.

Reserve System Used

With few exceptions, our department is organized along the lines of most small police departments. One exception is that we do not use a relief man as such. Instead, a reserve crew operates on weekends, with a regular officer acting as crew supervisor. This means that all full-time officers, except one, work Monday through Friday. The remaining officer works Wednesday through Sunday. Since we differ from a municipality in that our weekends are extremely quiet, we are able to use reserve officers with great success. All reserve officers are full-time students, former regular police officers who have returned to school, or students who have graduated. We have found the reserve system to be very effective for several reasons. It allows us to have a well-trained crew of extra officers available whenever needed; it eliminates the relief man, who in a small department often has an almost impossible work schedule; it is more economical, since reserve officers are paid by the hour; and it allows us a ready supply for replacements to our regular force. We now have a regular force of 12 full-time officers, consisting of the director, 1 lieutenant, 2 sergeants, 6 patrolmen, and 2 building security men. We currently have 5 reserve officers for a total of 17 uniformed officers. The department also employs two women to handle records

and correspondence. All regular and reserve officers are commissioned by the city of Tempe and the Maricopa County Sheriff's Office.

We have also found it very advantageous to deviate from the standard "three shift" schedule used by most departments. Instead, shifts are staggered so as to make efficient use of our limited manpower. Shifts are broken up into the following: 7 a.m. to 4 p.m.; 8 a.m. to 5 p.m.; 4 p.m. to midnight; 6 p.m. to 2 a.m.; and 10 p.m. to 6 a.m.

Our equipment consists of three cars and two 3-wheel motorcycles, all radio equipped. Both motorcycles are used on the 7 a.m. to 4 p.m. shift, and one is used on the 4 p.m. to midnight shift. Cars are used for the remaining shifts. We are able to eliminate the need for a dispatcher since our radios are on the Tempe Police Department frequency, and that department provides us with 24-hour dispatcher service.

Student-Conduct Control

Almost every college experiences some disturbances caused by student groups. Occasionally, incidents of this type get out of control, resulting in serious property damage. More often, however, the greatest damage is done to public relations, since every institution is extremely sensitive to notoriety of the type resulting from student riots and "panty raids."



Director Gayle Shuman.

In the past 10 years at Arizona State University, we have been very fortunate in having avoided serious group disturbances. This record, I believe, has not come about through chance, but rather because the university administration has faced up to the problem squarely. It is our belief that the young people attending our university are citizens with the same rights and responsibilities as all other citizens of the community. By this we mean that college students are subject to civil law to the same degree that all citizens are subject to law. This we believe is important in the control of student conduct, since students themselves are the first to demand adult treatment.

It is not intended here to imply that special agencies and resources are not available at the university for students who need help in the area of counseling and guidance, nor is it intended to minimize the importance of the student personnel division which provides these services. Our contention is that once a violation occurs, the individual is not immune from legal action by virtue of his status as a student. Our policy of making students realize that they must face the courts for their misdeeds has, in my opinion, had a significant bearing on our lack of student riots and other group disturbances.

Types of Violations

At Arizona State University we have, and undoubtedly will continue to have, a significant number of violations involving individuals, both students and nonstudents. With the exception of homicide, our department has encountered crimes of almost every type and degree. Our most common problem involves violation of the liquor code and other crimes associated with or resulting from liquor violations. In the State of Arizona, it is illegal for a minor to purchase, possess, or consume any alcoholic beverage. Most of our liquor violations fall within this category. At football games and other university-sponsored events, serious effort is made to apprehend both student and nonstudent violators. With close to 30,000 people attending a football game on our campus, close attention to liquor violations has, in my opinion, discouraged riots and other unlawful demonstrations commonly associated with this type of event.

Our second most common violation involves thefts of personal and State property. With

2,500 students living on the campus and 56 buildings containing millions of dollars' worth of equipment, we are faced with the problem of attempting to recover everything from money to microscopes. With thousands of cars on the campus, another major source of thefts involves automobile accessories. Mention has already been made of the large influx of temporary winter visitors to the area. In addition to this, the Salt River Valley is a major agricultural area attracting thousands of migrant farm workers. The university facilities, and especially the women's dormitories, have become a focus of attraction for every class of sex deviate, particularly the exhibitionist. We have even had an attempt at arson in one of our newer men's dormitories.

Parking Problems Solved

One of the ever-present problems of any university is parking. Here at A.S.U. we have over 9,000 automobiles registered by our faculty, staff, and students. We differ from a municipality in that not only are we required to provide parking spaces for these cars, but we must also assign each car to a specific lot. This requires that each area be given a designation and that each car be given a sticker or identification tag for its lot. Although it is a common practice in most schools to charge a fee for the parking permit, no such assessment



Mr. Shuman and Tempe Chief of Police E. Worth Farley plan for football game problems in Sun Devil Stadium.



Campus intersection.

is made under our present system. The main control used in parking is the standard parking citation. All fines are paid to the university and are used entirely for parking lot maintenance and control. Fines range from \$3 to \$5 for a single parking violation. Fines apply to faculty, staff, and students alike. The violator has 3 school days to pay the citation before it becomes delinquent. If the fine is not paid before becoming delinquent, an additional dollar is added to the original fine. An average of 150 citations a day are issued the first 2 months of each semester. After that period, citations drop off to approximately 500 a month. In addition to providing for the faculty, staff, and students, it is also necessary that facilities and control be provided for approximately 4,000 visitors to the campus each month. Visitors vary in number from the individual parent to 30,000 spectators attending an athletic event.

Growth Stimulated

The demand made on today's campus police can no longer be met by the old-fashioned night watchman who still exists as the only law enforcement in many institutions. In an effort to stimulate the growth of university law enforcement agencies, the National Association of University and College Traffic and Security Directors was organized in November of 1958. Held at Tempe, eight institutions participated in the initial meeting that launched the association. Five months later, representatives of 35 colleges and universities from 18 States met at the University of Houston to formally adopt a constitution and bylaws,

giving official birth to the association. A third meeting was scheduled for June of 1960 at Northwestern University, Evanston, Ill., and some 150 institutions were represented.

The foundation of all our growth and progress rests with the encouragement and cooperation received from the Tempe Police Department and especially from Chief E. Worth Farley, an FBI National Academy graduate. With a student enrollment almost equal to that of the population of the city of Tempe, our continued success in coping with the problems of law enforcement rests on the existing relationship between ourselves and

the city department. The integration of our two departments has been such that most laymen often confuse the city and university departments.

In the Greater Phoenix area, law enforcement agencies have come to recognize the benefits derived from close association and cooperation with our University Department. There is also a growing feeling that university law enforcement agencies are capable in their own right of developing into full-fledged and efficient departments. The interest of good law enforcement can best be served if this cooperation can be stimulated in university communities throughout our Nation.

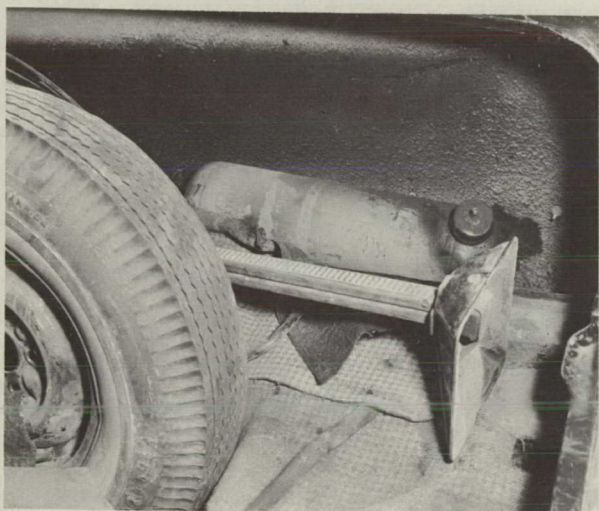
Jewel Thief Develops Smokescreen Device

A criminal arrested by the FBI in Newark, N.J., for armed robbery in connection with the theft of the 33.58-carat Krupp diamond admitted that he had installed in his 1959 automobile an ingenious smokescreen device. He stated he used the device to escape from pursuing police officers.

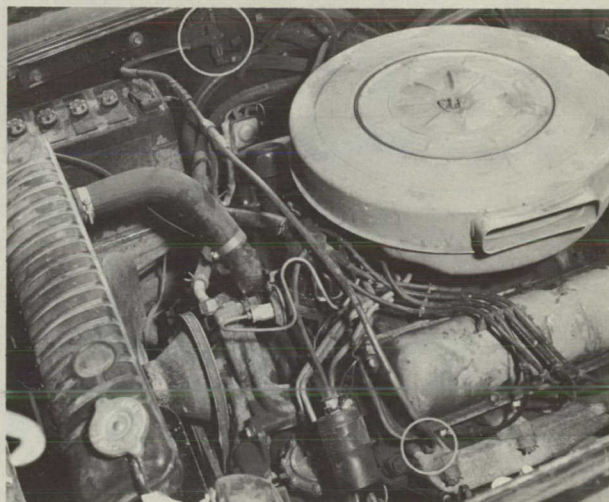
He had altered an oxygen tank so that it would hold liquid and had equipped it so that compressed air could be injected. This tank was installed in the trunk of his car with copper tubing running to the engine compartment. A valve was installed in the engine compartment on the copper tubing with a control mechanism running to the dashboard of the automobile. From the valve a copper tube ran to the front of each exhaust manifold on the engine.

The inventive bandit said he filled the tank with a mixture of kerosene and oil which was kept under pressure. When he was being pursued, he manipulated the control on the dashboard which permitted the oil and kerosene mixture to be injected into the hot manifold. This resulted in an extremely heavy black smoke being emitted from the exhaust pipe. He claimed the smoke was so thick that it was impossible for a police car to pursue him.

The criminal added he had also installed a separate switch to control the rear lights and brake lights of his automobile. His car was only 3 months old at the time of his apprehension and had over 25,000 miles registered on the speedometer. *Crimdel - Newark - 6/30/59*
Bufile - 63 - 4296 - 31-216



Oxygen tank in trunk of car.



Tubing running from valve (upper left) to manifold.

PURSUIT DRIVING

(Continued from page 11)

Some years ago Col. James R. Smith, formerly commanding officer, North Carolina State Highway Patrol, became cognizant of the need for an extensive training program and initiated a course including classroom instruction, demonstration and practice driving designed to develop skills, standard techniques, and safe practices for officers in the patrol. This college-level course has grown to 60 full hours of training, providing comprehensive coverage of the subjects discussed in this article. It has been documented through the assistance of Commissioner Edward Scheidt, who at one time was Special Agent in Charge of the FBI offices at Charlotte, New York City, and Detroit. The value of this training is increasingly evident in the proficiency of highway patrol officers engaged in pursuit work and in the conservation and economy of operating pursuit vehicles.

In recognition of the growing problem of safe police pursuit, the North Carolina State Highway Patrol will continue to stress this important phase of training under the leadership of Col. David T. Lambert, a graduate of the Ninth Session of the FBI National Academy. Colonel Lambert took executive command of the patrol January 1, 1960, upon the retirement of Col. James R. Smith.

(Sergeant Jones, author of this article, has prepared a book entitled "Police Pursuit Driving." Copies may be obtained by authorized law enforcement agencies by writing Col. David T. Lambert, Commanding, North Carolina State Highway Patrol, Raleigh, N.C.)



Police pursuit driver trainee practices using available turning space and safe-driving techniques which are necessary in expeditiously apprehending felons.

MATCHING TAX STAMPS TRAP YOUNG BURGLAR

During the investigation of the burglary of a general store at Winnsboro, La., the investigating officers found a number of empty cigarette cartons from which the cigarette packages had been removed. One of the empty cartons was noted to have small fragments of Louisiana State tax stamps adhering to the inside of the carton, obviously being a part of the tax stamps on the cigarette packages which were removed from that carton.

Three suspects were later arrested, and one of them admitted his participation in the burglary but refused to implicate the other two, both of whom denied any knowledge of the crime. At the time one of these two suspects was arrested, 11 packages of cigarettes were found in his car.

The sheriff of Franklin Parish, Winnsboro, La., forwarded an empty cigarette carton and several packages of the cigarettes found in the possession of the suspect to the FBI Laboratory. Examination in the FBI Laboratory disclosed that a fragment of a Louisiana cigarette tax stamp found on the carton was torn from the Louisiana cigarette tax stamp found on one of the packages of cigarettes submitted.

When confronted with this evidence, the suspect confessed his participation in the burglary. The third suspect also subsequently confessed. All three suspects pleaded guilty in State court and were sentenced on the burglary charge. The solution of this case also resulted in the clearing of several other local burglaries and petty thefts committed by the same youths. J.I. # L-695

Bufile - 95-80157



FEDERAL HOUSING ADMINISTRATION MATTERS

At this time of the year many crews of salesmen of home improvements such as roofing, siding, fences, metal awnings, patios, etc., are traveling about the country. Many such improvements are financed by the homeowner through Federal Housing Administration-insured loans. Forgeries, misrepresentations of material facts, or concealment of a "bonus" or "kickback" in documents relating to FHA-insured loans of this type may constitute a violation within the investigative jurisdiction of the FBI. Such matters should be reported to the nearest FBI office.

Photography Traps Persistent Texas Burglar

There are many types of photographs, many motives for photographing, many purposes to accomplish, and many people to please. Some pictures are taken as candid shots to be later viewed and laughed at, some for advertisement, some for the family scrapbook, and some pictures are taken at the scene of an accident for possible use in a court of law.

Captain of Detectives Odell Wagner of the San Angelo, Tex., Police Department, having learned his three R's long ago, recently made good use of what he knew of the three L's—a light, a lens, a likeness—to apprehend a persistent burglar.

For a period of weeks the town of San Angelo was besieged by a continuous series of burglaries. Cigarette machines and jukeboxes in taverns were the main targets. The burglar always broke them open from the front and made off with the silver they contained and a quantity of cigarettes. Usually, nothing else in the victim establishments would be disturbed. It was believed, from the

manner in which these taverns were entered, that one person was responsible for most of the burglaries.

One such place, somewhat removed from other business establishments and somewhat off the beaten path, was burglarized repeatedly. As a result, it was decided that this would be a likely testing ground for the merits of a hidden camera.

With nothing to go on except an idea and personal ingenuity to build the setup, Captain Wagner rigged up a camera with light and alarm. The camera was hidden in what appeared to be a speaker cabinet for the jukebox, with the front portion open sufficiently so that the camera lens could be pointed toward the burglar's prime target, the cigarette machine. An extremely loud alarm device was also tied in with the trap.

The tripping device used was a small string run through a hole in the rear of the cigarette machine and fastened to the front door of the cigarette machine, since the front of the machine was pried open in every instance. The string was then run through guides around the baseboard to the shutter trip mechanism on the camera so that it would activate the flashlight and the alarm at the same time. The alarm is a necessary part of this device, as its sound kills the click of the camera shutter and also tends to surprise the burglar so that he does not seek out and destroy the camera.

The photograph portrays the excellent results obtained. The burglar was quickly identified by police, and, when arrested the following day, he still had on the same sweater shown in the picture. A search of his house revealed the gloves he was wearing and also the screwdriver which he is holding in his right hand. The burglar, having served time in the penitentiary on two previous occasions and an oldtimer at his trade, was completely baffled by his arrest for his crime.

Captain Wagner is still perfecting his camera device, and now a switch, the type used to turn on a courtesy light in the car when its doors are opened, is mounted behind the front lid of the cigarette machine. When the lid is opened, this switch activates a solenoid, which supplies the pull (or push) necessary for the camera shutter and also activates the light and alarm. The device has been further perfected to the point where infrared film is used with an infrared flash which will materially lessen the chance that a burglar will know that he has been photographed.

Letter from SAC, Dallas - 11/27/59



Actual photograph taken by hidden camera.

WANTED BY THE FBI

CHARLIE WILL CAUTHEN, also known as Robert Charles Williams, Charles L. F. Buford, "Will"

Unlawful Flight To Avoid Confinement (Murder)

In the early morning hours of May 25, 1959, Charlie Will Cauthen escaped from the Spalding County Jail, Griffin, Ga., where he was being held pending the outcome of an appeal of his conviction for murder, allegedly motivated by a desire to rob his victim. Cauthen effected his break from the jail by springing the lock on the cell door.

The Process

A Federal warrant was issued on May 26, 1959, at Atlanta, Ga., charging that Cauthen unlawfully fled the State of Georgia to avoid confinement after conviction of murder.

Cauthen's conviction of murder apparently constitutes his first encounter with law enforcement officers. He reportedly served honorably in the



Charlie Will Cauthen.

Armed Forces and his military records contain no indications of misconduct.

The fugitive assertedly manifested a bitter attitude against the principle State witness at his trial and is alleged to have threatened to kill the witness, his cousin. During his incarceration, he is reported to have displayed an extremely unpleasant frame of mind toward those who proffered aid and is said to have emphatically refused assistance of any type. A routine check of his cell following his conviction revealed the yet unexplained presence of a pistol.

Cauthen reputedly has represented himself as a truck driver and on one occasion claimed he was an unemployed commercial artist seeking work. He is said to attend the movies frequently. He has demonstrated no particular affinity for dancing or gambling and his social life appears quite ordinary. Despite the manifestation of hostility toward the witness, Cauthen has been described as a very congenial individual with an agreeable personality and a neat appearance.

Cauthen is known to have had firearms in his possession in the past and should be considered armed and extremely dangerous.

Description

Cauthen is described as follows:

Age.....	23, born June 19, 1937, Lamar County, Ga.
Height.....	6 feet.
Weight.....	160 to 165 pounds.
Build.....	Medium.
Hair.....	Black.
Eyes.....	Brown.
Complexion.....	Light brown.
Race.....	Negro.
Nationality.....	American.
Occupations.....	Laborer, truck driver.
Identifying features....	Birthmark right shoulder, small scar right wrist, two upper front teeth gold-crowned, may grow mustache at times.
FBI number.....	193,631 D.
Fingerprint classification.....	18 O 5 U OOO 22 O 18 U OOI

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

IACP INVITED TO FBI

As a part of the scheduled program of the Annual Conference of the International Association of Chiefs of Police in Washington, D.C., from October 1 through 6, 1960, Director J. Edgar Hoover of the FBI extends to all delegates and their guests an invitation to tour FBI Headquarters.

The tours will include a visit to the FBI Laboratory and Identification Division, various exhibits of interesting criminal and security cases, as well as a firearms demonstration.

Arrangements for these tours can be made by contacting one of the FBI representatives at the conference or by telephoning the tour unit at FBI Headquarters, EXecutive 3-7100, extension 447, after arrival in Washington, D.C. Anyone desiring to make arrangements for the tour prior to arrival in Washington is invited to do so by corresponding with Director J. Edgar Hoover, Federal Bureau of Investigation, Washington 25, D.C. Letters requesting tours should contain, if known, the approximate date and time desired, as well as the number of persons who will be in the party. Tours are scheduled daily from 9:30 a.m. to 4 p.m., except Saturdays, Sundays, and holidays, and there is an open invitation for anyone to visit FBI Headquarters any time he is in Washington.

UNKNOWN DECEASED IDENTIFIED

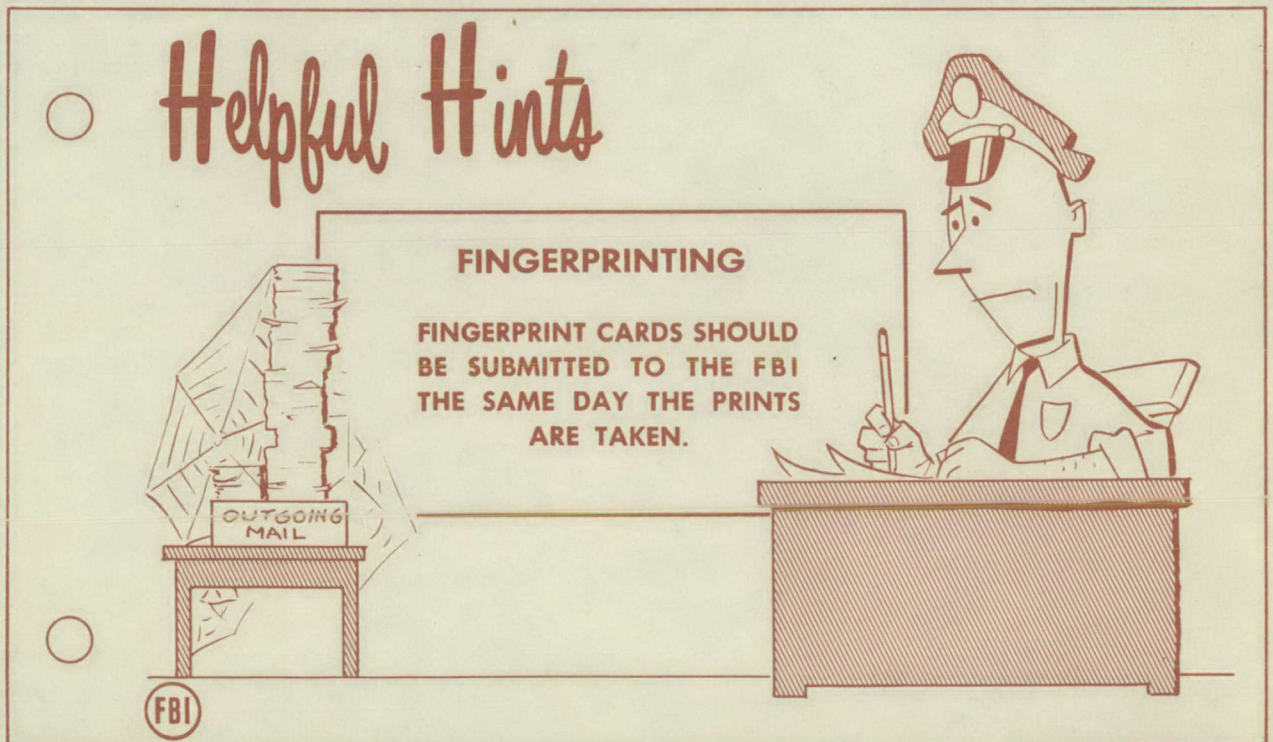
An unknown male body was found mutilated beyond recognition on some railroad tracks in North Little Rock, Ark. The man had been hit by a fast passenger train and dragged approximately one-tenth of a mile. The fingers were mutilated in such a manner that the "dead man kit" for taking deceased persons' fingerprints could not be used.

In order to make a possible identification it was necessary to amputate the finger tips. This was done after the body had been prepared for burial, but it was discovered that inked impressions could not be obtained because of an excessive amount of moisture in the flesh caused by materials used for preparing the body for burial.

A local undertaker suggested that the officer in charge of the case use a powder he himself used to absorb this moisture in preparing bodies for burial. The finger tips were placed in this powder, the moisture was absorbed, and partial impressions were obtained.

The impressions thus obtained were classified and identified by an Arkansas State Trooper, a former employee in the Identification Division of the FBI in Washington, D.C. They were the fingerprints of an individual who had been printed only one time—for carrying a weapon in 1948.

Main 1-5740 D.L. Shook (Ident. OSS.
OS NLR PD)



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

POSTAGE AND FEES PAID
FEDERAL BUREAU OF INVESTIGATION

OFFICIAL BUSINESS

RETURN AFTER 5 DAYS

Questionable Pattern



The questionable pattern presented here has the appearance of a loop. However, a close examination of the impression reveals that the delta is located on the looping ridge, resulting in no ridge count. This impression is classified as a tented arch and is referenced to a loop.