NR_key_name:	EC5E2B5805C8062E852561BA0040CCB1
SendTo:	CN=David Marwell/O=ARRB @ ARRB
CopyTo:	CN=Jeremy Gunn/O=ARRB @ ARRB
DisplayBlindCopyTo:	
BlindCopyTo:	CN=R ecord/O=ARRB
From:	CN=Anne Buttimer/O=ARRB
DisplayFromDomain:	
DisplayDate:	05/12/1995
DisplayDate_Time:	8:16:01 AM
ComposedDate:	05/12/1995
ComposedDate_Time:	7:47:47 AM
Subject:	Additional FBI Records

Body:

As I suspect you both know during JEH's time the Bureau was emphatic about knowing exactly where it agents were at all times (they still are, for that matter.) This is partly related to the "two hour availability" requirement which has been in place since WWII.During the relevant times and continuing at least until the late 1980's the Bureau used the #1 Register for official agent timekeeping for pay purposes. One signed the #1Register in the morning upon arriving with the time and signed out in the evening the same way. The #1 Register was kept ONLY in pencil (I don't know why.) If any of these old registers still exist in the field offices or at FBIHQ they might have some, although limited value. Of potentially greater value, and I think Jeremy and I already discussed this, is the #2 Register. This is a 4x6 oak tag card which was divided into days of the week with the agent's name and radio call designation filled in at the top. Anytime an agent left the office (even for lunch) the card was filled out with where the agent was going (street address, contact telephone), file number of case being investigated, Bureau car agent was in, other agents that agent was with, time expected at that investigative lead, and so on for the whole day. This could be a great source of information to learn in a more 'back door' manner if agents had contact with certain people and places.Another agent tracking device of some potential value if they've been saved are the radio operator logs for each field office. When an agent left the office by car he would have called the office by radio to report his status on the road. This would usually only include radio call name of driver, car number, and radio call name of any agents with him. If the logs were kept correctly by the radio operators they should reflect each time the agent got out of the car to make a stop, the address of the stop and the expected duration as well as the time back in the car, the next stop, etc.

recstat:	Record
DeliveryPriority:	N
DeliveryReport:	B
ReturnReceipt:	
Categories:	