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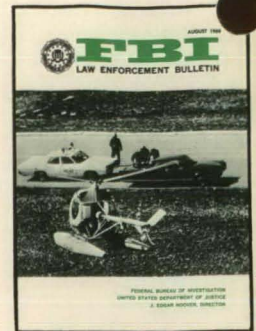
LAW ENFORCEMENT BULLETIN



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

AUGUST 1969

VOL. 38, NO. 8



THE COVER—Closing the gap on bank robbers. See page 2.

FBI

LAW ENFORCEMENT BULLETIN

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MESSAGE FROM THE DIRECTOR

EMERSON ONCE STATED that "Life is not so short but that there is always time for courtesy." This truism expresses a principle which should be a common virtue among all present-day law enforcement officers.

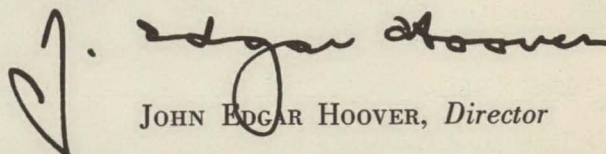
The enforcement of the law in our country today is not an easy task. Certainly, law enforcement is subjected to more abuse and criticism than ever before. Some citizens not only verbally attack policemen, but they also physically assault them without provocation. While such unwarranted action cannot be condoned, the law enforcement officer should not let hostile public reaction affect the manner in which he performs his duty.

One of the complaints law enforcement officials hear repeatedly is that the personal contact between the public and officers on the streets is decreasing. No doubt this is true, but police officials have valid explanations for the decline. Some of the factors involved include the rapid increase of population, the continuing growth of areas to be policed, the lack of manpower, and the obvious advantage of direct, constant communication with motorized patrolmen. Thus, in adopting procedures and changes to meet its

obligations in the fight against crime, law enforcement has, out of necessity, but with reluctance, lost some of its valuable personal relationship with the individual citizen. This is why it is so vitally important that every officer be courteous and considerate in the contacts that he does make.

Objectionable traits of one member of a police department can be a serious liability to all members. Arrogance and condescension have no place in law enforcement. If an officer is to uphold the ethics of his profession, he cannot let personal feelings or prejudices influence his actions. As a policeman, he is given a public trust, and the public has every right to expect him to serve all citizens alike, with integrity and honor. After all, the good will and assistance of the public are his most valuable assets.

Departments seeking means to improve their public image should check their courtesy ratings. Courtesy is basic to good public relations. While it may be in danger of becoming a lost art in some segments of our complex society, courtesy must be an ingrained habit of every law enforcement officer. He should always have "time for courtesy."



JOHN EDGAR HOOVER, *Director*

AUGUST 1, 1969

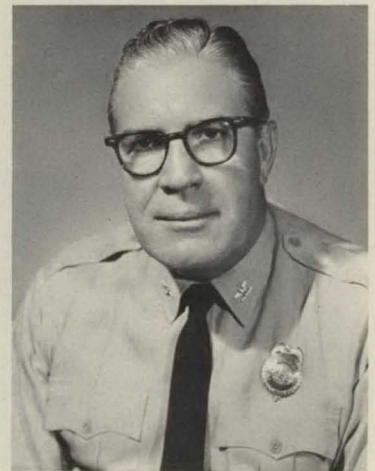


Response to Silent Bank Alarms

By

CLARENCE M. KELLEY*

**Chief of Police,
Kansas City, Mo.**



*Chief Kelley is a native of Kansas City, Mo., and was educated in local schools and graduated from the University of Kansas with an A.B. degree and the University of Missouri at Kansas City with an LL.B. degree. He entered the FBI in October 1960 and retired August 28, 1961, when he assumed his present position.

FBI Law Enforcement Bulletin

"Truly law enforcement can never rest or become complacent. Crime presents challenges which only an alert investigator or planner can possibly hope to contain."

In 1968, 2,658 violations of the Federal Bank Robbery and Incidental Crimes statute occurred in the United States, and present indications are that the total number of these crimes for 1969 will exceed last year's figures by a considerable margin.

A majority of these violations are either bank robbery or bank burglary. This article will describe the procedures employed by the members of my department when responding to silent bank alarms, including techniques utilized following a bank holdup to diminish the robber's chances for successful escape.

On-Scene Arrest

The opportunities for police to effect an on-scene arrest are perhaps greater in incidents of bank robbery or holdups of similar institutions than in most other crimes because of the sophisticated alarm systems with which most of these firms are equipped. Also, normally there are a number of employees present, all trained to activate the alarm if possible. Accordingly, the chances of police receiving an immediate notice are significantly enhanced.

This is true particularly in Kansas City, where the alarms from all banks

and a number of savings and loan institutions terminate directly into one of several consoles in our communications center. Furthermore, it is anticipated that institutions which presently have other types of alarm systems will soon install lines to link them to our center. However, it should be pointed out that department policy restricts this service to federally insured banks and savings and loan organizations. The type of system utilized in these instances serves both as a burglary and a holdup alarm. During business hours the circuit is switched to the robbery phase and, if triggered, will produce a steady visual and audible signal. After business hours activation of the burglary alarm will result in a pulsating or intermittent signal in the communications center.

Six Radio Frequencies

Our department utilizes six separate radio frequencies, four of which are assigned to normal patrol operations on the basis of geographic location (zones) within the city. The fifth is assigned to detective, administrative, traffic, and tactical unit personnel, and the remaining frequency provides citywide communications ca-

pability reserved for emergency conditions only.

Upon receipt of a direct bank alarm signal, the appropriate zone dispatcher immediately sends two or more cars to the scene. While doing so, he activates a special transmitting bar, which, in addition to the respective zone frequency, also permits simultaneous transmission of the information on the previously described fifth frequency to alert detective, administrative, traffic, and tactical unit personnel who may be near the area of the call.

Response Procedures

Department procedures require that officers respond to calls of this nature as expeditiously as possible, consistent with safety, but without the use of red lights and sirens. The first officer on the scene covers the most likely avenue of escape, normally the front door. This officer will park his vehicle a short distance from the premises to avoid showing his presence until additional help arrives, at which time the officers will approach and enter the building after establishing that the robbers are believed to have left. Being alert to the possibility the suspects are still on the premises, these officers must first determine if anyone is injured and in need of immediate first aid. The second duty is to obtain descriptive information concerning suspects and vehicles and relay this at once to the dispatcher.

When a holdup has occurred and sufficient descriptive information is available, particularly with respect to the escape vehicle, the communications supervisor will initiate "Operation Barrier" and, by means of the "All Call" mechanism, transmit the pickup on all frequencies simultaneously. Operation Barrier was developed and instituted by this department in June 1964 and may be described as a prearranged tactical

emergency blockade plan for all police vehicles in the event of a major crime in progress, or committed within the past 5 minutes, where some descriptive information is available concerning the suspects or their vehicle.

Upon activation of Operation Barrier, routine police service is temporarily suspended and all district police cars respond to predesignated check-point locations selected as probable escape routes in an all-out effort to apprehend the fleeing criminals. One or more of the department's helicopters will be on the scene in a matter of minutes and join in the effort to locate the fleeing suspects by flying systematic search patterns.

Get-Away Vehicles

Experience has shown that the suspects in this type of crime frequently change cars within a short distance from the scene to avoid detection. To counteract such maneuvers, all available traffic and tactical unit personnel commence a thorough search of the area within a 10-block radius of the crime scene to locate the getaway vehicle and, if possible, witnesses who can provide information from that point.

Also involved in Operation Barrier, and in a sense acting as eyes and ears for the police, are drivers of 16 private agencies operating radio-equipped vehicles. In total number they exceed 700 and represent various cab companies, trucking firms, and utility services in the Kansas City area.

In an effort to speed up communications between our department and these agencies, we established a direct telephone network with the firms' radio dispatchers. This network enables our dispatcher to broadcast directly to these private vehicles at the same time he issues information to police cars. We have stressed to



A cab driver, on alert for fleeing criminals and getaway vehicles, copies pickup transmitted to him directly by police dispatcher.

these private agencies that their employees are not to place themselves in jeopardy by attempting police action if they sight suspects. They are only to report their sighting to their dispatcher who will relay the information to our dispatcher via the direct telephone network.

During 1968 Operation Barrier was activated on 28 occasions, primarily in instances of armed robbery. Of these 28, nine, or 32 percent, were terminated by the arrest of the suspect within a short time following the commission of the crime.

Initial response to a burglar alarm signal originating from a bank or savings and loan firm is similar to that described for holdups. The heli-

copter, which is equipped with powerful searchlights for night operation, searches the rooftops of the building and those adjacent and is alert for any suspicious vehicles or pedestrians in the area. If field officers determine that a burglary has occurred or an attempt has been made to enter the premises, they immediately notify the dispatcher who in turn notifies the FBI, our investigators, and an official of the bank.

Any vehicles parked in the area will be subject to close scrutiny. Investigating officers, in addition to recording the description and license numbers of a suspicious automobile, immediately transmit this data to the dispatcher for a computer check to

determine if the vehicle is stolen or if its owner has an active criminal record. Each console in the communications center has beside it a video display terminal which provides the dispatcher immediate access to the department's extensive reservoir of stored data on persons and vehicles. The dispatcher keys in the license number, and the terminal screen displays within seconds complete and detailed data concerning the owner, provided he is either wanted for some offense or has an active criminal record.

Reasons for Check

This procedure is followed for several reasons. The suspect may yet be in the area or may have fled in such haste that he had to leave his car. Accomplices may have parked nearby intending to return at a later time to retrieve the car. Also, of course, the possibility exists that one or more of the owners of vehicles recorded in

this manner could provide helpful information.

False alarms, those activated either inadvertently or through carelessness, have always been of considerable concern to us. Obviously response to this type of call exposes both the officers and the public to unnecessary danger and could conceivably create a false sense of security in the minds of the officers. Therefore, we instituted a procedure whereby we record unfounded alarms in a log and, upon receipt of two or more false alarms from a given bank or savings and loan company within a period of 1 month, direct a letter to the top official of such firm. In the letter we point out some of the hazards and ramifications inherent in this type of call and urge that employees be cautioned to make every effort to reduce these accidental alarms. Responding in a cooperative manner, several of the large banking establishments have installed control panels which indicate the source of each bank alarm. When banking offi-

cials are able to pinpoint false alarms, employees exercise a higher degree of care. The result has been a substantial decrease in the frequency of false alarms.

Peak Performance

This procedure for reducing false alarms heightens the possibility that a call is, in fact, notification of a robbery or a burglary. We find frequent false alarms have a deteriorating effect on the needed enthusiasm and caution with which an officer approaches the scene. The officer should always be at peak performance to be effective within the framework of our procedures, and too many false alarms dull this responsiveness. We are constantly mindful of this problem and continually review our operations to assure maximum results. This includes a periodic review of essential statistics and trends which may indicate new and dangerous crime problems.

In the Communications Center of the Kansas City, Mo., Police Department, video terminals display within seconds criminal records and stolen vehicle and wanted person information requested by field officers.





The department's computer center and teleprocessing system provides dispatchers instant information on stolen vehicles, wanted persons, etc., for transmittal to field officers.

In February 1966 "Crime Alert" brochures, prepared by our department to enlist the aid and cooperation of the public in the fight against crime, were distributed to business establishments, banking institutions, civic organizations, schools, homeowners, and others. This program is an appeal to all citizens in our community to become more aware of the crime problem, recognize criminal activity, and report it to the police. The pamphlet relating to holdups stresses that persons confronted by such circumstances should "Be Careful and Cooperative, Be Calm, Be Alert, Be Observant, Remember, and Report." In addition, as a result of the passage of the Federal Bank Protection Act of 1968, our officers have met with key personnel of various banking institutions in Kansas City to discuss security plans and various protective measures to guard against burglary and robbery attempts.

Truly law enforcement can never rest or become complacent. Crime presents challenges which only an alert investigator or planner can possibly hope to contain.

QUOTABLE QUOTE

"Men are qualified for civil liberty in exact proportion to their disposition to put chains upon their own appetites; in proportion as their love of justice is above their rapacity; in proportion as their soundness and sobriety of understanding is above their vanity and presumption; in proportion as they are more disposed to listen to the counsels of the wise and good, in preference to the flattery of knaves. Society cannot exist unless a controlling power upon the will and appetite is placed somewhere; and the less of it there is within, the more there must be of it without. It is ordained in the eternal constitution of things, that men of intemperate habits cannot be free. Their passions forge their fetters."

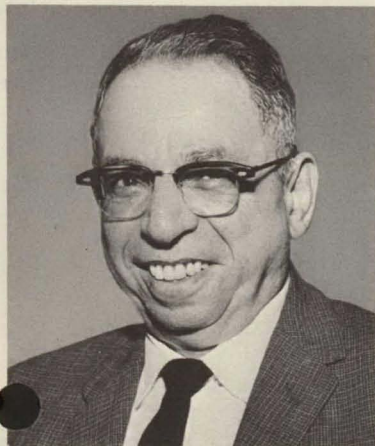
—Edmund Burke.

New Dictionary of Thoughts by Edwards, pg. 355



In the center is a tablet bearing the insignia of the Oklahoma Sheriff and Peace Officers Association on one side and that of the Fraternal Order of Police on the other side. The base of this marker carries a quotation of FBI Director Hoover.

Oklahoma Dedicates Peace Officer Memorial



By
JERRY MARX
Director,
Division of Public Information,
Department of Public Safety,
Oklahoma City, Okla.

It was the fall of 1858. A man rode his horse through the scrub oak of Indian Territory. A Colt Army .44 was strapped to his hip and under his knee in a leather sheath was a Sharp's carbine. In his saddlebags was a sheaf of warrants for wanted men hiding in "the nations."

This man was a Deputy U.S. Marshal named M. Erwin. He worked out of the Federal court in Fort Smith, Ark. Erwin was about 75 miles out of Fort Smith and drawing close to the Federal outpost of Fort Gibson,



Commissioner Robert R. Lester, Oklahoma Department of Public Safety.

where he would spend the night and perhaps obtain information about some of the outlaws he was trailing. His thoughts turned to a good meal, a bath, and comfortable quarters for the night.

His horse picked up his pace as though he, too, had thoughts of fresh water and grain. Suddenly, from the grove on his right, the sound of a shot. Erwin fell from his horse. He was dead before his body hit the dust of the military road.

Thus, Deputy U.S. Marshal M. Erwin became the first law officer known to have been killed in the confines of what are now the borders of the State of Oklahoma. Since then, through territorial days and through statehood to the present, 359 other peace officers have joined him in death while carrying out their oaths to enforce the law.

Dedication Ceremonies

On May 15, 1969, the people of Oklahoma dedicated a memorial to the 360 peace officers who have died in line of duty. These men include U.S. Marshals, Deputy U.S. Marshals, volunteer possemen, Indian police, territorial police, sheriffs, deputy sheriffs, city police, railroad police, and

other special officers. They are all united by "this devotion to duty which often takes his life."

Many distinguished guests, led by Oklahoma Gov. Dewey Bartlett, attended the dedication ceremonies. Judge William J. Holloway, Jr., was the featured speaker. Also on the speakers' platform were descendants of some of the officers as well as several surviving officers who helped bring law and order to Indian Territory and maintain it as that territory became the State of Oklahoma.

The memorial itself is located on the front lawn of the Oklahoma Department of Public Safety. It consists of seven different granite markers, with the flags of the United States and the State of Oklahoma flying on the north and south.

As one walks to the memorial from the department headquarters, he passes along a pebble-concrete path. First to greet the eye is an open Bible carved of granite with two verses:

From Proverbs 29: 18—
"Where there is no vision, the people perish: but he that keepeth the law, happy is he."

And from John 15: 13—
"Greater love hath no man than this, that a man lay down his life for his friends."

Next is the center tablet bearing the insignia of the Oklahoma Sheriff and Peace Officers Association and the Fraternal Order of Police, the two organizations which combined to finance and sponsor the memorial. At its base the tablet carries the words of J. Edgar Hoover, Director of the Federal Bureau of Investigation: "Justice and order among free men, with humility before their Creator, are preserved through loyal and dedicated law enforcement."

To one's left is a tablet bearing the names of some of the officers in whose memory the memorial was erected. On the reverse side of this tablet are



Mr. O. K. Bivins, Executive Director, Oklahoma Sheriff and Peace Officers Association.

engraved the portraits of three pioneer Deputy U.S. Marshals: Bill Tilghman, Heck Thomas, and Cris Madson. Surrounding the portraits are engravings of the firearms used by peace officers over the years.

Walking clockwise, one comes to a second tablet bearing more names on one side and the different modes of transportation used by law officers, from the horse to the modern airplane and helicopter, on the reverse side.

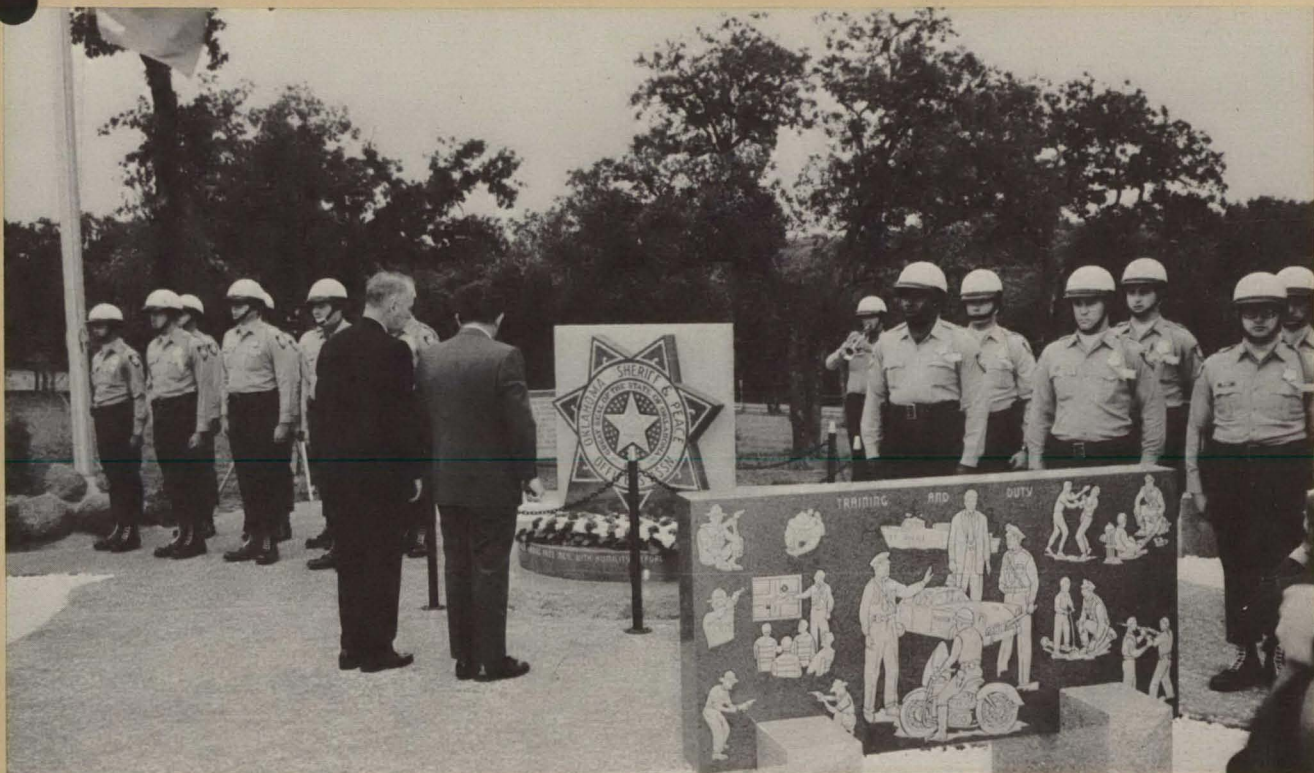
Presidential Quotes

Following each name is a code which shows in what branch of law enforcement that person was employed. For instance, the letter "C" following a name indicates a deputy sheriff while the code "S-1" denotes a chief of police.

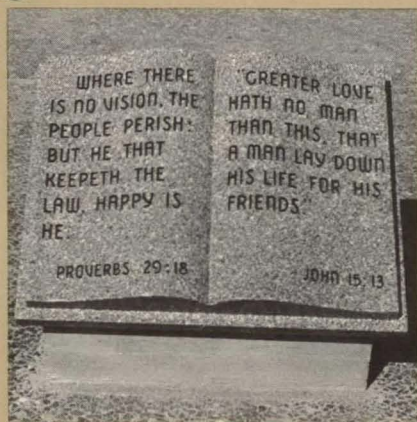
At the west side is a stone sundial, the base of which bears quotations from four former Presidents of the United States. The inscriptions read:

"The execution of the laws is more important than the making of them."—Thomas Jefferson.

"No man is above the law and no man is below it, nor do we ask any man's permission when we



An officer blows taps during the dedication ceremonies.



An open Bible carved of granite with two verses is the first marker in the memorial as one approaches from the department headquarters.

An overall view shows the seven granite markers with the flags of the United States and the State of Oklahoma flying on the north and south.



require him to obey it.”—Theodore Roosevelt.

“No person was ever honored for what he received. Honor has been the reward for what he gave.”—Calvin Coolidge.

“Ask not what your country can do for you—ask what you can do for your country.”—John F. Kennedy.

Still moving clockwise, one comes to a third tablet bearing more names and on its reverse side engravings of various training procedures for law enforcement officers.

The fourth tablet bears the inscription:

“Crime is the greatest problem of civilization, it is interwoven to a greater or lesser extent with every society and government. It will always be the most momentous question with which the human race has to deal.

“The peace officer’s life in performing his duty protects the innocent and controls those who would hurt and take away the rights of freedom from others. This devotion to duty often takes his life.”

The idea of constructing the memorial was born when the Oklahoma Legislature authorized a permanent site for the headquarters of the Oklahoma Department of Public Safety in 1967. Several members of the law enforcement profession believed that the site of this permanent headquarters would be an appropriate spot to erect such a monument. They also believed the project should be carried out by law enforcement officers.

Support for Monument

Commissioner of Public Safety Robert R. Lester, when approached with the idea, became an enthusiastic

supporter and offered facilities of his department. The boards of directors of the Oklahoma Sheriff and Peace Officers Association and the State organization of the Fraternal Order of Police also agreed to back the idea by providing the necessary financing.

Nationally known architect Audley Allison was then called in to design the memorial. He has created a monument that is a mark of distinction, reverence, and inspiration.

The major part of the project was finding the names of the officers who should be memorialized. Strangely enough, no official records had been kept on this subject.

Search for Names

O. K. Bivins, executive director of the Oklahoma Sheriff and Peace Officers Association, assumed the responsibility of searching for names. For more than 2 years he has coordi-



The fourth marker contains an inscription of tribute to all peace officers who have given their lives because of their devotion to duty.



By
ROBERT K. KONKLE
Superintendent,
Indiana State Police Department,
Indianapolis, Ind.

To gain more facts about the causes of auto acc

Analogue 1000

Analogue 1000 is the history of 1,000 fatal traffic accidents that occurred on rural Indiana roads and highways between August 1965 and April 1967 and claimed a total of 1,238 lives. This study was an effort to determine exactly how those accidents happened through a probing, indepth examination of any incidents or factors that might have had some bearing on the causes of the tragedies.

The total motor vehicle accident situation is an enormous and complex problem. Efforts in engineering, public education, and traffic law enforcement to prevent accidents are virtually overwhelmed by the rapid and continuous growth of traffic volume. New roads cannot be built fast enough nor can older routes be repaired or redesigned quickly enough to absorb this growing mass of vehicles.

In the field of education, legislative action to tighten up licensing requirements and improve traffic court systems is painstakingly slow. Driver education programs in schools and among adult groups are generally insufficient. Law enforcement is hampered by lack of manpower. The greatest problem facing police in this regard is that the large number of accidents causes investigators to do little more than report their occurrence rather than conduct thorough investigations.

In July 1965 the Indiana State Police, without benefit of any special grants or financing, launched a study project in hopes that probing accident analyses would provide more and better information on the exact causes of traffic accidents.

The project encompassed 1,000 fatal smashups. The size of the sam-



ing was limited in order to keep research within manageable proportions. State police investigators believed the circumstances surrounding these accidents would substantially reflect similar elements of all traffic accidents.

All investigations were conducted by Indiana State Police troopers who are trained accident investigators. At the time of the study, there were 570 troopers assigned to patrol duties in Indiana's 92 counties.

Troopers were given an outline showing only the minimum information which would be required. Beyond this, they were asked to use initiative and investigative judgment comparable to that required in homicide investigations. Their reports were

submitted in narrative form and forwarded to State police headquarters in Indianapolis for tabulation and analysis by Lt. Richard A. Berger of the department's traffic division.

Information from these reports was encoded into an information retrieval system. Data from the system cards were then analyzed and compiled for this report.

Blood or breath specimens were obtained in most cases. Blood samples were checked for any trace of barbiturates, amphetamines, and alcohol. Breath samples were analyzed for blood-alcohol content.

Findings

Analysis of the data compiled pro-

duced the following findings:

1. Human consumption of alcoholic beverages is the number one cause of rural traffic deaths in Indiana. In this study 746 persons died as a result of accidents in which a drinking driver was involved.
2. The educational level of a driver affects his chances of becoming involved in a fatal traffic accident.
3. Novice drivers, on the road to gain driving skill by means of experience, accounted for 263 deaths according to trooper investigators and in themselves present a critical problem.
4. Approximately 40 percent of traffic law violations in this study could be considered to have been willfully committed.
5. Drivers in certain vocations are more likely to make driving errors that result in traffic fatalities.
6. If groups of people may be categorized, we concluded that the group causing the greatest portion of our traffic accidents is not likely to be reached by safety campaigns.
7. A history of traffic arrests and minor traffic accidents has little to do with the probability of a particular driver's having a fatal accident. By and large, fatal accidents seem to be chance occurrences.
8. Two percent of highway deaths might possibly be suicides.

Alcohol

An analysis of figures showing drivers who were known to have consumed alcoholic beverages prior to their respective accidents revealed that 389 (82 percent) were at fault, 33 (7 percent) were partially at fault, and 52 (11 percent) were not at fault. In addition, 18 percent of all drivers who had been drinking were under Indiana's legal drinking age of 21. This portion of the study also showed that half the total number of drinking drivers had blood-alcohol levels of above 0.16 percent. Indiana's legal limit is 0.15 percent.

Dangerous Drugs

Blood specimens only were analyzed for alcohol, amphetamines, and barbiturates and, for the most part, were

Indiana State Police troopers investigated 1,000 fatal smashups with the same attention to detail applied in the investigation of homicide cases.



At Fault—Alcohol—By Age

Age	Total	Had been drinking	Percent of total who had been drinking	At fault	Percent at fault and alcohol
Under 16.....	22	2	9	2	100
16 to 21.....	311	82	26	68	83
21 to 30.....	339	132	39	112	85
30 to 45.....	376	141	37	115	82
45 to 60.....	263	84	32	63	75
60 to 75.....	144	26	18	23	88
75 and over.....	50	7	14	6	86

obtained from deceased drivers.

Although we were unable to fully gauge the extent drugs played in this study, we did find that nine drivers had consumed barbiturates and five persons were found to have consumed stimulants prior to being involved in fatal wrecks. Four of these persons had also consumed alcohol in addition to the drugs.

Vocational Factors

It was difficult to categorize groups of drivers by vocation because of the ambiguity of the terminology and the debatable nature of the categories selected.

One example of this is where to classify truckdrivers. We put some in

the skilled group, some in the semi-skilled, and some in the unskilled category depending on qualifications, type of operation, and previous experience.

Office administrators were considered skilled, while file clerks were generally considered to be semiskilled. The professional group contained those persons engaged in commonly recognized business and technological pursuits. The list below is based on tabulations of known vocational data:

Vocation	Percent
Semiskilled	44
Skilled	16
Students	12
Unskilled labor.....	11
Housewives	5
Farmers	4
Professional	4
Armed Forces.....	3
Technological	1

Vocations	Total	Percent of total	Mechanical defects	Had been drinking	Percent who had been drinking
Unemployed.....	44	3	4	22	50
Retired.....	81	5	2	15	19
Professional.....	45	3	3	4	9
Skilled technical.....	10	1	1	4	40
Skilled other.....	181	12	14	69	38
Semiskilled.....	477	32	58	150	31
Unskilled.....	123	8	43	70	57
Armed Forces.....	29	2	0	9	31
Farmer.....	44	3	0	6	14
Housewife.....	59	4	2	10	17
Student.....	141	9	22	21	15
Unknown.....	271	18	55	94	35

Weather Factor

Weather conditions, according to the project study, were an important factor in the overall accident picture.

When a driver is unable to stop at an icy intersection and crashes into another vehicle, it may be construed that the accident was caused by weather conditions. Yet it may also be said that because of the driver's lack of skill in driving on icy pavement and his lack of experience and good judgment, he slid into the intersection and collided with other traffic.

This situation appears analogous to an ice skater who falls on the ice. Did he fall because it was slippery or did he fall because he was not sufficiently skilled at ice skating?

We concluded that the young, inexperienced driver is more likely to misjudge or exercise poor judgment than the older more experienced driver. For example, if a driver misjudges his speed approaching icy intersections several times without injuring himself, he will probably develop reasonable judgment and skill in this particular weather-related situation.

Margin for Error

All of us have observed that driving is deceptively easy and that a margin for error does exist, particularly for those drivers who commit hazardous errors and still manage to avoid accidents. Arrests by our troopers for serious moving violations outnumber the fatal accidents we investigate by nearly 100 to 1. This ratio does not take into account the myriad dangerous driving acts that are not seen by officers on patrol.

How, then, can the less experienced person gain driving skills and good judgment without placing other motorists on the road in danger? We consider this a serious problem, substantiated by the study findings.

For example, drivers in the 16-21-year-old group accounted for 21

Percent of all drivers in the 1,000 fatal smashups. They also accounted for one-third of all drivers in the "drove too fast for existing conditions" category which was primarily weather oriented. Finally, 60 percent of all those drivers shown "at fault" in this age group committed their driving errors as a result of inexperience.

Names Checked

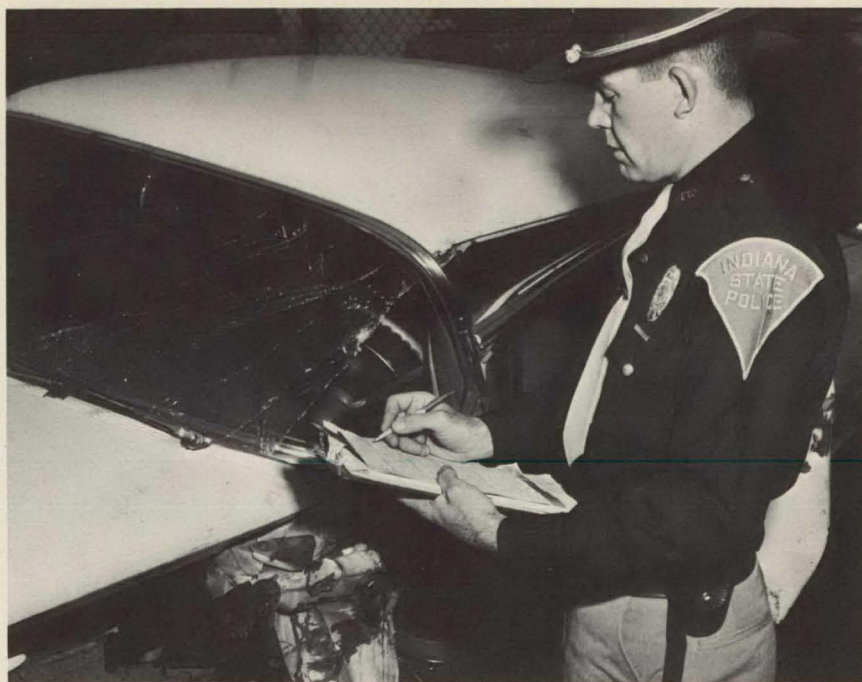
All drivers' names were checked through Indiana Bureau of Motor Vehicle files, Indiana State Police accident records, and the National Driver Register (NDR). Out-of-State drivers were checked through the NDR only. The NDR, at the time of this report, contained only the names of those drivers who had been convicted of a serious traffic violation, such as leaving the scene, driving while suspended or intoxicated, or reckless homicide.

We were surprised at how few drivers had previous arrest and accident records. We had surmised that a fatal accident was the climax of a history of minor accidents and traffic arrests. The statistics from Analogue 1000 do not effectively substantiate this theory. Paradoxically, the study raises the question of whether or not a history of traffic accidents can be interpreted to mean that the builder of such a record has gained driving experience which has helped improve his driving skills.

Traffic Law Violations

Traffic enforcement and education efforts imply that traffic accidents do not just happen—they are caused. The implication is that errors, or traffic violations, are willfully and flagrantly committed. If not committed out of intent, then they are done out of ignorance of the law or carelessness.

The following chart reflects our findings in this area. Intoxicated per-



Indiana State Police troopers are skilled accident investigators trained to supplement their reports with expert photography and the analysis of physical evidence.

sons were presumed to have been willful violators:

Violation Causes	Number	Percent
Deliberate.....	373	41
Carelessness.....	280	30
Inexperience or attention diverted.....	264	29
Total law violations.	917	

Deliberate violators, for purposes of this report, were defined as those who were speeding, passing on a hill or curve, or committing other acts of recklessness.

Violations committed out of carelessness are changing lanes without looking, failing to signal a turn, making a left turn into the path of oncoming vehicles, and others.

Violations in the last category represent those over which the driver has little or no control. For example, a driver crosses the centerline because, in the first instance, he ran off the roadway and, in trying to get back

on the pavement, overcorrected and swerved to the opposite lane into an oncoming vehicle. Also inserted in this category were the drivers inexperienced in driving on icy roads.

Deliberate Violations

- Excessive speed
- Passed on hill
- Passed at intersection
- Passed on curve
- Passed without sufficient clearance
- Failed to observe automatic signal
- Failed to observe stop sign
- Followed too closely
- Fled from police
- Improper or no lights

Unintentional Violations

- Drove off roadway
- Failed to signal
- Ran into rear of another vehicle (but not following too closely)
- Speed too fast for conditions
- Speed too slow
- Failed to yield the right-of-way at a stop sign
- Failed to yield at private drive
- Failed to yield right-of-way (other)
- Drove left of centerline
- Wrong way on one-way road

Routine accident statistics can be misleading. For example, compila-

tions of accident data in Indiana for 1966 showing "driver errors" were published in part as follows:

Failed to yield right-of-way.	24.4 percent.
Drove left of center.	6.5 percent.

The casual observer notes that a leading cause of accidents is failure to yield the right-of-way and might automatically conclude that all such violations are deliberate and committed out of impatience or other reasons. If failure to yield the right-of-way were generally a conscious and deliberate act, then 24.4 percent of Indiana's motor vehicle accidents in 1966 were either suicides or attempted suicides. This, however, is not the case.

Analysis of Figures

A breakdown of our study figures shows that 209 drivers failed to yield the right-of-way and that 93 of these violations were committed at stop signs, 35 as a result of making a left turn in the path of oncoming traffic, 15 at the end of private driveways, and 66 fell under the category of "failed to yield right-of-way—other."

The analysis of these cases revealed that only 10 of the 93 violations committed at stop signs were deliberate, while eight committed in making left turns were deliberate. Two from a private driveway and six in the "other" category were also done deliberately. A close look at the analysis shows, therefore, that 26, or 12.4 percent, of the drivers in our study who failed to yield the right-of-way committed these violations deliberately. The foregoing example illustrates how routine accident statistics can be misinterpreted.

We note that "drove left of center" accounted for 6.5 percent of all the accidents in Indiana in 1966. Were these conscious acts?

Of those drivers in Analogue 1000 who were on the wrong side of the road at the moment of impact, 90 (27 percent) had no intention of being there. A total of 60 percent committed this violation because they were under the influence of alcohol.

Strict enforcement of traffic laws may prevent the rapid rise of accident rates because deliberate violators are probably deterred by seeing police on patrol and are motivated to pay strict attention to their driving to avoid arrest. It appears doubtful that strict enforcement has any measurable effect on unintentional violators.

Suicide

Suicide by way of a traffic "accident" may occur more frequently than we realize. This method of suicide can easily be used to defraud insurance companies if the victim exercises reasonable guile in his own execution.

Life insurance policies often have double indemnity clauses which make such an "accidental" death more appealing to the would-be suicide in that he or she might be able to leave a substantial amount of money to survivors.

And when fraud is the intent, there is obviously no suicide note left behind.

The cases in this category were placed there because of the circumstances existing prior to the death and the fact that other evidence indicated a possibility or probability of suicide.

The number shown in the report therefore is, in reality, a sum of probabilities rather than proven facts—20 men and eight women, half of whom were under the influence of alcohol at the time of impact.

We believe it is important to recognize that some fatal accidents are suicides and that police investigators should never overlook this possibility.

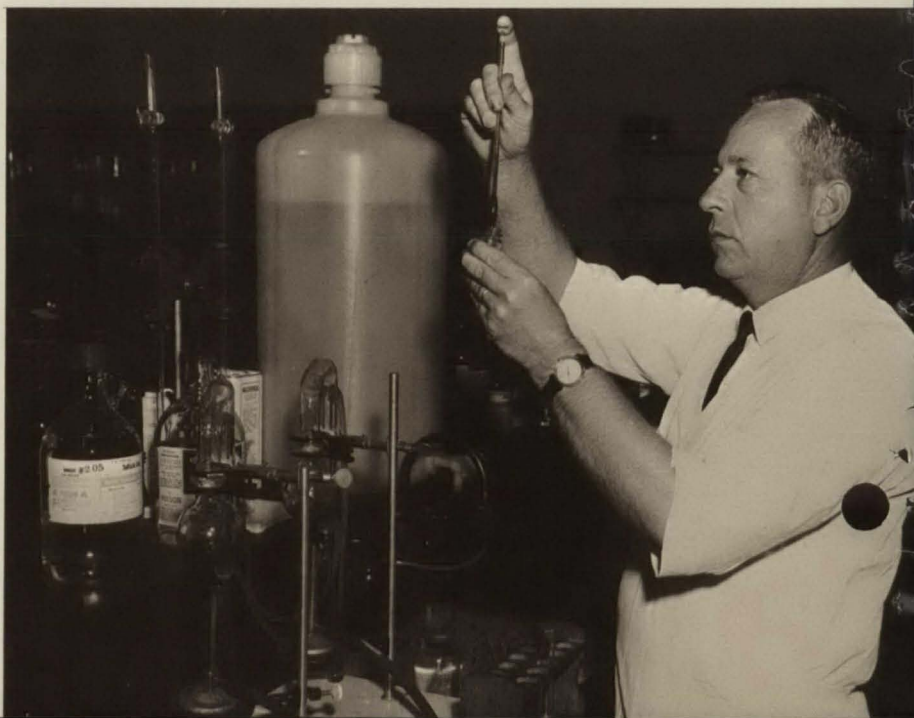
None of the investigations in the study disclosed evidence of premeditated murder.

Mechanical Defects

Mechanical defects, for purposes of this study, included only those defects which in most cases were not the primary cause of the accident. But, had the defect been absent, the accident might not have occurred. This segment of the study therefore is a tabulation of investigative judgments.

(Continued on page 22)

The Indiana State Police crime laboratory provides vital support to all Hoosier law enforcement agencies. In the research project "Analogue 1000," technicians analyzed blood samples for alcohol and drug contamination.



By
CAPT. WILLIAM C. McHUGH*

**Commander,
Operations Division,
Police Department,
Evanston, Ill.**



Captain McHugh checks with a motorcycle patrolman before he goes to his beat.

The city of Evanston, with a population of 83,000, is one of the old, established communities in the State of Illinois. Located on the west shore of Lake Michigan, Evanston adjoins the north city limits of Chicago. It is the home of Northwestern University, Rotary International, and the headquarters of many national and international organizations.

Our police department has an authorized strength of 129 men to provide service for approximately 8 square miles that include over 205 miles of streets and alleys. The police problems are basically those found in large urban areas because of the density of population and proximity to Chicago.

*Mr. Albert W. Swanson, director of planning and research, Evanston Police Department, assisted Captain McHugh in the preparation of this article.

Flexibility in Deployment of Police Patrols

Mr. Bert Giddens, our chief of police, assumed the position in 1962 after 20 years of police experience in Oklahoma City, Okla. His progressive and professional attitude toward law enforcement has maintained and improved the fine reputation of our department.

The city of Evanston encourages the formal education of all personnel by completely financing job-related college credit courses attended during off-duty time. In addition, the police department takes advantage of the

specialized courses offered by various police training agencies.

Increased crime rates and spiraling demands for police services made it apparent that a more flexible plan for manpower distribution was needed in our department. This plan would have to adjust available manpower and equipment for use at the time when and in the area where most needed. It had already been concluded that an imbalance of manpower was needed at certain times of the day as well as in certain areas of the city.



The Evanston Police Department serves 83,000 citizens from this headquarters.

Since assignment of men to a permanent shift was undesirable, a system of rotation was devised to provide the necessary manpower at the needed time. The system would also increase the number of vehicles used by implementing more one-man squads, increase visible patrol units, and provide for the adequate availability of these units.

The primary objective of the plan was to provide for the needs of the department as well as built-in flexibility for future innovation; i.e., an emergency mobilization plan.

This system bases placement of officers on shift hours not according to

seniority but on their ability to produce at an efficient level. It likewise eliminates the use of static assignments to day, night, or early morning hours. It also affords an opportunity for all supervisors in the patrol section to observe and evaluate most of the officers.

To date the program has been effective in providing a more efficient and economical use of manpower and equipment and has increased the number of patrolling officers who are visible to the public as well as potential lawbreakers.

We conducted our first beat survey in 1965 after 2 years of experiment-

ing with data collection and building an acceptable data bank. The results of the survey were presented to the city manager and the council with a request for additional personnel.

The council granted the request for additional personnel, and during 1966 our department recruited the men and adjusted beat boundaries to equalize the workload based on information developed in the survey. No effort was made at that time to adjust personnel assignments by time of day, although the data indicated the need.

In late 1966 and early 1967, further analysis of current data indicated additional changes should be made to maintain an acceptable level of service. We decided to use one-man units on days, reduce beat areas, and strengthen the evening shift (see fig. 1).

Problems To Be Solved

The problems that required solution were: How to maintain minimum patrol strength on each shift, systematically rotate personnel, and maintain a sufficient number of experienced officers on each shift.

An administrative decision set the minimum field force on each shift. These minimums are nine men from 7 a.m. to 3 p.m., 14 men from 3 p.m. to 11 p.m., and 11 men from 11 p.m. to 7 a.m.

Once the minimum strength was established, the assignment of adequate manpower to supply each shift was studied. Our workweek is 40 hours with a rotating day-off system: work 6 days, off 2, and two 3-day weekends in each 6-week period. A complete day-off pattern for the entire patrol force revealed that the pattern repeated itself every seven men (see sample pattern in fig. 2).

We decided to assign men in groups or squads of seven men each. This provides the shift commander for men on duty for each seven assigned

ACTIVITY BY CENSUS TRACT

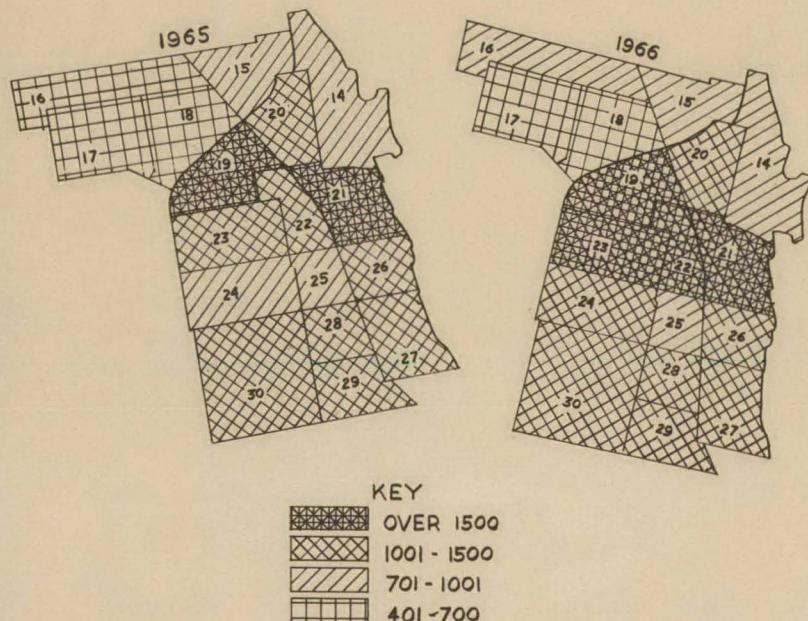


Figure 1.

to him, except in the event of sickness or during vacation periods, when special adjustments are made.

A study of the manner in which each shift commander assigned his men their days off revealed a need to

DAY-OFF PATTERN

	M	T	W	Th	F	S	S	M	T	W	Th	F	S	S	M	T	W	Th	F	S							
Friend, T	o	o						o	o						o	o				o	o						S
Pryor, R			o	o						o	o				o	o	o								o		
Kirkham, G					o	o	o						o	o	o				o	o							
Glang, D	o							o	o						o	o							o	o			
Allen, T		o	o							o	o				o	o								o	o		
Tintori, A				o	o						o	o	o				o	o	o						o	o	
Hill, W					o	o	o							o	o							o	o				
Latchaw, J	o	o							o	o							o	o							o	o	
Chuse, P			o	o						o	o						o	o	o							o	
Smith, J					o	o	o					o	o	o					o	o							
Oswald, H	o							o	o					o	o								o	o			
Heytow, R		o	o							o	o				o	o								o	o		
McCaull, R				o	o						o	o	o				o	o	o								
Frang, R					o	o	o							o	o							o	o				
Jens, H	o	o							o	o					o	o							o	o			
Schweda, J			o	o							o	o							o	o	o					o	

Figure 2.

establish a firm system to avoid individual systems on each shift. As commander of the operations division, I decided that the day-off pattern be established administratively and that men be assigned to a pattern. This system assures proper day-off assignments to maintain the minimum number of men required. The greatest advantage to the individual officer is that he can plan his off-duty time several months in advance. Exceptions to this system are transfers to another section for training or permanent assignment.

Beat boundaries were changed to provide more visible patrol. The changes shown in the two maps graphically demonstrate the increased coverage accomplished by the changes (see figs. 3A and 3B). The number of vehicles on both days and evenings was increased from five to eight. The early morning shift increased from five to six vehicles in service, with the option to use more vehicles and employ more one-man cars should the shift commander decide this would be beneficial.

One-Man Patrol

Officers were trained in the procedures for one-man car operations through rollcall training and close supervision during the first few months. We were fortunate in that many of the patrolmen preferred riding alone and seized this opportunity to show they were capable of operating efficiently and willing to accept the responsibility for their actions. Operating instructions were set forth in general orders and the transition was smooth.

The problem of systematically assigning personnel in rotation patterns to provide experience as well as unbalanced shifts was studied. Men attending college were selected to work permanently on the 11 p.m. to 7 a.m. shift.

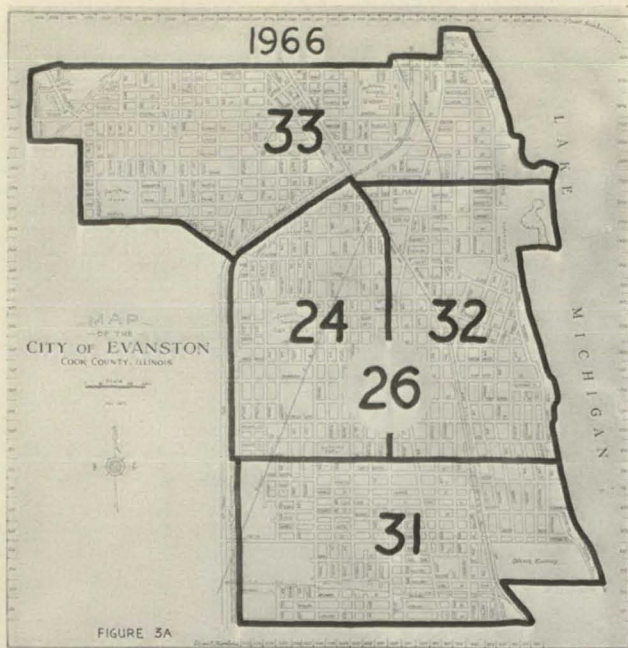


Figure 3A.

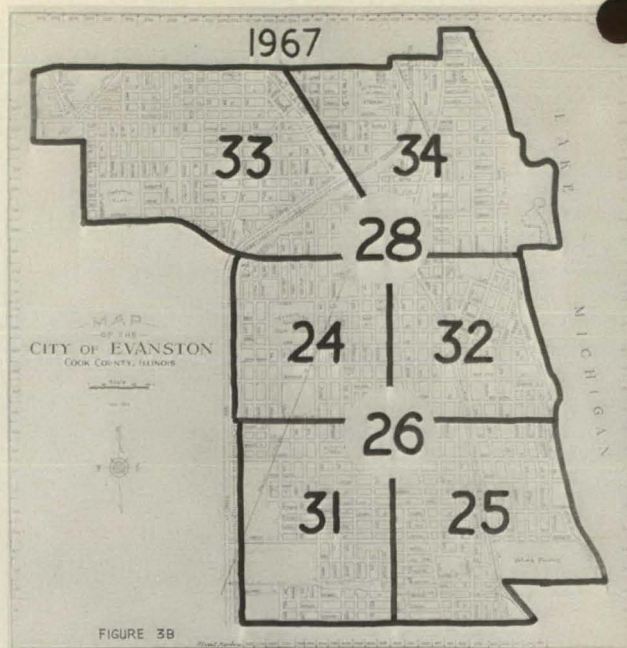


Figure 3B.

Each shift commander was asked to select a squad of seven men with experience and ability to rotate with him and his sergeants. This arrangement solved the problem of keeping experienced officers on each shift. It also created a prestige group on each shift and was later used to encourage officers to strive to be a permanent part of a shift.

The next problem was to develop a rotation system for the remaining 28 men. The four squads were assigned to shifts in such a manner as to provide the evening shift with two squads and one squad to each of the other shifts. One squad works 2 months of 3 p.m. to 11 p.m. and then rotates with the shift to 7 a.m. to 3 p.m., 11 p.m. to 7 a.m., and then back to the 3 p.m. to 11 p.m. for 2 more months (see fig. 4).

Under this system the shift commander retains his regularly assigned seven men plus seven more men for a period of 4 months. This allows each shift commander to supervise the work of each man during a 12-month period of time. It also provides each man the opportunity to work with different officers.

We can call individuals, or squads of seven; or, when the entire department is mobilized, the squads are the basic tactical units under the supervision of a sergeant. Predesignation of squads and the supervisors assigned to each squad reduces the confusion that usually accompanies any type of mobilization.

We firmly believe our program is sound and flexible and meets the needs of the medium-sized department in assignment and distribution

of manpower. We attribute a reduction in criminal activity as well as an increase in felony arrests to the increased visible patrol. Reduction in traffic accidents and an increase in traffic citations have also been experienced during the year that this program has been in operation.

Deployment of manpower is the key to a successful patrol operation, and this program has provided the manpower when and where it is needed to cope with today's police problems.

SQUAD ROTATION PATTERN

GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL
1	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	
2	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	
3	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	
4	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	
5	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	
6	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	
7	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	3rd	2nd	1st	
8																			

Figure 4.

NATIONWIDE CRIMESCOPE

ANOTHER CHECKPASSING MO

Police in a southern city arrested a woman for passing worthless checks while impersonating the wife of a local minister. She would telephone various small businesses, identify herself as the minister's wife, and tell the manager or cashier that she had an employee who had no identification but who would like to cash a check. If the businessman consented, she would note his address and the amount of the check he had agreed to cash. After making calls to several places, she would take a taxi from store to store picking up the money.

Her scheme was exposed after she victimized a part-time employee at one drugstore and, on calling another drugstore a few days later, got the same person who worked there full time. He called police who arrested the woman as she left the store.

Knoxville Crimdel 2-14-69

FAST ACTION

Recently, deputies from a New York county sheriff's department, on patrol during the early hours of morning, spotted a late-model car parked near a closed drugstore. Two men were sitting in the car. The deputies made an NCIC inquiry of the Maine license plate. An immediate NCIC response indicated that the car had been stolen in Portland, Maine, and also identified the suspected car thief. The driver was arrested and the other man, a hitchhiker, was released.

*Dunst to Bishop memo 5-28-69
August 1969 re: NCIC Weekly Status.*

CIVIC DUTY

A resident of a southwest city, while testing a newly purchased telescope, saw three teenage boys digging up material at a home construction site on a nearby street. He called the police.

Officers, with descriptions of the youths and their car furnished by the alert citizen, stopped the trio shortly after they had left the location. The boys had a 5-foot length of copper tubing which had been removed from the plumbing of the new home. They were charged with theft.

El Paso Crimdel 1-31-69

BICYCLE SPOKE GUN

Police in a western city recovered from juveniles a bicycle spoke which had been made into a pellet gun.

The weapon functions, according to police, by removing the nipple from the end of the spoke and forcing a shotgun shell pellet or BB shot into the spoke hole of the nipple. Gun powder is then placed in the fluted end of the nipple and the spoke is threaded in the same end behind the powder. A lighted match is held under the nipple until the powder ignites, forcing the pellet out the opening on the other end.

Butte Crimdel 6-7-69.

PISTOL-PACKING PIE

A woman in a west coast city appeared at a State penitentiary with a chocolate pie which she had baked

*San Diego Crimdel
1-30-69*

for a friend who was an inmate. A prison official, in checking the pastry, found that it had been seasoned with a .22 caliber pistol and 35 rounds of ammunition. The woman was arrested and charged with attempting to help the inmate escape.

CRIME CHECK

The police department in Albuquerque, N. Mex., has initiated a program aimed at combating the rising crime rate. It is called "Crime Check—If You See It, Report It." Police have distributed to citizens a brochure explaining the program and urging people to report: (1) crime that is witnessed, (2) suspicious activities, and (3) strange or unusual events. A tag or label which can be detached from the brochure and displayed in a convenient place is marked "Crime Check—Police" and gives the police telephone number.

Albuquerque Crimdel 2-5-69.

A COURTLY THIEF

In a midwest city a man was taken from jail for arraignment in city court on a charge of disorderly conduct. After a date was set for the subject to plead, he was returned to the jail, where an officer asked him to remove the contents of his pockets. The prisoner sheepishly pulled out the judge's gavel and a tube of fingerprint ink which he had taken during his brief appearance in court.

*Indianapolis Crimdel
2-5-69*

TRAFFIC ACCIDENT SURVEY

(Continued from page 16)

In most cases the officer and a garage mechanic examined the wreckage.

Conclusion

We are aware that Analogue 1000 is not a scientifically perfect research program. But the findings of an in-depth investigation of 1,000 fatal traf-

Mechanical Defects

	Number	Per-cent
Faulty steering.....	11	5.3
Faulty brakes.....	25	12.2
Faulty suspension.....	5	2.4
Faulty lights.....	17	8.3
Faulty window glass.....	6	2.9
Faulty windshield wipers.....	2	1.0
Faulty exhaust system.....	6	2.9
Miscellaneous other.....	13	6.3
Faulty tires.....	121	58.7

We have every reason to presume that all defects contributing to the cause of accidents cannot be found. In some cases disintegration was such that the detection of preexisting defects was impossible.

In our opinion the "faulty tire" category may be misleading. Since 106 faults were termed "excessive tread wear," the question arises what might have been the outcome of the accident had the skidding vehicle been equipped with tires in good condition? We surmise that some accidents might have been less severe with increased braking traction and that perhaps some would have been avoided completely under the assumption that no uncontrollable slide would have occurred in the first place.

Fifteen of the tire faults were so listed because they blew out or lost air before the accident and, in the investigators' opinion, contributed directly to the cause of the accident.

In summary, we believe that mechanical defects pose a real hazard in the total traffic accident picture. Based on that belief, the department strongly endorses mandatory vehicle inspection programs.

fic accidents have provided us some valid facts.

We believe the information gained concerning alcohol-related accidents reflects the need for more effective controls on the drinking driver.

In the area of mechanical defects, the figures clearly reveal that the combination of safe drivers operating safe cars can help cut down the accident toll.

In still another area, this study points up the need for establishing some kind of controlled traffic training environment in which young drivers can gain driving experience under all kinds of road and weather conditions without endangering lives.

In the final analysis, traffic safety is not just a police problem. It is a "people problem" in which there are achievements still to be gained from responsibilities yet to be assumed by people who administrate, who enforce, who judge, who teach, and, finally, by people who drive.

We have learned how to project man into outer space and return him safely to earth. Now, we have got to find a way to keep him alive on our streets and highways.

BANK SECURITY OFFICERS' MANUAL

The Kentucky Bankers Association, in cooperation with the Louisville office of the FBI, has prepared a Security Officers' Manual for the assistance of its members in complying with regulations of the Federal Bank Protection Act of 1968.

In addition to explaining the stipulations and procedures of the act, the manual also sets forth a hypothetical security program which can be used as a guideline for banking institutions.

The association published the 10-page manual in the April 1969 issue of its official publication, the Kentucky Banker. Banking officials and other authorities who may desire additional information concerning the manual should direct their inquiries to the Kentucky Bankers Association, 425 South Fifth Street, Louisville, Ky. 40202.

Louisville let 5-23-69 re: Security Officers' Manual, Ky. Bankers Assn.
DON'T FORGET THE TRIGGER

Police in an eastern city report that in several recent bank robberies dummy currency packages containing tear gas failed to function. The officers state the problem arises when the bank tellers, during the pressure-packed moments of the robbery, are unable to locate the triggering devices concealed in the dummy packages.

Philadelphia Crindel 1-31-69

MISPLACED SYMPATHY

Police in a southern city were somewhat sympathetic when they learned that a man arrested for a misdemeanor had an artificial right arm. Their concern was short-lived, however, when they discovered a small caliber pistol concealed in the hollow portion of the arm.

Savannah Crindel 2-12-69
FBI Law Enforcement Bulletin

INVESTIGATORS' AIDS

*Informal note 6-3-69 to LEB from John L. Barry,
Commissioner, Suffolk Co., N.Y., PD.*

HIDDEN NEEDLE



Plastic container holding hypodermic needle is shown hidden in suspect's hair.

Recently, officers of the Suffolk County, N.Y., Police Department made an arrest by warrant of an individual charged with violating narcotics laws. During the search of the prisoner, the officers found a hypodermic needle in a plastic container hidden in the suspect's thick curly hair. The item was not noted, however, until the suspect, who was rather tall, had been handcuffed and seated in a chair.

August 1969

BOGUS CREDIT CARD

An enterprising woman was arrested by a southern police department for issuing worthless checks while using an oil company credit card made from a roadmap.

The woman cut from the oil company map a facsimile of the company's gasoline credit card and typed

Tampa Crindel 2-5-69

her name on the form. She then pasted a business card of the same size to the back of the facsimile to make it stiff. To this, she added another card, on which she had placed a large emblem of the oil company, to serve as the reverse side of the facsimile. The entire card was then covered with wide transparent tape which gave it the shiny appearance of an authentic credit card. The account number on the front was the one the company had used in its advertisement on the roadmap. The name and number were not questioned as the woman never used the card to buy gas, only for identification when cashing worthless checks.

NCIC PROVIDES A CLUE

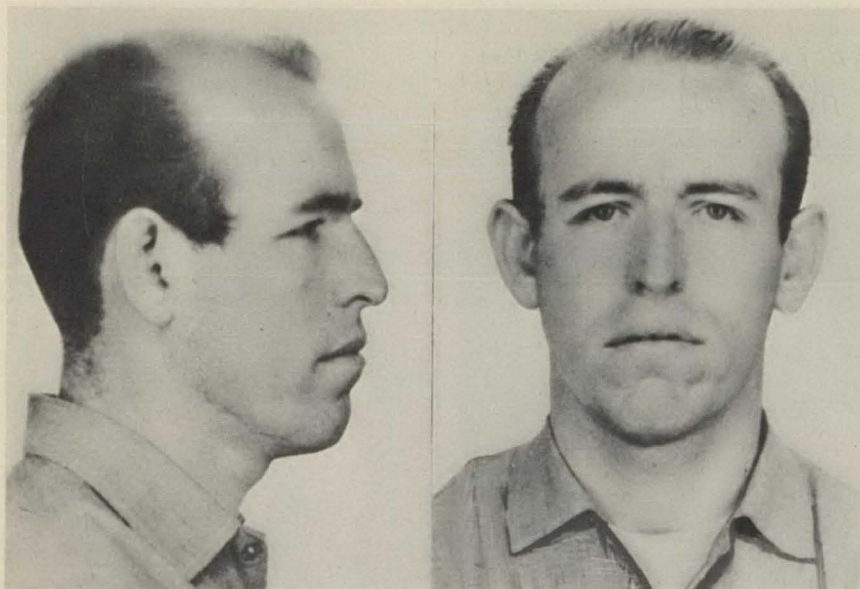
The owner of a motorcycle appeared at a midwest police department to obtain a title for the vehicle. He advised that he had reconstructed the motorcycle after buying some parts from an individual in a nearby town and the remainder from an authorized dealer. The police made an inquiry of the FBI National Crime Information Center (NCIC) in Washington, D.C., on the frame number and immediately learned that the motorcycle frame had been reported stolen in September 1965.

The NCIC information, plus the information furnished by the innocent purchaser, enabled the police to make additional investigative inroads into the illegal traffic in used motorcycle parts and accessories in that area.

*Davut to Bishop Memo
6-4-69 re: NCIC Weekly Status*

WANTED BY THE FBI

Occupations----- Laborer, mechanic.
 FBI No----- 140,033 D
 Fingerprint 11 M 17 W IOI 16
 classification S 17 T OI
 Ref: 17
 19



DOYLE LEE HARRISON, also known as: **Billie Eugene Harrison**, **Doyl Lee Harrison**, **Lee Harrison**, **John Allen Hayes**, **Lee McInotch**, **Lee McIntosh**, **Bob Wilson**.

Bank Robbery

Doyle Lee Harrison is currently wanted by the FBI for bank robbery. On October 24, 1967, Harrison and two accomplices allegedly robbed the First State Bank of Oregon, at Portland, of \$17,511. Entering the bank by the front door, the three reportedly forced the employees and customers into the vault before escaping with the money. A Federal warrant for Harrison's arrest was issued on February 6, 1968, at Portland.

Associate Arrested

On December 29, 1967, at Riverside, Calif., one of Harrison's alleged associates was apprehended by FBI Agents, and the next day the other one was shot and killed by local authorities while resisting arrest. Harrison has previously been convicted of grand theft and escape.

Caution

Since Harrison is being sought for a bank robbery wherein handguns were used, he should be considered armed and dangerous.

Description

Age----- 31, born Aug. 6, 1937,
 Dos Palos, Calif.
 Height----- 5 feet 9 inches to 5 feet
 10 inches.
 Weight----- 145 to 155 pounds.
 Build----- Medium.
 Hair----- Brown, hairline re-
 ceding.
 Eyes----- Hazel.
 Complexion----- Medium.
 Race----- White.
 Nationality----- American.
 Scars and marks----- Scars on face; tattoos:
 face, upper right
 arm; heart, left
 wrist.

Notify the FBI

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

HE DIDN'T LIKE WHAT HE SAW

Two robbers entered a finance company in a midwest city and forced the manager and two clerks to lie on floor while they ransacked the premises. One of the gunmen fired a shot into a closed-circuit television monitor when he saw his image on the screen. Police officers investigating the crime theorized that the robber believed the monitor was operating for the purpose of making photographs of the robbery.

St. Louis Criminel 2-4-69

CHILD MOLESTER POSTER

The FBI has a coloring poster on the child molester which is suitable for distribution to young boys and girls. Supplies of the poster are made available upon request free of charge. Agencies or individuals desiring to receive quantities of this item for schools or children's groups should forward their requests to the Director, Federal Bureau of Investigation, Washington, D.C. 20535.

FOR CHANGE OF ADDRESS ONLY

(Not an order form)

Complete this form and return to:

DIRECTOR

FEDERAL BUREAU OF INVESTIGATION

WASHINGTON, D.C. 20535

_____	_____	
(Name)	(Title)	

(Address)		
_____	_____	_____
(City)	(State)	(Zip Code)

Law Enforcement Conferences

"Extremist Groups and Violence" will be the subject of annual FBI-sponsored law enforcement conferences to be held throughout the country in September and October. The continuing violence and disorder in cities and on college campuses, incidents which directly or indirectly involve the protection of persons and property by police, make the topic most appropriate.

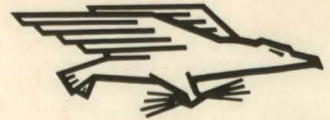
The conferences will feature panel discussions by representatives of local and State law enforcement, the judiciary and prosecutive fields, and the FBI. The programs will cover extremist and radical groups of both the left and right. Information and ideas will be exchanged, and proposals and suggestions on how enforcement agencies can better fulfill their responsibilities, while protecting the rights of all citizens, will be discussed.

Attendance at the conferences will be limited to full-time personnel of duly constituted law enforcement agencies and prosecutors. At special sessions, either before or after each conference, news reporters will be briefed on proceedings and matters of general interest. Law enforcement agencies interested in having personnel attend these conferences should contact the Special Agent in Charge of the FBI Office covering their area.

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

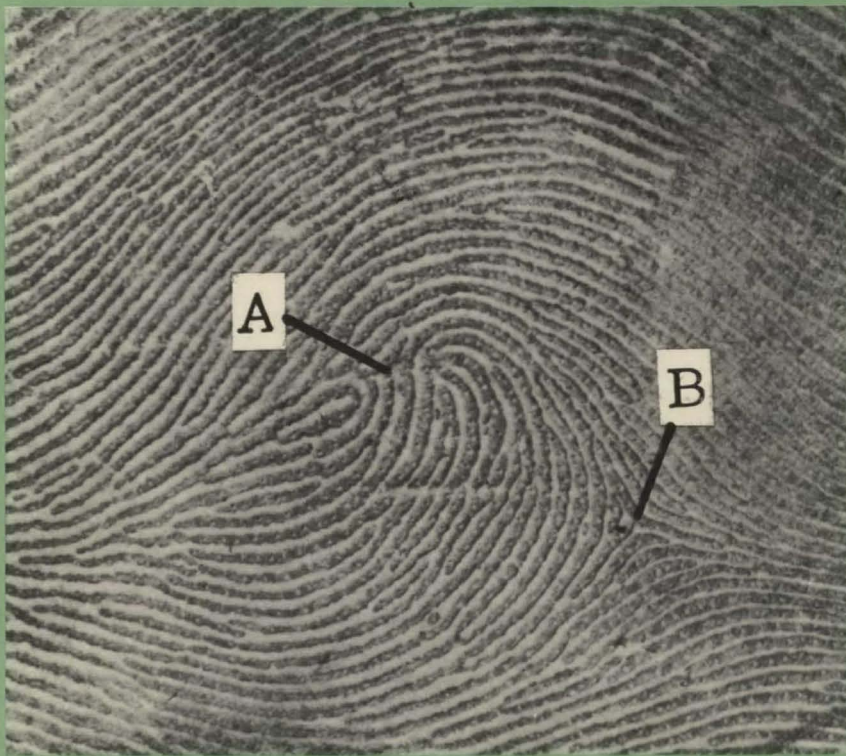
OFFICIAL BUSINESS

RETURN AFTER 5 DAYS



POSTAGE AND FEES PAID
FEDERAL BUREAU OF INVESTIGATION

INTERESTING PATTERN



The pattern presented above is classified as a double loop-type whorl with an inner tracing. The deltas are located at point A and point B.