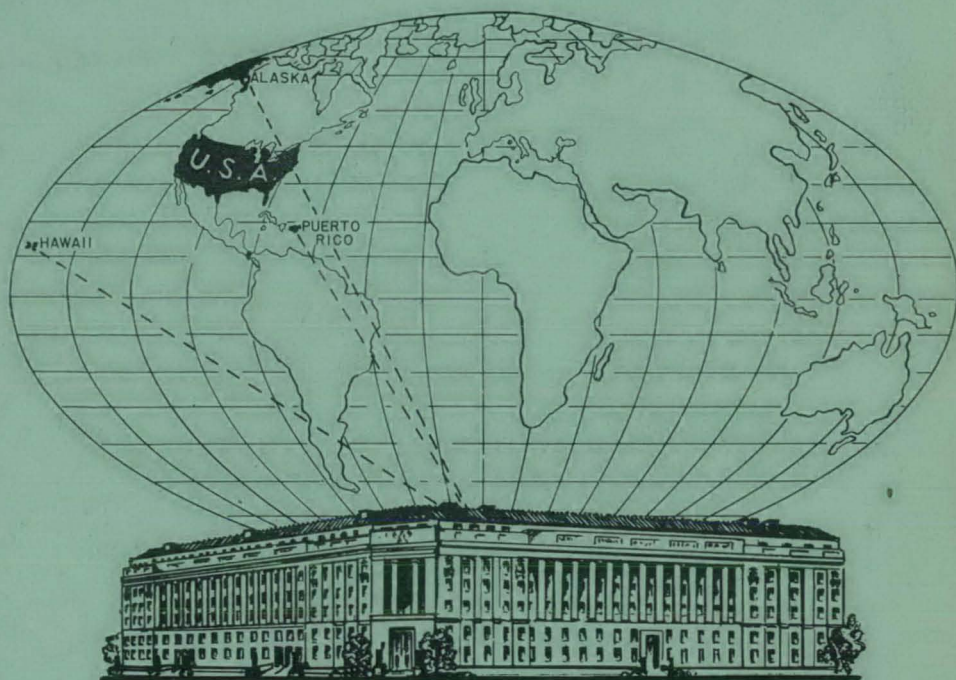


FBI LAW ENFORCEMENT BULLETIN



1942

January

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

Vol. 11

No. 1

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

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

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

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

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

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

FBI
LAW ENFORCEMENT
BULLETIN

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NO. 1

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

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

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

AMERICA AT WAR

America is at war with unscrupulous and treacherous enemies. The righteous indignation and wrath of all Americans cry out for justice and freedom from our enemies.

Japan held out the olive branch of peace to official Washington while her bombers and navy slunk into Pearl Harbor on December 7, 1941, and committed one of the most outrageous stabs-in-the-back of contemporary times.

Japan's bombs at Pearl Harbor stamped her as a treacherous nation. Japan's bombs brought death and misery to innocent Americans. Japan's bombs brought all Americans to their feet with righteous wrath. Japan's bombs hurled a peaceful America into war and set in motion the greatest potential fighting forces in the world.

Law enforcement is prepared for the fight. Over a period of years, Federal, State, County and Municipal officers have been preparing for war. We have met in schools, in conferences with the Army and Navy, in defense factories, and we have ironed out our mutual problems.

January, 1942, finds law enforcement more closely united and more fully apprised of our Nation's need than ever before. Let us continue throughout the year to keep fully informed of our individual and collective problems, and resolve steadfastly to protect America's internal security from the treachery of our enemies to the last drop of blood in our veins.

America is at war. America will show her enemies that the blood of every loyal American contains not only justice but an over-abundant quantity of - FIGHT! Therefore, as we start the New Year, let us do so with the determination that united behind the President of the United States victory is certain if we each do our job.

J. Edgar Hoover

Director

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

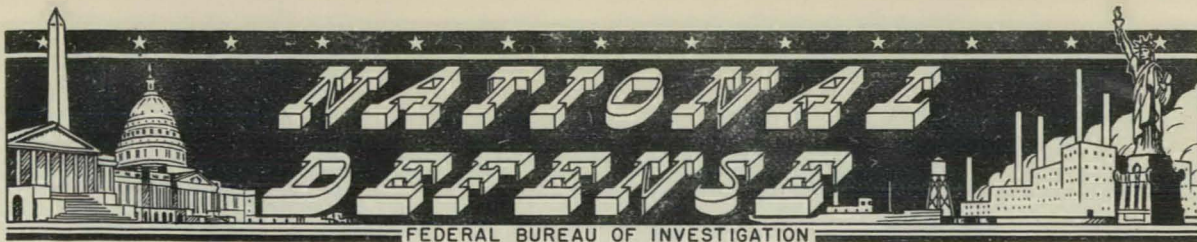


John Edgar Hoover, Director



THE FBI PLEDGE FOR LAW ENFORCEMENT OFFICERS

HUMBLY RECOGNIZING THE RESPONSIBILITIES ENTRUSTED TO ME, I DO VOW THAT I SHALL ALWAYS CONSIDER THE HIGH CALLING OF LAW ENFORCEMENT TO BE AN HONORABLE PROFESSION, THE DUTIES OF WHICH ARE RECOGNIZED BY ME AS BOTH AN ART AND A SCIENCE. I RECOGNIZE FULLY MY RESPONSIBILITIES TO DEFEND THE RIGHT, TO PROTECT THE WEAK, TO AID THE DISTRESSED, AND TO UPHOLD THE LAW IN PUBLIC DUTY AND IN PRIVATE LIVING. I ACCEPT THE OBLIGATION IN CONNECTION WITH MY ASSIGNMENTS TO REPORT FACTS AND TO TESTIFY WITHOUT BIAS OR DISPLAY OF EMOTION, AND TO CONSIDER THE INFORMATION, COMING TO MY KNOWLEDGE BY VIRTUE OF MY POSITION, AS A SACRED TRUST, TO BE USED SOLELY FOR OFFICIAL PURPOSES. TO THE RESPONSIBILITIES ENTRUSTED TO ME OF SEEKING TO PREVENT CRIME, OF FINDING THE FACTS OF LAW VIOLATIONS AND OF APPREHENDING FUGITIVES AND CRIMINALS, I SHALL GIVE MY LOYAL AND FAITHFUL ATTENTION AND SHALL ALWAYS BE EQUALLY ALERT IN STRIVING TO ACQUIT THE INNOCENT AND TO CONVICT THE GUILTY. IN THE PERFORMANCE OF MY DUTIES AND ASSIGNMENTS, I SHALL NOT ENGAGE IN UNLAWFUL AND UNETHICAL PRACTICES BUT SHALL PERFORM THE FUNCTIONS OF MY OFFICE WITHOUT FEAR, WITHOUT FAVOR, AND WITHOUT PREJUDICE. AT NO TIME SHALL I DISCLOSE TO AN UNAUTHORIZED PERSON ANY FACT, TESTIMONY, OR INFORMATION IN ANY PENDING MATTER COMING TO MY OFFICIAL KNOWLEDGE WHICH MAY BE CALCULATED TO PREJUDICE THE MINDS OF EXISTING OR PROSPECTIVE JUDICIAL BODIES EITHER TO FAVOR OR TO DISFAVOR ANY PERSON OR ISSUE. WHILE OCCUPYING THE STATUS OF A LAW ENFORCEMENT OFFICER OR AT ANY OTHER TIME SUBSEQUENT THERETO, I SHALL NOT SEEK TO BENEFIT PERSONALLY BECAUSE OF MY KNOWLEDGE OF ANY CONFIDENTIAL MATTER WHICH HAS COME TO MY ATTENTION. I AM AWARE OF THE SERIOUS RESPONSIBILITIES OF MY OFFICE AND IN THE PERFORMANCE OF MY DUTIES I SHALL, AS A MINISTER, SEEK TO SUPPLY COMFORT, ADVICE AND AID TO THOSE WHO MAY BE IN NEED OF SUCH BENEFITS; AS A SOLDIER, I SHALL WAGE VIGOROUS WARFARE AGAINST THE ENEMIES OF MY COUNTRY, OF ITS LAWS, AND OF ITS PRINCIPLES; AND AS A PHYSICIAN, I SHALL SEEK TO ELIMINATE THE CRIMINAL PARASITE WHICH PREYS UPON OUR SOCIAL ORDER AND TO STRENGTHEN THE LAWFUL PROCESSES OF OUR BODY POLITIC. I SHALL STRIVE TO BE BOTH A TEACHER AND A PUPIL IN THE ART AND SCIENCE OF LAW ENFORCEMENT. AS A LAWYER, I SHALL ACQUIRE DUE KNOWLEDGE OF THE LAWS OF MY DOMAIN AND SEEK TO PRESERVE AND MAINTAIN THE MAJESTY AND DIGNITY OF THE LAW; AS A SCIENTIST IT WILL BE MY ENDEAVOR TO LEARN ALL PERTINENT TRUTH ABOUT ACCUSATIONS AND COMPLAINTS WHICH COME TO MY LAWFUL KNOWLEDGE; AS AN ARTIST, I SHALL SEEK TO USE MY SKILL FOR THE PURPOSE OF MAKING EACH ASSIGNMENT A MASTERPIECE; AS A NEIGHBOR, I SHALL BEAR AN ATTITUDE OF TRUE FRIENDSHIP AND COURTEOUS RESPECT TO ALL CITIZENS; AND AS AN OFFICER, I SHALL ALWAYS BE LOYAL TO MY DUTY, MY ORGANIZATION, AND MY COUNTRY. I WILL SUPPORT AND DEFEND THE CONSTITUTION OF THE UNITED STATES AGAINST ALL ENEMIES, FOREIGN AND DOMESTIC; I WILL BEAR TRUE FAITH AND ALLEGIANCE TO THE SAME, AND WILL CONSTANTLY STRIVE TO COOPERATE WITH AND PROMOTE COOPERATION BETWEEN ALL REGULARLY CONSTITUTED LAW ENFORCEMENT AGENCIES AND OFFICERS IN THE PERFORMANCE OF DUTIES OF MUTUAL INTEREST AND OBLIGATION.



WARTIME AND EMERGENCY DUTIES OF POLICE *

In previous articles we have discussed the many problems confronting police during a wartime emergency such as police personnel problems, communications problems, air raid duties, and traffic problems. These various discussions, however, were more or less in the form of summaries rather than detailed discussions of the duties which are so vitally necessary in wartime. Therefore, in the article which follows there will be a more detailed discussion of the duties to be performed by police officers during wartime conditions and it is hoped that it may prove of some value to the American police officers whose burdens have increased so greatly since the treacherous and cowardly attack of Japanese bombers on Pearl Harbor, December 7, 1941.

In order to understand the problems of the police during a wartime emergency and in order that problems of administration and personnel can be logically discussed, it is believed advisable, first, to narrate the principal wartime and emergency duties which fall upon law enforcing officers during such an emergency. The normal routine peacetime functions are being intentionally omitted since this discussion has to do with those particular problems which arise as a result of the war emergency.

1. CONVOY WORK: The problem of guiding and facilitating the movement of soldiers, tanks, trucks and equipment through a given area is what is meant by "convoying." At the present time, of course, in England, there is no invasion by an armed military force other than airplanes over head. At the present time, army contingents are frequently shifted from one part of the United Kingdom to another. Threats of invasion and the likelihood of concerted attack upon a particular area, the needs for military training and the necessity for dispersing as widely as possible various armed forces all contribute to the necessity of frequent movements of military forces. As a usual rule and, in fact, at present and at all times, in advance of the actual

* This is Part Four of a series of articles which have appeared in the July, September, and October, 1941, issues of this Bulletin and which were previously entitled "Duties of Police in National Emergencies." The information contained in this series of articles was collected and compiled by representatives of the FBI during 1940-41 when they were assigned as observers in England to study the many problems vital to National Defense under wartime conditions. This study was made primarily for the benefit of American law enforcement officers in order that they might be prepared to cope with just such war emergencies as now exist.

movement of troops through a city or a rural area, a representative of the military authorities will call upon the Chief of Police personally or talk with him by telephone, advising of the fact that the movement will take place through his town or through his borough or county. The military authorities invariably take the police executives into their full confidence and these confidences are not broken. In other words, there is no discussion on the part of the police as to the prospects of such movements of troops and equipment, for to do so would probably endanger the security of the Nation and this thought is uppermost in the minds of all citizens and, certainly, in the minds of the police. The necessity of maintaining such information in strictest confidence is impressed upon all. By training, by posters and by citing examples from World War I, it is shown how information reaches the enemy's spies when such matters were discussed.

The first problem of the police after learning the size of the force and the amount of equipment, tanks and trucks and ammunition wagons is to ascertain the actual or prospective time of arrival within their jurisdiction. The general direction or final destination, of course, must be known and then the police plot on a map the most advantageous course for the military forces to follow. It should be borne in mind, of course, that during certain hours of the day traffic would be heavier than at others. The necessity of the normal movement of traffic must be borne in mind, but, of course, the war effort takes precedence over all other considerations. Therefore, an itinerary or line of march or line of movement is first established; then, at a proper time, shortly before the forces move through the city or county, diversion or detour signs are set up in order to re-route traffic over other highways and streets. If the military forces will occupy but one side of a street or the center of a street, which will permit traffic to flow on either side or both, this information is recorded and traffic is allowed to continue to move in a restricted fashion so as to interfere in no way with the armed forces. Planning must be done in advance for this work.

The police guide or escort the military forces through their jurisdiction and then, as the usual rule, will deliver them at the border line of their county or city to representatives of another police force who will continue the escort service through their respective jurisdiction. The necessity for such work is occasioned by the fact that the leaders of the troops may not know their way about the city as well as the police and, particularly at nights, during the blackouts, they can easily become lost and the police naturally and logically are the best guides. All directional and distance signs have been removed in both rural and metropolitan areas. Either motorcycles or automobiles are used for such escort services and there will be occasionally interspersed in the line of march an additional guide or policeman so that, in the event for any reason various contingents of the forces should become separated, the additional guides can assist in continuing the line of march over the previously selected route. Any group of army, navy or air force trucks or tanks, with more than ten units, will be escorted by the police in this fashion. Suggestions are made to the

military authorities to keep the various trucks and tanks fifteen feet apart and, although this is merely a suggestion, it prevents collisions in case the line of march must be temporarily halted at any time. Usually, the forces are divided into groups of twenty vehicles with three or four hundred yards between each group. The British police have very few cars equipped with two-way radios; therefore, the progress of the line of march is reported to a central station, as the usual rule, by telephone, so that, as the forces move along the streets can be opened up in their wake for the normal flow of traffic. Working arrangements are, of course, in existence between police executives and the military forces so that there is a free disclosure on the part of military authorities to the police of prospective marches and movements through their jurisdictions.

2. PROTECTION OF POLICE PROPERTY: In this type of work, it should be borne in mind that the British police have profited by the experience of prolonged bombings, in order to effect the greatest protection of their property and personnel from bombing attacks.

SANDBAGS:

In the early days, sandbags were set up in front of the entrance doors to police headquarters buildings, with a small opening for movement in and out of the building. After about a year, the sandbags began to rot and it has been necessary, in many instances, to build a brick wall on either side of the sandbags and this wall is then usually covered with plaster. Inside the two walls, therefore, will be found the sandbags, or, at times, the sandbags are removed and replaced by brick walls. These sandbags are built high enough to cover at least four-fifths of the entrance doors, i.e., eighty per cent of the doors from the ground to the top is covered. This permits the admission of some natural light above the sandbags in the daytime. It will also permit the movement of the transoms in order to get ventilation. The importance of these sandbags over doors and around doors and also on the outside of buildings adjacent to the windows, has been proven by the effect of a high explosive bomb which may fall several hundred feet away from the police building. The concussion blast from the bomb will be so intense that it will break the glass door or window and the force of the concussion may throw the occupants of a room against the opposite wall and the slivers and fragments of flying glass result in many deaths or severe injuries. In fact, it is stated that more deaths have occurred in the City of London from flying glass than from any other immediate result of the bombing. Quite naturally, therefore, similar sandbag or brick and concrete walls are established outside the first floor windows in order to provide protection for the officers working inside the buildings.

As early as 1937, Scotland Yard began to plan for the protection of police stations and other facilities in the event of air raids. It was contemplated that the work would be done by private contractors. In May, 1938, an Air Raid Precautions Department was established in Scotland Yard. A committee was formed for the purpose of surveying police buildings and facilities in order to make plans for their protection. Each committee was

the ceiling of the second floor. In some cases, steel supports were used.

For external protection, it was estimated that sandbags would be effective if placed outside first-floor windows and doors at a distance not to exceed ten feet from any opening. At first, sandbags were used to protect basement windows although later it was found that it was unnecessary to protect windows below the street level. It was also found, with respect to sandbags, that they were inefficient, that after a few rainy days and continued exposure to the weather, the sand would fall out. It was also found that rats made homes out of the sandbags. After a year and six months of the war, the Police Department became convinced that they should replace the sandbags with brick walls. These walls were designed to be fourteen inches thick. It was not felt that they would give better protection than the sandbags, but that they presented a better appearance and eliminated the need for maintenance. These walls were arranged in an offset fashion much in the manner of a maze. The effect of these blast walls arranged in offset fashion is to minimize the danger to persons in the police buildings near the doors in the event a bomb falls just outside a door. The maze arrangement is to prevent the blast from injuring people inasmuch as it has been found that the charge in the direction of the blast walls minimizes the effect of the blast.

STEEL SHUTTERS:

Steel shutters were found to be desirable for ground-floor protection. An air ventilation problem arose and, accordingly, an open type of shutter was provided. Steel-faced shutters are used instead of a full steel shutter on windows where it is desirable to remove the shutter arrangement from time to time. The steel-faced shutter is not one piece, but, instead, consists of a series of nine-by-two inch wooden planks faced with one-fourth inch of armor-plated steel and fitted with handles and end slotting. The bottom plank rests on a special sill which is constructed at the bottom of the window.

All steel shutters and wooden doors were sealed with a gas sealing tape which resembled rubber-fitted gaskets. Plywood doors were made for those entrances and exits which must be kept open for normal operation. These doors were fitted with rubber sealing tape so that in the event of a gas attack these plywood doors could be placed in the necessary openings and sealed.

Inasmuch as police buildings must observe blackout regulations, it has been found desirable to board up or cover all windows at night. The police have found most effective the use of a baffle board cover for windows. This baffle arrangement permits ventilation without permitting light to escape.

RESERVE OFFICERS:

In view of the necessity for reserves to assist in emergencies, each police station is provided with a number of reserves to assist, equalling thirty per cent of the total personnel. This

is figured on a basis of a twelve-hour day. The regular police hours of duty, however, are eight hours. Space is provided in each police station for the reserves so that while on duty they may have a place to await a call.

LIGHTING OF POLICE STATIONS:

It is recognized that in the event of an air raid the source of electricity may be cut off from a police station. Consideration was given to providing an alternative electrical source of supply; that is, a generator in each station. It was found that this would be too expensive; and, accordingly, hurricane oil lamps were adopted.

SAND DUMPS:

It was found by the police that it was desirable to have decentralized sand dumps so that sandbags might be quickly filled by contractors and the police. Special sandbag filling machines are sometimes used although the police believe that a simple chute is better than an elaborate machine. Each police station is also provided with a large quantity of empty sandbags so that in an emergency a large number may be filled and transported quickly to any place needing protection.

HOME GUARD:

The police took a part in the enrollment of the raid defense service sometimes called the Raid Defense Volunteers or the Home Guard. When invasion threatened England, the War Ministry made a radio appeal for volunteers to take over the protection of the country against invasion, to maintain order, to patrol the country by day and by night on the lookout for parachutists and other enemy forces. In the radio appeal, the citizens were urged to report to the nearest police station for enrollment. The police function, therefore, was simply that of enrollment. As soon as a citizen was enrolled and after he had been given the authority, he was transferred to the jurisdiction of the military. The Home Guard was not operated at any time by the police. From the standpoint of police control, the Home Guard does not present a serious situation inasmuch as the only firearms they may carry are rifles, long barreled weapons which cannot be concealed.

MUTUAL AID:

In order to make available a sufficient number of personnel at any point where an emergency might arise, arrangements have been effected for mutual aid among police departments. These arrangements permit the transfer of personnel from one community to another to meet emergencies. Arrangements for transfers of personnel are made telephonically.

THE OBSERVER CORPS:

Before the war, police departments in England organized volunteer corps of observers. They erected listening posts with funds made available by the Air Ministry. Each observer was made a

Special constable. The purpose of the observer was to listen and watch for enemy aircraft and to report the number, position, direction and type of airplanes. About one month before the war, all of the reports of the Observer Corps were mobilized and taken from the police departments. They were placed under the Air Ministry.

3. GUARDING PROTECTED PLACES AND PROTECTED AREAS AND VULNERABLE POINTS: Under law and by order of the Ministries, certain areas and places are designated as Protected Places or Protected Areas. For example, a factory where munitions or aircraft are being manufactured might well be designated as a Protected Place, while, along the shore line, where there are many machine gun nests, tank traps and other defenses against invasion, might be designated Protected Areas. There are three classifications of Protected Places and Areas:

(a) A place of such vital importance that only armed forces, soldiers, sailors, air force members or marines are on constant guard.

(b) Places or areas where there is a full-time protection by the police. This may be done by the police of the municipality or county alone or they may be assisted by the plant protection officers and guards of a plant or private concern. But, it is to the Government's interest that the place be protected at all times and when placed in a category whereby the principal responsibility is on the police, it should be borne in mind that the police will have to supervise or work closely in harmony with the private police forces, in order to accomplish the purposes desired.

(c) Places or areas where there is no need for a constant watch or guard, but the place is of such importance that unusual attention should be given to it for the purpose of preventing the spread of fire or to see that there are no prowlers. In such instances, the officers who are patrolling the beat in which this place or area is located have their patrols so arranged that they call at the place or area more frequently than at other places or areas and they make a more detailed inspection than they do under normal circumstances.

Of course, the purpose of protecting the Protected Places and Areas is to prevent or, at least, reduce the possibilities of espionage or sabotage. Prowlers are immediately taken into custody and, since every person in England has had to register and must carry an identification card, the police can challenge any person, suspicious or otherwise, and require that he establish his identity. In the event there is suspicion that espionage or sabotage is being attempted, the Security Service, the

National Intelligence force, which in the United States corresponds to the FBI, is promptly notified and its representatives participate in the questioning of the suspect.

In order to train for this type of work, the necessity and importance of the assignments to these Protected Places and Areas should be thoroughly explained, the importance of the Protected Area and Place to the National Defense should be made clear and the necessity for alertness at all times, for never leaving one's post and for following the instructions intelligently and thoroughly is stressed.

In connection with privately owned plants and establishments, the responsibility is on the owners or occupiers of the plant to make appropriate internal arrangements to prevent the commission of injury to persons employed on the premises and to prevent the intrusion into the interior of the place of unauthorized persons.

Among the places for which the police are held primarily responsible are the following:

- (a) Commercial oil installations.
- (b) Gas works, coke-ovens and tar distilleries.
- (c) Public electricity stations.
- (d) Private factories.
- (e) Wireless stations.
- (f) Government buildings.
- (g) Road bridges.
- (h) Sluices and land drainage works.

In the event the head of the police department considers that a point not on the list assigned to him for specific protection should be given such protection on account of its vulnerability and importance, either because of its national value or because of its importance to the life of the local community, he should call attention to this possible omission to the authorities responsible for preparing such lists and should follow their decision. In England, this authority is the Home Office.

As an aid in such protection, the police interview the persons in charge of the establishments and conduct such other interviews as may be necessary, including a contact with the guard force.

The police are permitted to take shelter during air raids if they desire provided they remain within sight of their places of duty. Quite obviously, the officers on such assignments should be prepared to take positive action, and to take custody of any aliens at such places. They should prohibit the making of photographs and any unnecessary loitering.

4. AIR RAID PRECAUTION DUTIES: These duties are so unusual, so numerous and so specialized that it would be necessary to prepare a special article on this subject, but it is being listed here at this time to call attention to the fact that these increased duties and responsibilities do

exist, in order to provide a better understanding of the need for additional personnel and the need for preliminary planning and proper organization and dispersal of forces.

5. ENFORCING BLACKOUT REQUIREMENTS: A central authority establishes the requirements for blackouts. The candle power of burning lights which are exposed to the open is determined. The amount of light that can be shown from street lamps, from traffic lights and from obstruction indicators where lights or lanterns are used is determined by the same authority. Some of the following observations as to such restrictions in London are cited as examples of the type of lighting regulations that the police are required to enforce:

(a) The lighting restrictions are effective from one-half hour after sunset until one-half hour before sunrise.

(b) Any light inside any roofed building, closed vehicle or other covered enclosure may be displayed unless some illumination is visible from the outside of the building, vehicle or enclosure.

(c) A light in a traffic signal (green, amber and red automatic controls) must be masked by an opaque disc covering the entire lens of the signal and an aperture for the emission of light in the form of a cross having arms three inches in length overall and one-eighth inch in width and lying wholly in the upper half of the signal face.

(d) A light showing a prohibitory or mandatory road sign, route number, street name or advance warning or direction sign must be so dim that, although the inscription is legible, the light from the entire sign must be inconspicuous at a distance of 250 feet under normal circumstances.

(e) Lamps on road vehicles must not exceed seven watts or the equivalent and the reflectors must be painted with black paint to render them non-effective.

(f) In the event the lamp on a road vehicle is larger than two inches in diameter, it must be screened so that no more than two inches of the light is apparent and the light which is apparent must first pass through an aperture partially obscured by inserting behind the glass two thicknesses of newspaper or other equivalent material and the side, rear and top windows of side lamps must be completely obscured.

(g) In no instance may any road vehicle carry a light that will be visible above eye level at a greater distance than twenty-five feet from the lamp.

(h) Stop lights must be so masked that the aperture is no greater than one square inch and partially obscured by two thicknesses of newspaper or the equivalent.

(i) Lighted signs for shop windows must have a total area not to exceed 3 feet in width and 2 feet in height and the maximum aggregate of illuminated letters or symbols must not exceed 144 square inches. This represents in average block letters: Eight letters 6 inches high, twelve letters 5 inches high, eighteen letters 4 inches high, thirty-two letters 3 inches high or seventy-two letters 2 inches high. The letters or symbols may be illuminated so that the maximum brightness at any point does not exceed .02 equivalent foot candles. This means that the sign should be barely legible at a distance of 40 to 50 feet and the sign must be inconspicuous at a distance of 100 feet. Flashing commercial signs may not be used and no light must be visible other than from the illuminated letters or symbols. The sign must be placed inside a window or within a doorway and the number of signs must not exceed the number of entrances normally used by the public. No sign of this type may be displayed above the ground floor and the sign may be illuminated only when the premises are open to the public and must be extinguished immediately after an air raid warning siren has sounded.

(j) A more recent approved headlight for automobiles permits either one of the headlamps, but not more than one, to meet the following requirements:

- (1) Headlamps masked so that light is emitted through a horizontal $\frac{3}{8}$ inch slit.
- (2) The nearside headlamp masked except for a semi-circular aperture 2 inches in diameter.
- (3) Either the nearside or offside headlamp screened with a new type of required mask.

(k) For factories, mines and public utility undertakings, the following lighting regulations apply:

It shall be the duty of the occupier of any factory premises, of the owner of any mine and of the persons carrying on any public utility undertaking to take forthwith any necessary measures to secure that in the event of war, throughout any period of darkness --

- (1) No light is allowed to appear from within any building on the premises or used for the purposes of the mine or undertaking; and
- (2) No lights not within a building remain alight, unless they are essential for the conduct of work of National importance, are adequately shaded, are reduced in power and, save where the Minister otherwise directs, are capable of instant extinction at any time:

Provided that this shall not apply to any light exhibited solely in the interests of navigation.

A factory inspector may serve on the occupier of any factory premises, a mines inspector may serve on the owner of any mine and the appropriate department may serve on the persons carrying on any public utility undertaking, a notice in writing requiring the occupier, owner or persons, within the time specified in the notice, to take such measures as may be specified in the notice, being such measures as are mentioned above.

(1) For hand torches (flash lights) for pedestrians, the following regulations apply:

- (1) The light must be dimmed by placing two sheets of tissue paper or its equivalent over the glass bulb or the aperture through which the light is emitted.
- (2) The light from the torch must at all times be projected downwards.
- (3) All torches must be extinguished during the period of an air raid warning.

Torches directed vertically downwards may be used by pedestrians to indicate their presence when crossing a road. They must never be directed towards a driver.

The attention of all ranks is to be drawn to the following notice issued by the Ministry of Home Security on this subject:--

The Ministry of Home Security urgently draws attention to the necessity for more care in the use of hand torches in the streets. Some members of the public are, for example, thoughtlessly flashing them into the line of sight of drivers of omnibuses

approaching stopping places. Pedestrians crossing the roads are also in many cases flashing torches in the direction of approaching vehicles.

These highly dangerous practices have been the cause of several accidents. Drivers of road vehicles are temporarily blinded. In view of the serious consequences that may follow the misuse of torches the public is earnestly requested to observe the direction already given that torches must at all times be pointed downwards and never in any circumstances should they be directed towards the driver of a motor vehicle.

(m) Whenever lights are necessary for urgent repair work, the number of lights is to be reduced to a minimum, the lights must be screened so far as practicable above the horizontal and they must be extinguished immediately when air raid warnings sound. This same regulation applies to lights being used for rescue, demolition and repair work incident to air raids.

(n) The regulations for hand lamps are as follows:

- (1) That the light emitted by the lamp shall be so directed and screened that when the lamp is placed 4 feet above the ground no direct light from any part of the lamp (including any reflector, et cetera) is visible at any point more than 3 feet above the ground at a distance of 10 feet from the lamp;
- (2) The lamp shall not be fitted with movable shutters or screens of any kind;
- (3) The intensity of the light emitted by the lamp in any direction shall not exceed 1 candle power;
- (4) The light shall be white.

(o) The following are permitted in connection with railroad lighting:

- (1) Essential lights required to indicate obstructions in so far as they comply with the following conditions, namely, that the candle power does not exceed 1.0 and that no light is thrown

upwards and that no appreciable glow is produced on the ground.

- (2) A. Searchlight and multiple lens color light signals which are screened by hoods 2 feet or more in length;
B. Other signal lights.
- (3) Head lamps and tail lamps of trains.
- (4) Lights essential for the illumination of important stations and depots, in so far as they comply with the following conditions, namely, that they are so screened that no light is thrown above the horizontal and that the direct intensity of illumination at ground level or on any surface visible from the air does not exceed .002 foot candles.
- (5) Lights essential for the internal illumination of signal boxes in so far as they comply with the following conditions, namely, that they are so screened that no light is thrown above the horizontal; that the intensity of illumination is reduced to the minimum necessary for the operation of the signals; that no direct light is thrown on any part of the window area of the signal box.
- (6) Lamps in trains used for internal illumination in so far as they comply with the following conditions, namely, that the intensity of illumination does not exceed .006 foot candles at any point at a distance of 5 feet from the lamp and, in the case of any lamp other than five watt blue sprayed neon lamp, that each lamp is covered with some completely opaque material so that no light can pass except through a single circular aperture at the base not exceeding 7/8 inches in diameter.

(p) The following regulations apply to the lighting of docks:

- (1) Lights in any ship or vessel in so far as they comply with the following conditions, namely, that they are necessary for the conduct of work and are either emitting light to an intensity measured on the ground not greater than .002 foot candles and that no

direct light is visible above the horizontal or that the light is a shaded lamp of candle power not exceeding 1.0 and in the case of any ship or vessel (not lying alongside a pier, quay, wharf or jetty) are lights authorized by order of the Admiralty under the Defence Regulations, 1939.

- (2) Lights for the purposes of any permitted roadway.
- (3) Lights used to indicate obstructions and other danger points in so far as they comply with the following conditions, namely, that they are necessary for that purpose and that the candle power does not exceed 1.0; that no light is thrown above the horizontal and that no appreciable light is thrown on the ground.
- (4) Lights necessary for the conduct of work which either do not emit light to an intensity measured on the ground greater than .002 foot candles and do not render any direct light visible above the horizontal or are shaded lights of candle power not exceeding 1.0.
- (5) Lights carried by any ship or vessel on an inland waterway which are treated in a similar manner to the corresponding lights in any ship or vessel of a like class subject to any order of the Admiralty under the Defence Regulations, 1939.
- (6) Lights under the control of any general or local lighthouse authority.
- (7) Navigation lights carried by aircraft or at aerodromes in accordance with Air Council instructions.

(q) As for lights in churches during early morning church services during the blackout period, including periods when an air raid warning is in operation, all windows must be covered completely, the lighting in the church is restricted to the minimum necessary to enable the minister to read the service and there may be a few screened or dim lights sufficient to enable the congregation to move to and from their places. Police officers, if appealed to for advice, should see themselves

that the lights used are necessary and that they are screened as much as possible and that no light is thrown upward. Of course, if all the lighting inside the church is obscured from the outside and the arrangements at entrances are such that when the doors are opened there will be no light apparent from the outside, then lights such as are necessary may be utilized.

(r) When police, fire, civil defense vehicles and ambulances are used, a light may be displayed in and for the purpose of a sign indicating the type of vehicle if the work of the vehicle is urgent, but the lettering must be in block letters, must be white on a black background and the lettering must be covered with a diffusing material so that the brightness is reduced to a level which renders it only just legible at a distance of 50 yards. Also, a semicircular hood projecting at least 4 inches must be fitted above the letters. The light must in no instance be thrown upward.

The enforcement of lighting regulations is a job for the police.

It is, of course, permissible, in theatres, residences or any other private or public place, for lights to be on during the blackout provided no light is emitted from the premises. This is usually brought about by means of a colored shade through which no light will pass. In other words, the ordinary window shade of adequate thickness, and, in addition, heavy, opaque drapes which overlap are utilized. These drapes are fixed securely at the sides of the windows and doors and are fixed with hooks and eyes or clasps or pins to fasten them together after they have overlapped at the center, so that, through carelessness, the light will not be observable.

Policemen on patrol should be constantly alert for any evidence of a violation of the lighting restrictions, since the display of lights serves to guide enemy aircraft and enable them to use bombs, both incendiary and high explosives, for destruction of lives and property. It may be noted that penalties are provided for these violations and the courts have no hesitancy in imposing severe sentences, even though accidentally or thoughtlessly or through negligence the lights were found in violation of regulations.

6. INCREASED TRAFFIC CONTROL DUE TO WARTIME CONDITIONS:

This heading is being listed at this time, although not discussed in detail, as it was discussed in detail in the September, 1941, issue of this Bulletin.

7. ENFORCING LAWS AGAINST UNAUTHORIZED USE OF CAMERAS AND CHART MAKERS: The police will immediately arrest any person who, without a

permit, takes any photograph anywhere in the United Kingdom or who is making charts or drawings, etchings or paintings of any area or section of the United Kingdom. Naturally, this law is for the purpose of reducing possibilities of espionage and sabotage.

8. ENFORCING LAWS CONTROLLING NOISE: By order of the Secretary of State, the making of any noise which appears to the Secretary of State or those designated by him to be unnecessary is prohibited by law, particularly if such noise would be useful to an enemy or would interfere with measures taken for the defense of the realm or in the interests of the public safety. Naturally, such a regulation would apply to any imitation of the air raid warning siren. In fact, phonograph records were made of air raid siren sounds and it was subsequently ordered that all these records, as well as the master record, be destroyed, since the use of such a record with a loud speaker could immediately simulate an air raid siren to such an extent that it would interfere with the defense of the realm.

No exemptions from the provisions of the Control of Noise Order can be given to permit the use of hooters, whistles, et cetera, to herald the New Year on the 31st of December. Superintendents are to take such measures as they may consider necessary to prevent breaches of the Order.

Subject to the provisions of the Order, no person shall, in any area in Great Britain, sound any instrument or cause or permit any instrument to be sounded, except:

(a) For the purpose of making a signal, in accordance with directions given by the local authority or chief officer of police for the area, to indicate that an air raid by the enemy is expected or is in progress or has ceased, or that noxious gas is present, or that danger from such gas has ceased; or

(b) In such circumstances that the sound of the instrument is not liable to be mistaken for any such signal as aforesaid; or

(c) For the purpose of testing the instrument, or carrying out any exercise, in accordance with directions given by the local authority or chief officer of police for the area.

Subject to the provisions of the Order, no person shall, in any area in Great Britain, fire, or cause or permit to be fired any maroon or firework in such circumstances that the noise caused thereby is audible in any place to which the public has access.

Nothing in this order shall prevent:

(a) The use of any instrument, or the firing of any maroon or firework, by a servant of the Crown in the course of his duties as such;

(b) The use of any instrument by a constable in the course of his duties as such;

(c) The use of a bell by a member of a fire brigade or auxiliary fireman in the course of his duties as such, or the use of a bell for the purpose of assembling or summoning a fire brigade or giving warnings of a fire;

(d) The use of any instrument, or the firing of any maroon or firework, by a duly authorized person for the safety or guidance of shipping or for summoning assistance to a vessel in distress;

(e) The use of any instrument or fog signal by a duly authorized person for the safe working of any railway (whether used for the purposes of public or private traffic) or crane;

(f) The use of a bell by the driver of an ambulance in the course of his duties as such, or the use of a bell or horn on any vehicle in such manner as may be necessary for ensuring the safety of persons using any highway;

(g) The use of a bell in association with a burglar alarm; or

(h) The testing of boilers in accordance with any Act, or any regulations, rules or bye-laws made under any Act, after giving public notice thereof in accordance with directions given by the chief officer of police for the area.

In this order:

(a) The expressions "chief officer of police" and "local authority" have the same meanings as in the Defense Regulations;

(b) The expression "fire brigade" means any fire brigade whether or not the purpose thereof is to provide fire services exclusively for the person by whom it is maintained;

(c) The expression "instrument" means any siren, hooter, whistle, rattle, bell, horn, or other like instrument;

(d) The expression "railway" includes a light railway and tramway.

9. REDUCING THE AREAS OF PATROL BEATS AND ESTABLISHING PATROL POSTS:

It may be well to mention here that throughout the United Kingdom there are employed more than 1,700,000 air raid precaution employees who are engaged as Wardens, Lookouts and Observers and are engaged in various rescue, demolition, first aid and other similar work in connection with air raids. Air Raid Wardens patrol areas in pairs, the area sometimes being smaller than a police beat and at times considerably larger, depending upon circumstances. Spotters appear on roofs of all public buildings and large buildings in metropolitan areas and in each block of the residential area, in order that they will be immediately available to put out fires caused by incendiary bombs and to observe the movement of antiaircraft and report this movement. Home Guards are stationed throughout the realm and Aircraft Spotters are located in all sections of the United Kingdom. All of these observers are on duty at various shifts and at various times, in addition to the Military establishments, i.e., the Army, Navy and Air Forces, and in addition to the police force.

In order to keep the Police Commissioner and his aides informed as to conditions during air raids, in order to be alert for unauthorized persons being in prohibited areas, in order to enforce the regulation that aliens are not permitted on the streets after twelve midnight, in order to observe any unusual fact or circumstance that might be valuable to the defense, it has been necessary to reduce beats in metropolitan areas where bombings are more frequent and to increase the number of patrolmen and patrol posts. An increased number of police telephone booths have been established and they, too, are provided with the same sandbag protection devices so that during an air raid, the police officer, if he desires to do so, and he seldom does, may take refuge and shelter in the police post or telephone booth. This booth is approximately the size of an American telephone booth and they have been increased in number throughout the metropolitan areas. Planning for this work in advance is important and necessary.

10. ESTABLISHING REGULAR AND EMERGENCY COMMUNICATION METHODS:

(This subject is of such importance that it was dealt with separately in the October 1941 issue of this Bulletin.)

11. COOPERATING WITH HOME GUARD AND MILITARY FORCES COMBATTING ENEMY PARACHUTE TROOPS: In the event a police officer observes a landing by an enemy parachutist or upon his receiving information to this effect, he is at once to transmit the information (a) to the War Duty Officer at the Commissioner's Office by means of the telephone in a police box or a public telephone, whichever is more readily available and (b) to the police station unless this has already been done by means of telephone. The station officer upon receipt of this information, will inform the nearest Naval or Military establishment or the Royal Air Force station and will also transmit the message immediately to the War Duty Officer if the reporting officer has not already

done this. Any action deemed necessary will be taken by the Naval, Military or Royal Air Force authorities, but the police should, of course, cooperate with them as far as practicable.

12. DUTIES IN CONNECTION WITH GROUNDED AIRCRAFT: It will usually fall upon the police to take the first steps to deal with aircraft which have crashed or have made forced landings. If the police observe or are informed that an aircraft has crashed, whether or not it is believed to be an enemy aircraft, the nearest Royal Air Force station should be notified as soon as particulars are available. This will be done in that the Officer on the beat will communicate with his station and the station in turn will communicate with the War Duty Officer in the Commissioner's Office.

Police officers are warned to be careful in approaching an enemy machine which has landed, as it may carry a bomb specially prepared for destroying the machine. If the crew has left the machine, the officer should not go nearer than 250 yards, unless he is behind cover, for at least fifteen minutes. When this time has lapsed, he should take one of the members of the crew with him and if he is reluctant to go it may mean that the time bomb has not yet gone off and he should prolong the extent of time before approaching the plane. The officer should deal with any surviving members of the crew who may need speedy medical attention and also guard the wreckage. If the crew does not indicate its surrender voluntarily, armed assistance should be obtained as speedily as possible. Dependent upon local circumstances and the proximity of Military or Air Force stations, it should be determined whether the Military authorities should be informed.

If Military and Air Force assistance is not obtained, all practical steps should be taken to prevent the crew of the enemy aircraft from setting fire or otherwise damaging the plane, all prisoners should be searched, names, ranks and regimental numbers should be obtained and any documents should be properly labeled and placed in a separate bag for each man. The prisoners are to be segregated into three groups, namely, officers, non-commissioned officers and men. They should not be permitted to communicate with any unauthorized person or with each other, if possible. Dead bodies should be kept under guard until they have been searched.

13. ACTION IN CASE OF GROUNDED BARRAGE BALLOONS: Over metropolitan and industrial areas are barrage balloons which extend into the air and are held in place by steel cables. The purpose of such a balloon is to support the cable at the maximum height possible during an air raid, so that if the enemy aircraft dive for the purpose of bombing an area they may strike the cable causing the destruction of the aircraft, or if they do not dive, the purpose served by the barrage balloon and its cable is to maintain the enemy aircraft at as high a position as possible, in order to interfere with the accuracy of their bombing operations.

If a police officer observes a grounded balloon or receives reliable information that a barrage balloon has been grounded, he should notify the Information Room of the police department at once by telephone, giving the name and place where the balloon has landed or has become attached to some object on the ground. The number of the balloon should be given when possible. The officer should also inform his local station in order that a police guard can be provided to take charge of the balloon until the arrival of the Royal Air Force party. He should also prevent unauthorized persons from handling the balloon or the cable and he should stop smoking in the vicinity since the balloon contains inflammable gasses. Special instructions are usually issued as to how to tie down a balloon which has fallen. Particulars as to damage caused by the balloons and the falling of the cables should be reported to the central desk established for this purpose. Extreme care should be exercised at all times in avoiding the handling of balloons which are in contact with live power or electric wires.

14. PROVIDING ALL PERSONNEL WITH GAS-MASKS AND TRAINING THEM IN DECONTAMINATING THEIR CLOTHING AND IN DECONTAMINATING SPECIFIC AREAS IN THE EVENT OF GAS ATTACKS: Each police officer is given a special course of instruction in anti-gas methods. The course consists of twenty-one hours of instruction and is given in three-hour periods. The subjects included in this course of training follow:

1. The nature of properties of war gas.
2. Methods of gas attack from the air.
3. The detection of gas.
4. The protection of eyes and the lungs.
5. The protection of the body.
6. First aid for gas casualties.
7. Dressing and undressing in the protective suit.
8. The decontamination of materials.
9. The decontamination of streets and buildings.
10. The use of the gas van.
11. The decontamination of food.
12. The use of gas-masks or respirators.
13. How to gas proof a room.

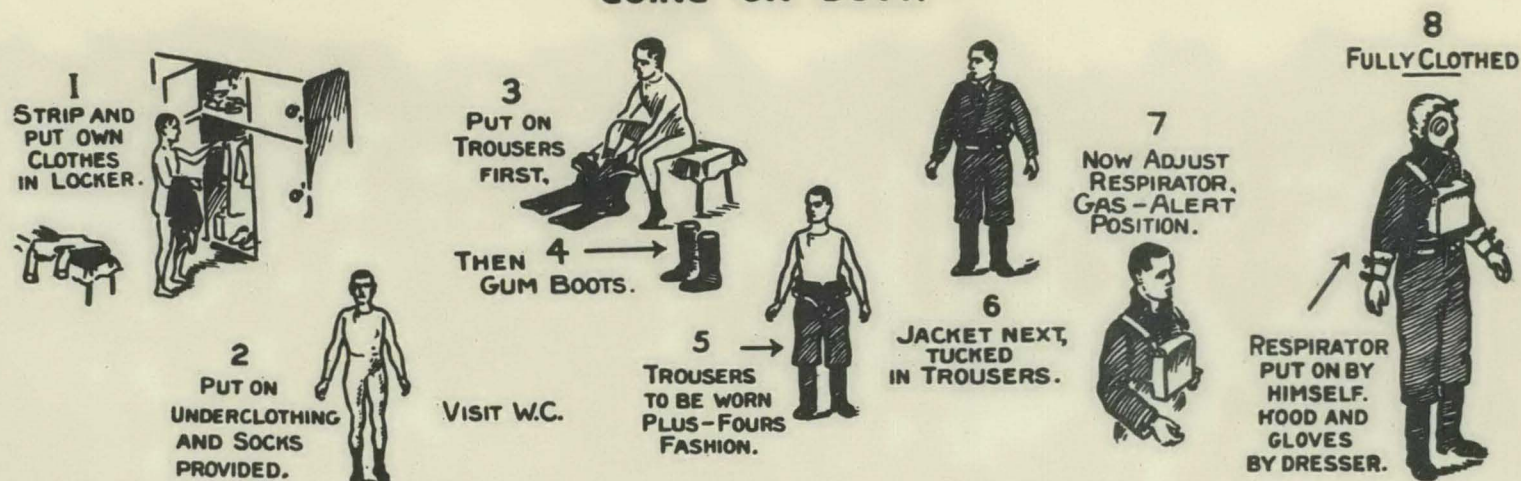
In each police station there has been provided a decontamination system for the use of police officers. It is contemplated that in the event of gas attack, police officers would be required to remain on duty. Accordingly, each police officer is provided with a gas suit which is made of rubberized material and completely covers the entire body, including a rubberized skirt to cover the face, rubber gloves for the hands, rubber boots and oilskin type clothing generally. In addition to this light equipment, each police station is provided with complete suits of the same type but made out of a heavy rubber material. The heavy duty type of equipment is intended to provide for special squads who would be charged with assisting in the decontamination of streets and houses. This decontamination would be accomplished by washing liquid gas from the streets, using water. Police officers on the street assisting in such duties would necessarily have to be provided with heavy anti-gas suits. Police officers coming on duty would in the event of gas attacks put on the special anti-gas clothing. On return from duty to the police station it is obvious that if there was gas on the clothing, this gas would be carried into the police station and would become a danger. Accordingly, in each police station a particular portion of the space has been set aside as a gas decontamination section. This section contains special entrances and exits, special seats, special bins for gas clothing, air locks, special shower rooms, et cetera.

A police officer reporting off duty from a place where he had been exposed to gas would enter a door designated as "Foul in Door." He would then walk into the "Foul Undress Room." In the "Foul Undress Room" he would step into a bleach tray containing a chlorine solution which would cleanse the soles and lower portion of the sides of his rubber boots. He would then walk to the "Undress Bench" and would stand in front of the bench. At this point his clothes would be removed by an officer on duty for that purpose who would remove all his clothes in a certain definite order. (When going on duty the clothes are placed on in a certain definite order also.) An illustration of the dressing and undressing method follows on the next page.

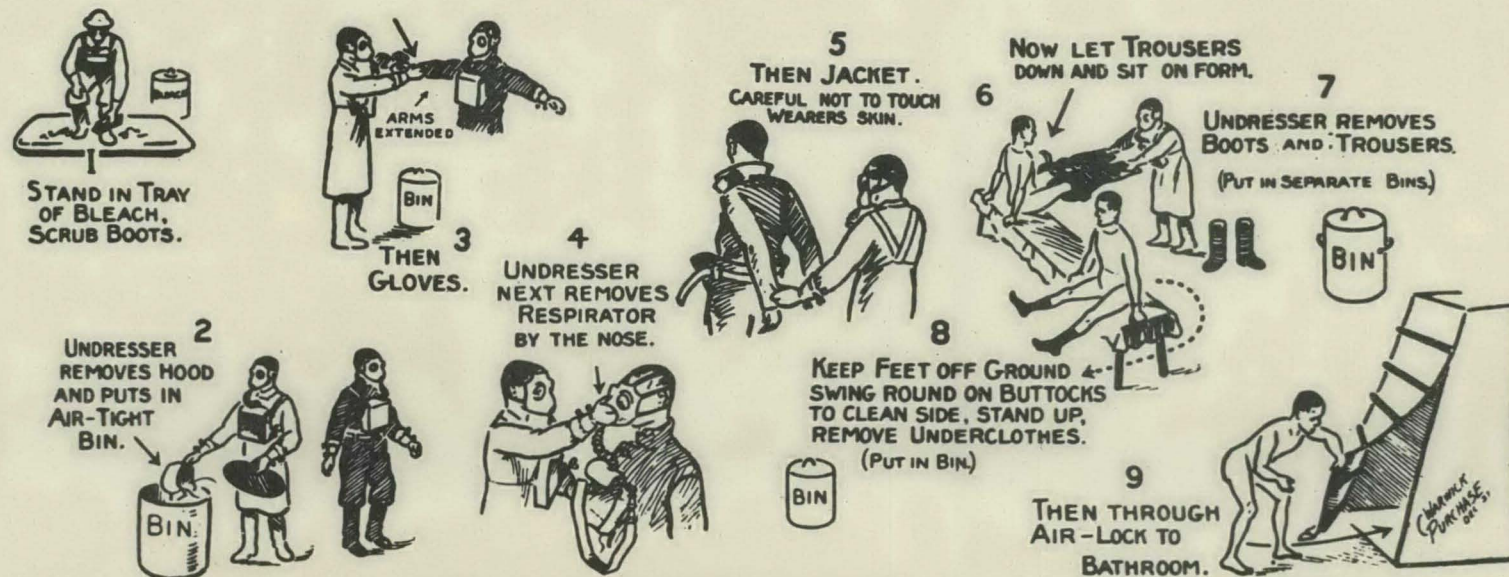
After the clothes have been removed the officer steps to the opposite side of the bench and out of the room. The side of the room on which his clothes were removed is called the foul side; the opposite side of the bench is called the clean side. The officer walks out of the clean side into the shower room. Here, he bathes, using hot water and soap. Special eye douches are available, both eyecups and small diameter hoses being used. After the shower, the officer walks into the "Clean Dress Room." This is the ordinary locker room containing his street clothing and his clean uniform. The officer then leaves the "Clean Dress Room" by going out through the "Clean Out Door."

When coming on duty and preparing for duty in a gas attacked area, the officer comes in the "Clean in Door" and proceeds to the "Clean Dress Room." After being dressed according to the definite arrangement in gas clothing, he goes out through the "Clean Out Door."

GOING ON DUTY.



GOING OFF DUTY.



Drawings of "Going On Duty" and "Going Off Duty" Dressing Procedure

Service respirators or gas-masks are issued by each subdivisional station in a haversack or container. Each container has in it a field dressing, anti-dim outfit, eyeshield and a tin of any bleach ointment which can be provided from available stocks. A cleaning cloth is also provided. Included among other equipment issued are heavy protective clothing, including jackets, trousers and gloves (a uniform is not worn under this oilskin clothing); light protective clothing, including jackets, trousers and gloves, which can be carried in the haversack; gum boots and rubber over-boots; steel helmets, curtains for use with steel helmets; and eyeshields to protect the eyes against the liquid spray. All of the above are available for use in the event of an air raid attack with gas or any other gas attack. All officers of all ranks and all men are required to carry their haversacks with respirators and equipment with them at all times, both on and off duty.

15. ENFORCING LAWS CONCERNING ILLEGAL USE OF FIREWORKS AND LIGHT SIGNALS: Such laws as are enacted are for the purpose of preventing the signaling of enemy aircraft, particularly so as to help them direct their bombing operations. During air raids particularly all officers should be constantly alert and immediately report any indications or reports of such illegal practices.

16. CONTROLLING THE SALE OF MAPS AND CHARTS: This calls for the enforcement of laws which will prevent aliens from being able to find their way about by the use of maps and charts and any person found in possession of a map or chart who is unable to give a satisfactory explanation for its use should be required to surrender this item and if he is an alien he should not be permitted to carry it at any rate and he should be the subject of an investigation concerning the use of such equipment, looking toward his prosecution.

17. AIDING NATIONAL OFFICERS IN AN EMERGENCY INTERNMENT PROGRAM: In connection with the operations of the national intelligence services, such as the Federal Bureau of Investigation in the United States and such as the Security Service in England, with the outbreak of war it became necessary to enlist the assistance of police in taking into custody alien enemies and others who were to be interned. Laws and regulations permitted the Home Secretary to set in motion regulations for the issuance of warrants by police superintendents or police officers of higher rank for individuals whose activities are inimical to the internal security of the realm, including aliens. Based upon such warrants, executed and signed by superintendents of police and police of higher ranks, police officers will take into custody individuals for whom the warrants have been issued, will bring them to a central headquarters which has been prearranged and, there, deliver them to the Military authorities for internment.

It might be cited, for example, that an officer would be given eight or ten warrants for the arrest of aliens and others to be interned, all these warrants being for individuals residing or working in the same area or section of the city. The procedure in England would be for the

police officer executing these warrants to go alone, or with a patrol wagon accompanying him, to each of the places of residence or places of employment, usually the former, knock on the door and inform the person to be interned of the existence of the warrant and the fact that he was to be interned. He would then tell the individual to make his adieus and pack a small kit of clothing to take along with him and the officer would be back in fifteen or twenty minutes to escort him to the central headquarters. The officer would then be on his way to go to the next place and give similar notice and then would drive back by fifteen or twenty minutes later and the prospective internee would be in the front of his house waiting to accompany the officer to the headquarters. Of course, this brought on many questions as to possibilities of attempts to escape, but there seems to have been no such attempts for the reason, as stated by the British officials, "There is no place for them to go." The United Kingdom is comparatively small, everyone has to bear identification and registration cards and their location would be an easy matter, which is realized, and it is a general practice to obey the commands of the police officers in the United Kingdom. Following their assembly, they would be taken into custody by Military authorities for internment at selected places under Military guard.

18. THE PREVENTION OF MALICIOUS ACTS BY HOSTILE CIVILIANS:

It was noticed that in public parks and other places where meetings of subversive groups were in session when such meetings were permitted at all, both before and during the war period, police officers would be present, would make extensive notes, would maintain order and if the crowd became riotous they would take appropriate action either to get reinforcements, if necessary, or to quell the disturbance. These duties are very similar to peacetime duties. The number of such meetings is greatly reduced due to the internment of most of the German and Italian aliens and the prevention of malicious acts would come under the heading of routine crime prevention under the normal procedures of police activities.

19. ASSISTING NATIONAL OFFICERS IN WORK OF INTERNAL SECURITY:

For this purpose, in the larger departments, there would be not only a war emergency office, but, also, a Special Branch; that is, a special division or group of officers detailed particularly as a squad or division to cooperate in the handling of intelligence and National Defense matters. They cooperate with the Security Service which is the domestic intelligence service in the United Kingdom and which corresponds very closely to the Federal Bureau of Investigation in the United States. There is wholehearted, full, free, enthusiastic and intelligent cooperation rendered because it was a joint responsibility, and, recognizing the necessity for coordinated work, the police officers worked in close liaison with the Security Service and reported violations to that Service and conducted investigations requested by that Service.

20. PROTECTING PROPERTY IN EVACUATED AREAS: Prior to and even after the air raid bombings of London and other metropolitan areas, there was a rather large movement of evacuation. Women and children particularly

were urged but not compelled to leave the so-called danger zone to go into a more neutral zone where bombings were less likely. They would go to the interior portions where the cities were smaller and where there was no industrial or munition manufacturing enterprise and where a bombing would not be expected. Naturally, this led to vacated buildings and residences, and the police had to be more alert than usual to aid in the protection of such property to prevent breaking and entering, larceny and theft in the areas from which the evacuees had gone.

21. ASSISTING IN THE ENFORCEMENT OF WARTIME REGULATIONS: Many of these restrictions and regulations have already been mentioned, but there are many others which have been enacted and many modifications are made from time to time and only the principal restrictions and regulations are being referred to in this article due to the fact that conditions in England and in the United States are not identical and the necessity for repeating all of them does not become apparent at this time.

22. PLANNING IN ADVANCE AN ADMINISTRATIVE REORGANIZATION OF THE DEPARTMENT TO MEET WARTIME EMERGENCIES: It is quite obvious, as previously stated, that patrol posts in industrial and business areas had to be made more numerous and patrol areas shortened. It is also obvious that groups such as the Special Branch would have increased duties while the C.I.D. or regular Detective Branch would have a smaller number of duties to perform. There would be heavier burdens on account of increased casualties in traffic, on account of blackouts and on account of bombings which would make it necessary to increase the traffic control staff. There would be more communications by telephone and telegraph than during peacetime and increased facilities and personnel for this work would be required.

In larger departments and in danger zone areas it would be necessary to maintain constant vigilance twenty-four hours per day and a reorganization with this in view would be required with Commanding Officers in charge of each division or each shift. Specialized training in all the various emergency duties herein enumerated would have to be given and this training can be given in advance of an actual emergency. The increase in the number of police executives, as well as the policemen on the beat and assigned to special duties is obvious. All of these observations lead to the necessity of police administrators conferring in advance of actual wartime emergency with appropriating bodies, city managers, town and county councils, for the purpose of drawing up plans to meet the emergencies which will be expected to arise. This will require administrative reorganization, increased personnel, increased equipment, increased appropriations and in order to avoid delay, it was found necessary in England to begin planning this work long before actual war had been declared and long before the bombings had started. This preplanning and completion of preliminary efforts for mobilization in time of war undoubtedly did much to maintain the morale of the public and to prevent the hysteria which might likely have arisen otherwise.

23. AIDING ALL CIVILIAN DEFENSE SERVICES: Fullest cooperation with the national coordinating service for intelligence in the investigation and enforcement of internal security matters is taken as a matter of course by the British. They fully cooperate, also, with the Home Defense and Air Defense and the Air Raid Precaution service, the Naval, Military and Air Forces establishments throughout the United Kingdom.

24. AIDING IN EVACUATION: When the orders for evacuation were issued, although they were not compulsory, thousands of women and children and many men left the danger zones for a more neutral and safer area when air raids were expected and when they actually arose. It was necessary to establish a central place for meeting, usually a schoolhouse, auditorium or some community center, and, from there, buses would transport the evacuees to railroad stations and trains would transport them to the safer zones. The police were called upon to aid in routing the buses, in maintaining order, in directing traffic and in the normal usual police functions incident to such mobilization of civilians and their movement.

25. PREVENTION OF LOOTING DURING AIR RAIDS: The problem of looting after a store building or jewelry shop, for example, had been struck by a bomb, was a serious one, so serious, in fact, that a death penalty can be imposed for anyone found guilty. The police had to enforce this law and, under the separate heading "Air Raid Precaution Duties," further details concerning its enforcement are set forth.

26. REPORTING OF DAMAGE TO SEWERS, WATER MAINS, LIGHT CABLES AND GAS MAINS: It is the responsibility of the policeman, during an air raid, to note and promptly report any damage to sewers, water mains, light cables and gas mains. When the gas is ignited it is his function to aid in maintaining order and keep the people from approaching the flames to such an extent that they might be injured. When light cables are broken, the same responsibility arises in order to prevent the public from being electrocuted. Reports of any damage of this type are required to be made promptly to the sub-stations and from the sub-stations to the central control areas and the War Emergency Officer.

27. MISCELLANEOUS DUTIES: There were numerous other miscellaneous duties required of the police in England, such as the posting of mobilization orders and the aiding in billeting of military personnel, enforcing the War Department regulations for the impressment into the service of horses and horse-drawn vehicles and the posting of various programs incident to defense.



PREVENTION OF SABOTAGE

Now that the United States has, through no fault of her own, been catapulted into war with the despicable Axis powers, we as peace officers must maintain a constant vigil to prevent sabotage of every type. During the past twenty-seven months, since Hitler's hoards first ran amuck in Poland, America has taken precautions to prevent a wave of sabotage such as that which occurred during a similar period in World War I.

During the last war a veritable wave of fires and explosions shocked unsuspecting Americans into the realization that scattered among us were vermin whose purpose was to undermine the Governmental structure, stop the flow of war materials to the Allies and destroy the morale of the American people. From this first World War experience our Government benefited and in the fall of 1939 as the war clouds gathered in Europe, President Roosevelt directed the FBI, in cooperation with the Army and Navy, to take the steps necessary to prevent sabotage, coordinate counterespionage activity and receive all complaints and information relative to subversive activities in the United States.

The FBI has been cognizant of the serious dangers confronting this Nation and since the President's directive of September, 1939, has done everything possible to prevent hysteria; to encourage the reporting of any suspicious actions to the proper authorities; to encourage cooperation of the public with the police and the FBI in all internal security matters; and has consistently pointed out to citizens the danger of amateur sleuthing during a National crisis.

One of the most important sabotage preventive tasks accomplished by the FBI has been the surveys made of defense industries by FBI Agents for the purpose of strengthening the protective facilities of such plants against sabotage. The Army and Navy turned over to the FBI lists containing the names of several thousand industrial factories engaged in the production of National Defense material for the purpose of having FBI Agents go into these plants, inspect them carefully, talk to the personnel, make notes of the weaknesses in protection devices, and make the recommendations necessary to adequately protect such plants from sabotage.

In the conduct of these surveys plant employees became cognizant of the precautions being taken and the effect upon the morale of the personnel was good. The surveys made honest employees, interested in

America's future, feel safer while at the same time they made the employees bent on sabotage hesitate to carry out destructive plans realizing the possibility of being detected. Millions of Americans employed in airplane factories, shipyards, mills, et cetera, have seen the results of these surveys and are now cooperating with the FBI to keep the wheels of America's defense industries turning.

Officials and Agents of the FBI have held conferences, given lectures, held schools, and advanced other educational programs to prevent sabotage to our public utilities, our docks, our wharves, our seaports and our railroads.

Literally hundreds of meetings have been held with local law enforcing agencies all over America to further cement Federal, State and local law enforcement cooperation in preventing sabotage as well as to exchange ideas and information as to the best ways of performing the task on a local and Nation-wide basis.

Suspected sabotage cases have been investigated by the FBI to determine if the damage done was caused by saboteurs under the direction of a foreign power. In almost every case investigated it was revealed that no actual sabotage was done but the damage had been caused by accident, carelessness, personal grudges, inexperience and other reasons remote from sabotage. During the course of these investigations it has been necessary to confer with thousands of defense employees who not only cooperated with our Agents but volunteered to be on the alert in the future for any suspicious activities, and report such activities to the FBI.

Plant officials have called to the attention of the FBI the fact that an investigation of suspected sabotage frequently eliminates petty grudges and makes the workman aware of the dangers of sabotage and the fact that the destruction of a plant at the hands of foreign agents not only interferes with the National Defense production of the United States but will also interfere with their livelihood.

It is also known that labor unions have organized committees to police their own membership, in order to prevent any activities which would be against the welfare of the United States.

The FBI feels that from its surveys of factories and its investigation of suspected sabotage that the workmen in our factories are now aware of the dangers of sabotage to themselves, their families and their country and this recognition of danger has undoubtedly served as a great sabotage preventive.

CIVILIAN DEFENSE

War against the Axis powers finds the law enforcement agencies of the United States well prepared to take any and all action necessary to protect the internal security of the United States. The law enforcement agencies of this Nation are well prepared and adequately equipped to handle emergency wartime police duties and problems.

All preparations for the present extreme emergency are exemplified by the FBI's civilian defense courses for police which were originally established on October 27, 1941, with the official approval of the Director of Civilian Defense for the United States. Two-day courses for executives representing local police departments, sheriff's offices and county and state law enforcement organizations were held in 54 key cities throughout the United States from October 27 to November 17, 1941. That police officers were vitally interested in the information to be furnished to police officers during this course of training is illustrated by the fact that 5,619 police officials were in attendance at these two-day courses and they represented 5,145 different law enforcement agencies.

Immediately after the culmination of these two-day courses a more intensive series of courses for subordinate police officers was initiated. Six-day schools for subordinate police officers began on November 17, 1941, and are scheduled to run until April 18, 1942. These schools will be held in 260 strategically located cities throughout the United States where the officers who have the responsibility for the actual carrying out of detailed operations are being trained for their specific emergency wartime duties.

The two-day courses for police executives were held in the principal cities on the Pacific Coast, such as San Francisco, Los Angeles, San Diego, California; Portland, Oregon; and Seattle, Washington. Similar courses were also held in the metropolitan Eastern cities of the United States in close proximity to the Atlantic Coast, covering such cities as New York City; Boston, Massachusetts; Baltimore, Maryland; Savannah, Georgia; and Miami, Florida.

The various schools for six-day courses for subordinate police officers now being held have been completed in a majority of the cities above-named, and concentrated attention has been given to the scheduling of these schools in the Pacific Coast area, Southwestern border cities near the Gulf of Mexico, the Atlantic Seaboard, and those cities covering large industrial areas. From December 15 to 20, 1941, schools were held in the following cities: Albany, New York; Detroit, Michigan; Beaumont, Texas; West Palm Beach, Florida; Richmond, Virginia; Vancouver, and Yakima, Washington; and Riverside, Fresno, Santa Barbara, Sacramento, San Jose, and Oakland, California.

The Pacific Coast schools will be completed during the week of January 5 to 10, 1942, at which time courses will be held at San Luis

Obispo, Eureka, and Santa Rosa, California; Aberdeen, Bellingham, Okanagon, Walla Walla, and Wenatchee, Washington; and Eugene, Medford and Pendleton, Oregon. It is interesting to note that during the initial week of the six-day course, November 17 to 22, 1941, 809 police officers, representing 300 law enforcement agencies, were in attendance at 13 different schools.

"REMEMBER PEARL HARBOR"

FBI and War Department Apprehend Axis Nationals

An essential function of the FBI during the past two years has been the meticulous checking of dangerous aliens using the freedom of our country while working for foreign powers to undermine America. From Maine to California and from Oregon to Florida the vast network of FBI Agents was spread to keep close tab on the movements of these foreign nationals.

Mobility and speed, so essential to successful law enforcement, were put to good usage on the night of December 7, 1941, the night of the day which will stand forever as a monument to Japanese treachery and debauchery, when the FBI net from coast to coast was tightened and Agents began the roundup of Japanese aliens. From December 7 to 11, Special Agents of the FBI and the War Department apprehended 2,541 Axis nationals in continental United States and Hawaii who were regarded as dangerous to the peace and safety of the Nation. This included 1,370 Japanese aliens, 1,002 German aliens, and 169 Italian aliens.

In addition to enemy aliens, FBI Agents in Hawaii, acting under orders of the Commanding General, have taken into custody 19 American citizens of German extraction, 2 American citizens of Italian descent, and 22 American citizens, most of whom are of Japanese extraction and all of whom have been engaged in pro-Japanese activities in the Islands. These arrests were made at the direction of military authorities, who have declared a state of martial law in Hawaii.

The FBI has continuously cautioned against any attitude that suggests every alien as a fifth columnist. Oppression of the innocent, it has maintained, only makes recruiting of such forces easier. Only dangerous aliens whose activities have been under investigation for some time by the FBI and whose continued freedom was detrimental to the welfare of the United States, were arrested. All persons arrested will be provided a fair hearing. The FBI has, since the fall of 1939, urged citizens to remain calm, to avoid hysteria, to discourage vigilantism, to report all suspected fifth columnists to the FBI and to act as the eyes and ears of Uncle Sam to spot subversive activities, but to leave the actual investigation of cases to duly qualified police officers.



SPECIAL ANNOUNCEMENT

FBI NATIONAL POLICE ACADEMY

CANCELLATION OF 1942 SESSIONS

The Federal Bureau of Investigation

announces with deep regret the

cancellation of the FBI National

Police Academy Sessions which

were scheduled for the year 1942, at

Washington, D. C.

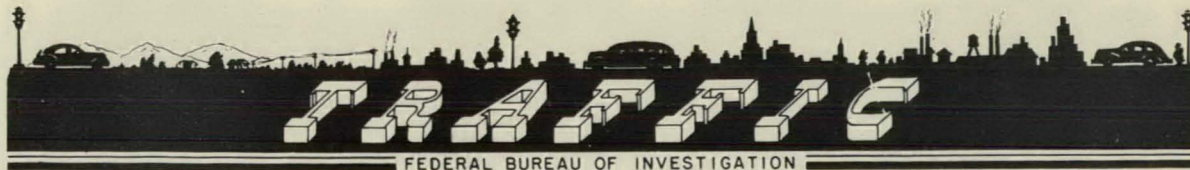


A QUESTIONABLE PATTERN

In plain arches the ridges enter on one side of the impression and flow or tend to flow to the other with a rise or wave in the center, making no upward thrust, backward looping turn or angle and possessing not more than one of the three basic characteristics of a loop.



The pattern presented above is a plain arch. Point A is merely a bifurcation and not an angular formation. Ending ridge B is not an upthrust because it does not rise at a sufficient degree from the horizontal place, but flows parallel to the ridges on either side of it.



AUTOMOBILE LICENSE PLATES INFORMATION 1942

Due to numerous inquiries received by the Federal Bureau of Investigation from law enforcement officers each year throughout the Nation, the FBI has for the past several years published in the January issue of this Bulletin detailed data concerning registration and license laws for passenger cars in the United States, Territories and Canada. This information appears below and on the following pages.

The material contained in this article was obtained through the various Field Offices of the Federal Bureau of Investigation and verified through the courtesy of the American Automobile Association, which organization kindly furnished the FBI with the 1941-42 edition of their publication entitled "Registration and License Laws for Passenger Cars."

STATE	COLOR OF NUMBERS	COLOR OF BACKGROUND	DATE 1941 LICENSE PLATES EXPIRE	DAYS GRACE OR LAST DATE 1941 LICENSE PLATES CAN BE USED	NUMBER OF PLATES ISSUED
Alabama	Yellow	Black	Sept 30 1941	Nov 15 1941	2
Arizona	Blue	White	Dec 31 1941	Jan 30 1942	2
Arkansas	Orange	Black	Dec 31 1941	30 days, Governor's Discretion	2
California	Orange	Black (1)	Dec 31 1941	Feb 4 1942	2
Colorado	White	Maroon	Dec 31 1941	None	2
Connecticut	Black	Aluminum(2)	Feb 28 1942	None	2
Delaware	White	Black (2)	Mar 31 1942	None	2
District of Columbia	Black	Yellow	Mar 31 1942	None	2

- (1) 1941 plate being used with black on orange strip bearing "19 California 42" fastened to top edge.
- (2) Good for indefinite number of years; yearly date inserts issued upon payment of registration.

Florida	Orange	Blue	Jan 15 1942	30 days, Governor's Discretion	1
Georgia	Red & White	Blue	Feb 1 1942	30 days	2
Idaho	Royal Blue	Light Grey	Mar 31 1942	None	2
Illinois	Orange	Black	Dec 31 1941	Feb 1 1942	2
Indiana	Blue	Gold	Feb 28 1942	None	2
Iowa	White	Black	Dec 31 1941	Jan 31 1942	2
Kansas	White	Green	Dec 31 1941	Feb 1 1942	2
Kentucky	Aluminum	Black	Dec 31 1941	Mar 1 1942	2
Louisiana	White	Red	Jan 1 1942	Feb 5 1942	2
Maine	Black	Buff	Dec 31 1941	Mar 1 1942	2
Maryland	Aluminum	Black	Mar 31 1942	None	2
Massachusetts	White	Maroon	Dec 31 1941	None	2
Michigan	White	Green	Feb 28 1942	None	2
Minnesota	Red	Cream	Dec 31 1941	None	2
Mississippi	Orange	Blue	Oct 31 1941	None	1
Missouri	Black	White	Dec 31 1941	Date of extension of grace period not yet fixed	2
Montana	White	Black	Dec 31 1941	Jan 31 1942	2
Nebraska	Red	White	Dec 31 1941	Jan 31 1942	2
Nevada	Silver	Blue	Dec 31 1941	Jan 31 1942	2
New Hampshire	White	Green	Mar 31 1942	None	2
New Jersey	Yellow	Black	Mar 31 1942	None	2
New Mexico	Black	White	Dec 31 1941	Mar 2 1942	2
New York	Orange	Black	Dec 31 1941	Feb 2 1942	2

North Carolina	Black	Gold	Dec 31 1941	None	2
North Dakota	Yellow	Red	Dec 31 1941	None	2
Ohio	Green	White	Mar 31 1942	None	2
Oklahoma	Blue	White	Dec 31 1941	Jan 31 1942	2
Oregon	White	Blue	Dec 31 1941	None	2
Pennsylvania	Ultra-marine blue	Golden-yellow	Mar 31 1942	None	2
Rhode Island	White	Black	Mar 31 1942	None	2
South Carolina	Yellow	Black	Oct 31 1941	None (1)	2
South Dakota	Black	Yellow	Mar 31 1942	None	2
Tennessee	Black	White	April 1 1942	None	2
Texas	Black	Gold	Mar 31 1942	None	2
Utah	Black	White	Dec 31 1941	Feb 28 1942	2
Vermont	Dark Blue	White	Mar 31 1942	None	2
Virginia	Black	White	Mar 31 1942	Apr 15 1942	2
Washington	Green	White	Dec 31 1941	None	2
West Virginia	Yellow Yellow (2)	Black Black (1942-43)	June 30 1942	None	2 2
Wisconsin	Yellow	Black	Apr 1 1942	None	2
Wyoming	Black	White	Mar 1 1942	None	2

- (1) Fifteen to thirty days are allowed to clear all applications which are pending and old plates can be used until the public is notified of the enforcement requiring the use of new plates.
- (2) The West Virginia authorities have advised that due to a shortage of metal the present holders of license plates will be permitted to retain their old plates, but must obtain a small plate which will be 1-7/16" wide by 6-5/8" long. This will be attached to the lower edge of the plates now in force and will show only the new expiration date of the license.

UNITED STATES TERRITORIES AND POSSESSIONS

Alaska	Black	White	Dec 31 1941	None	2
Hawaii	White	Black	Dec 31 1941	Feb 28 1942	2
Panama Canal Zone	White	Blue	Dec 31 1941	None	2

PROVINCES OF CANADA

Alberta	White	Blue	Mar 31 1942	Apr 15 1942	2
British Columbia	White	Blue	Feb 28 1942	None	2
Manitoba	Black	Aluminum	Dec 31 1941	Jan 15 1942	2
New Brunswick	Yellow	Dark Blue	Dec 31 1941	Mar 31 1942	2
Nova Scotia	Black	Green	Dec 31 1941	(1)	2
Ontario	Black	Orange	Dec 31 1941	Jan 31 1942	2
Prince Edward Island	Aluminum	Dark Green	Feb 28 1942	To be granted	2
Quebec	Black	White	Feb 28 1942	None	2
Saskatche- wan	Black	Orange	Feb 28 1942	None	2

NAMES OF MOTOR VEHICLE OFFICIALS IN STATES,
UNITED STATES TERRITORIES AND POSSESSIONS, AND
PROVINCES OF CANADA

ALABAMA

Rogers, L. E. - Chief, Motor Vehicle Division, State Capitol, Montgomery, Alabama.

ARIZONA

McAhren, B. H. - Superintendent of Motor Vehicles, Arizona State Highway Department, Phoenix, Arizona.

(1) Probably Feb. 28, 1942.

ARKANSAS

Woodyard, W. H. L. Jr., - Superintendent of Motor Vehicle Division, Automobile License Bureau, State Capitol Building, Little Rock, Arkansas.

CALIFORNIA

Carter, James M. - Director of Motor Vehicles, Department of Motor Vehicles, State Capitol, Sacramento, California.

COLORADO

Gunn, Charles H. - Chief, Motor Vehicle Bureau, Department of Revenue, Denver, Colorado.

CONNECTICUT

McCarthy, John T. - Commissioner, Bureau of Motor Vehicles, Hartford, Connecticut.

DELAWARE

Williams, George S. - Commissioner, Motor Vehicle Department, State Highway Department, Dover, Delaware.

DISTRICT OF COLUMBIA

Van Duzer, W. A. - Director, District of Columbia Traffic Division, New Municipal Center, 426 Indiana Avenue, Northwest, Washington, D. C.

FLORIDA

Driggers, Henry J. - Motor Vehicle Commissioner, Department of Public Safety, Tallahassee, Florida.

GEORGIA

Joiner, W. L. - Director, Motor Vehicle Unit, Department of Revenue, State Capitol Building, Atlanta, Georgia.

IDAHO

Balderston, J. L. - Commissioner, Department of Law Enforcement, Boise, Idaho.

ILLINOIS

Hughes, Edward J. - Secretary of State, Capitol Building, Springfield, Illinois.

INDIANA

Tucker, James M. - Secretary of State, 201 State House, Indianapolis, Indiana.

IOWA

Fischer, Karl W. - Commissioner, Department of Public Safety, State Capitol, Des Moines, Iowa.

KANSAS

Voelker, C. M. - Superintendent, State Highway Commission of Kansas, Topeka, Kansas.

KENTUCKY

McFarland, Roy L. - Director, Division of Local Relations, Department of Revenue, Capitol Building, Frankfort, Kentucky.

LOUISIANA

Fontenot, Rufus W. - Director, Department of Revenue, State Capitol Building, Baton Rouge, Louisiana.

MAINE

Robie, Frederick - Secretary of State, State House, Augusta, Maine.

MARYLAND

Elgin, W. Lee - Commissioner, Motor Vehicle Department, Guilford Avenue and 21st Street, Baltimore, Maryland.

MASSACHUSETTS

Goodwin, Frank A. - Registrar of Motor Vehicles, Department of Public Works, Boston, Massachusetts.

MICHIGAN

Richardson, Lee C. - Director, Motor Vehicle Division, Department of State, Capitol Building, Lansing, Michigan.

MINNESOTA

Holm, Mike - Secretary of State, State Capitol, St. Paul, Minnesota.

MISSISSIPPI

Mize, Frank F. - Commissioner, Motor Vehicle Department, Jackson, Mississippi.

MISSOURI

Steward, V. H. - Commissioner, Motor Vehicle Department, Office of the Secretary of State, Jefferson City, Missouri.

MONTANA

Jones, Dudley - Registrar, Motor Vehicle Department, Deer Lodge, Montana.

NEBRASKA

Scott, Wardner G. - State Engineer, Director of Motor Vehicles, Box 160, State Capitol Building, Lincoln, Nebraska.

NEVADA

McEachin, Malcolm - Commissioner, Motor Vehicle Department, Carson City, Nevada.

NEW HAMPSHIRE

Griffin, John F. - Commissioner, Motor Vehicle Department, State House Annex, Concord, New Hampshire.

NEW JERSEY

Magee, Arthur W. - Commissioner, Department of Motor Vehicles, State House, Trenton, New Jersey.

NEW MEXICO

Garcia, J. O. - Commissioner, Motor Vehicle Department, Bureau of Revenue, Santa Fe, New Mexico.

NEW YORK

Mealey, Carroll E. - Commissioner of Motor Vehicles, Department of Taxation and Finance, 504 Central Avenue, Albany, New York.

NORTH CAROLINA

Ward, T. Boddie - Commissioner of Motor Vehicles, Department of Motor Vehicles, Raleigh, North Carolina.

NORTH DAKOTA

Robinson, B. E. - Registrar, Motor Vehicle Department, Bismarck, North Dakota.

OHIO,

Wallace, Cylon W. - Registrar, Bureau of Motor Vehicles, Columbus, Ohio.

OKLAHOMA

Connors, M. C. - Director, Motor Vehicle Division, Oklahoma Tax Commission, Capitol Office Building, Oklahoma City, Oklahoma.

OREGON

Snell, Earl - Secretary of State, Salem, Oregon.

PENNSYLVANIA

Stuart, W. Searight - Director, Bureau of Motor Vehicles, 108 Finance Building, Harrisburg, Pennsylvania.

RHODE ISLAND

Paquin, Wilfred J. - Registrar, State Office Building, Providence, Rhode Island.

SOUTH CAROLINA

Bohlen, A. W. - Director, Motor Vehicle Division, State Highway Department, Post Office Box 1498, Columbia, South Carolina.

SOUTH DAKOTA

Simonson, B. J. - Motor Director, Office of the Secretary of State, Pierre, South Dakota.

TENNESSEE

Clark, W. F. - Supervisor, Motor Vehicle Division, Department of Finance and Taxation, War Memorial Building, Nashville, Tennessee.

TEXAS

Garrison, Colonel Homer, Jr. - Director, Department of Public Safety, Austin, Texas.

UTAH

Foxley, Edward G. - Director, Motor Vehicle Department, Utah State Tax Commission, State Capitol Building, Salt Lake City, Utah.

VERMONT

Marsh, H. Elmer - Commissioner, Motor Vehicle Department, Montpelier, Vermont.

VIRGINIA

Battle, Colonel M. S. - Director, Division of Motor Vehicles, Main and Twelfth Streets, Richmond, Virginia.

WASHINGTON

Swayze, Thomas A. - Director, Department of Licenses, Olympia, Washington.

WEST VIRGINIA

Bailey, Ernest L. - Commissioner, State Road Commission, State Capitol, Charleston, West Virginia.

WISCONSIN

Jones, Hugh M. - Commissioner, State of Wisconsin Motor Vehicle Department, State Office Building, Madison, Wisconsin.

WYOMING

Hunt, Lester C. - Secretary of State, Cheyenne, Wyoming.

UNITED STATES TERRITORIES AND POSSESSIONS

ALASKA

Olson, Oscar - Territorial Treasurer, Federal and Territorial Building, Juneau, Alaska.

HAWAII

Conkling, David L. - Treasurer, City and County of Honolulu, Oahu, Territory of Hawaii.

PANAMA CANAL ZONE

Calhoun, C. H. - Chief, Division of Civil Affairs, The Panama Canal, Balboa Heights, Canal Zone.

PROVINCES OF CANADA

ALBERTA

Trowbridge, E. - Deputy Provincial Secretary, Edmonton, Alberta.

BRITISH COLUMBIA

Parsons, T. W. S. - Commissioner, British Columbia Provincial Police, Department of Attorney General, Victoria, British Columbia.

MANITOBA

Cousley, G. L. - Commissioner of Taxation, Legislative Building, Winnipeg, Manitoba.

NEW BRUNSWICK

Theriault, L. L. - Registrar of Motor Vehicles, Department of Public Works, Fredericton, New Brunswick.

NOVA SCOTIA

Campbell, Elliot S. - Registrar, Motor Vehicle Branch, Department of Highways and Public Works, Halifax, Nova Scotia.

ONTARIO

Bickell, J. P. - Registrar, Motor Vehicles Branch, Department of Highways, Toronto, Ontario.

PRINCE EDWARD ISLAND

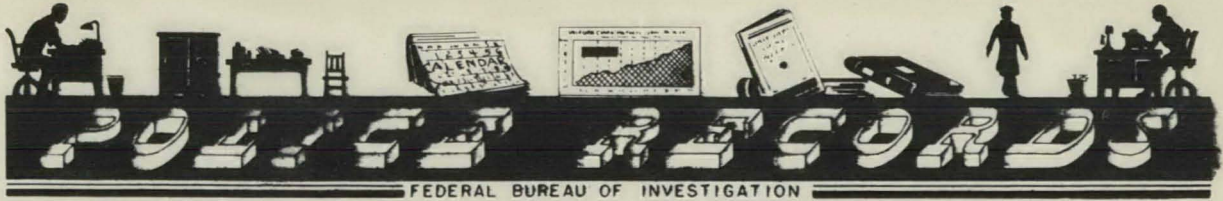
Campbell, O. W. - Acting Deputy Provincial Secretary, Charlottetown, Prince Edward Island.

QUEBEC

deBlois, J. P. - Director, Motor Vehicle Bureau, Parliament Buildings, Quebec City, Quebec.

SASKATCHEWAN

MacDonald, J. R. - Chairman, Highway Traffic Board, Provincial Tax Commission, Revenue Building, Regina, Saskatchewan.



CRIME IN LONDON DURING 1940

Of interest to law enforcement officers is the information contained in a report (1) by the Commissioner of Police of the Metropolis of London concerning crime under war conditions in 1940.

The experienced officer recognizes the fact that not only do war conditions place heavy new duties on law enforcement agencies, but also that significant changes in the pattern of crime may occur which will require police agencies to alter their procedures somewhat in order to cope successfully with the new or modified crime conditions.

The English report states that the number of indictable crimes in London in 1940 was 93,869, or one per cent less than in the preceding year. Upon further analysis, however, some striking differences are observed between the crime records of the two years. For purposes of analysis and comparison the figures for each year are subdivided into two parts, the first eight months and the last four. In 1939 the division was between the pre-war and the war period, and in 1940 it was between the pre-raid and raid periods. The record shows that in 1939 the outbreak of war was followed by a decrease in crime, whereas in 1940 the heavy air raids were accompanied by an increase in criminal activities.

A comparison of the monthly figures for the two years shows a decrease in crimes for each of the first eight months of 1940, but in September there was an increase of 8.3 per cent, in October an increase of 31.4 per cent, and in November an increase of 7.8 per cent. The December, 1940, figure was high but was lower than December, 1939, which was the worst month of that year.

October, 1940, was the peak month as regards crime, and with the exception of September was also the worst as regards air raids. According to the report, the increase in crime during the last four months of 1940 was closely associated with conditions produced by the air raids. This is indicated not only by the increase in crime with increased air raid activity, but also by the types of crimes committed.

(1) Report by the Commissioner of Police of the Metropolis to the Secretary of State on the work of the Metropolitan Police in connection with the War during 1940.

The crime of "looting" is not a separate category in the classification of criminal offenses, and it therefore has been somewhat difficult to determine how many thefts were of that nature. However, 4,584 offenses were definitely of that type, and all of them occurred during the last four months of 1940. Under the defense regulations in England, "looting" includes stealing from premises which have been damaged by war operations or vacated by reason of attack or left exposed or unprotected as a consequence of war operations.

Food stuffs, cigarettes, and tobacco were the principal articles sought by thieves apparently because of the higher prices and rationing. This condition, it is pointed out, is probably responsible for the fact that shopbreaking increased 27 per cent, whereas housebreaking decreased 18 per cent during 1940.

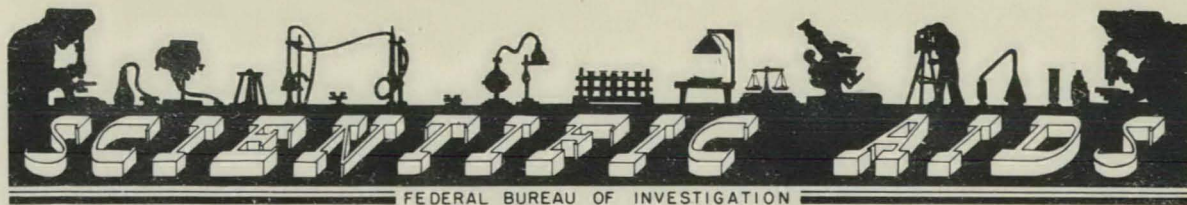
There was a noticeable drop in thefts of automobiles and thefts of personal property from motor vehicles due to the fact that more cars remained in garages during the night air raids. On the other hand, bicycle stealing increased probably due to the interruption of mass transportation facilities.

The purse-snatching record for the year indicates the importance of apprehending groups specializing in that type of crime. During the year, 494 cases of purse-snatching occurred in London, of which 83 per cent occurred in the first half of the year and only 17 per cent in the second. The large reduction in the last half of the year resulted from the apprehension in June, 1940, of a group of criminals who had specialized in purse-snatching.

According to the report, the juvenile crime problem does not improve during war conditions. On the contrary, while arrests of persons 21 and over declined slightly, due partly no doubt to induction for military service, those under 21 years of age arrested reached a new high in London in spite of the increased employment and evacuation. Fourteen per cent of the offenders involved in "looting" during 1940 were described as school boys, and 45 per cent were under 21.

The evacuation apparently had some effect in reducing the number of arrests among persons of the 8 - 14 age groups. However, this is offset by increases at every other age up to 20. For example, the 17 to 20 age group showed an increase of 12.4 per cent over 1939, while the total arrests under 21 were 3.3 per cent greater during 1940 and accounted for 48 per cent of the total arrests for all crimes at all ages. Marked increases in juvenile arrests for the 15 - 20 age group were noted among those charged with breakings, bicycle stealing, and shoplifting.

The report points out that it will be interesting to observe whether the steps recently taken to open further avenues of employment to those in their late teens will have an effect on the 1941 figures.



NEW MICROTECHNIQUE FOR THE IDENTIFICATION OF DYESTUFF ON THE FIBER

Textile testing laboratories for many years have known methods which are useful in determining the kind of dyestuff present in textile fibers. The kind of dye present in colored fabrics is of prime importance not only to men of industry but also to scientific experts of criminological laboratories, as the determination of dyestuff or even dyestuff class (1) on the fiber may prove a valuable circumstantial fact in bringing a criminal case to a successful conclusion.

Today there are hundreds of dyestuffs available for dyeing textiles. Many of them are of sufficient similarity in color to make it difficult for an expert conclusion to be reached as to the identity of color between a questioned and known specimen. This is true even when specimens are examined simultaneously by means of a comparison microscope, utilizing both transmitted and reflected light.

In a recent criminal attack case which occurred in a Western State the police department submitted to the FBI Technical Laboratory for examination a piece of yarn obtained from the lapel of a suspect's coat along with a sample of yarn taken from the sweater of the victim. Microscopical comparisons were requested to ascertain if the specimens were similar. Upon examination both specimens were found to be cotton. It was also ascertained that both specimens were dyed a shade of light blue, too similar in intensity to be satisfactorily eliminated as possibly coming from the same source.

The facts obtained from the above microscopical analysis under ordinary circumstances would have proved a circumstantial case against the suspect. Utilizing a new technique, however, based on the older classical methods developed by Arthur G. Green and others, the technicians of the Microanalysis Section of the FBI Technical Laboratory were able to positively establish non-identity between the two specimens submitted (2). The results of this analysis showed that one of the specimens of yarn was dyed with a light blue of the azo class whereas the other specimen of yarn was dyed

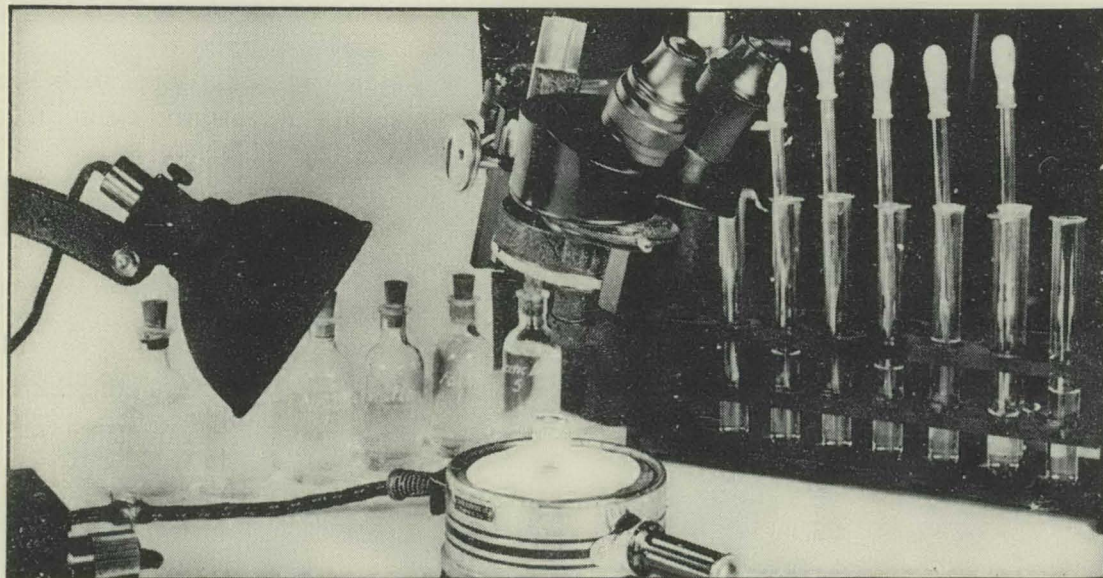
- (1) Dyestuff class refers to a group of dyestuffs which respond to group chemical tests.
- (2) Because of the small quantity of the questioned evidence submitted it was found necessary by the FBI Technical Experts to devise a special technique in order to correctly analyze so small an amount of material.

with a blue dye color of the anthracene class. Cases of this type, where, due to certain factors, experimental analyses are necessary, do much toward broadening the field of the criminal laboratory by bringing forth new methods of accomplishing scientific results.

"Green's Tables" (1) have served for years as an authoritative reference for dyestuff determination on the fiber. The minimum amount of dyed fabric specimen suggested by Green is a piece of material approximately one half inch square. On this basis there would have been far too little evidence in the above-mentioned case for a dyestuff examination to be conducted. The fibers available in the majority of criminal cases, however, are those which are casually left at the scene of the crime and therefore are usually insufficient in amount for the former methods of dyestuff analysis to be successfully used.

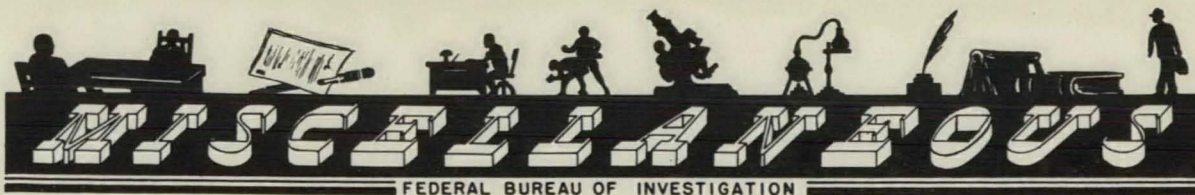
Utilizing microchemical equipment, the Microanalysis Section of the FBI has devised a technique whereby it has been found possible to ascertain at least the dyestuff class and oftentimes the exact dyestuff with as little as one milligram of dyed fibers.

Essentially the new technique consists of using the micro-hotplate, a white paper background, micro-beakers, fine drawn pipettes, a low power microscope, and a small amount of the various reagents indicated in Green's Tables. Inasmuch as many of the dyestuff reactions are dependent on observations of discharged or developed colors during boiling, the reactions may be observed by means of the low power microscope mounted over the micro-beaker on the micro-hotplate in such a way as to observe the fibers through the boiling solutions and against the white background.



Photograph Showing Various Chemical Equipment Used in the Testing of Dyestuffs

- (1) "The Analysis of Dyestuffs," by Arthur G. Green, M.Sc., F.R.S., F.I.C. Third Edition. Published by Charles Griffin and Company, Limited, London, England, 1920.



WANTED BY THE FBI

RAFFAEL GRECO, with aliases

BANK ROBBERY



Detailed descriptive data concerning this individual appear on pages 50, 51, 52, and 53.

WANTED BY THE FBI
RAFFAEL GRECO, with aliases

Raffael Greco, New Jersey gambler, bank robber, burglar and gangster, whose criminal record dates back to the year 1925, is being widely sought by the Federal Bureau of Investigation in connection with two bank robberies; the First National Bank of Suffield, Suffield, Connecticut, which occurred on July 21, 1938, and the First Stroudsburg National Bank, at Stroudsburg, Pennsylvania, which occurred on August 5, 1941.

Until the commission of the above two bank robberies, Raffael Greco, who oftentimes uses the alias, Ralph Greco, had never committed any outstanding crimes. He was arrested for many petty violations such as disorderly person, violation of probation and interfering with an officer.

Greco spent a considerable part of his life in and around Hoboken, New Jersey. His only occupations are laborer and gambler. He is allegedly quite a gambler and might possibly be found around race tracks. Investigation has disclosed that Greco is married to a woman who, prior to her marriage, was Marie Donovan and they have one daughter who is now 9 or 10 years of age and is possibly attending school in or around Hoboken, New Jersey.

In 1938 Marie Greco, wife of this fugitive, owned a 1937 Pontiac sedan, motor number 8113536, serial number L8CA1111, which was registered in the state of New Jersey.

In July, 1938, Raffael Greco left his home in North Bergen, New Jersey, and his whereabouts have not been determined since that date. It will be noted that about the time of his disappearance from his home in North Bergen, New Jersey, the First National Bank of Suffield, at Suffield, Connecticut, was robbed of \$11,500 on July 21, 1938, at 11:45 A. M. by three armed bandits. It is believed that a fourth bandit waited in a get-away car while the bank was being robbed. The circumstances surrounding this robbery are of interest, as subsequent investigation revealed that three of the robbers on this occasion were Raffael Greco, James Joseph Horan, and Alvin John Blair. The robbery was carried out in the following manner:

Robber number 1 entered the bank and cashed a \$5.00 bill. He was followed by robbers number 2 and number 3 who were dressed in overalls. Number 1 robber broke the plate glass in the door leading to the bank cages with a pearl-handled revolver. Number 2 robber stood guard in the lobby with what is believed to have been a blue steel revolver. Subsequently he ordered a bank employee into the vault for additional money. One of the bank employees managed to sound the burglar alarm and the other bank employees ran out of the rear door while the robbery was being committed. The money was scooped up from the cash drawers in a vertical green striped cloth bag. Robber number 3

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years imprisonment.

Subsequent investigation, however, resulted in the identification of the robbers as being Raffael Greco, James Joseph Horan, Michael Bowers and William Vaslick.

The criminal record of Raffael Greco is as follows:

As Ralph Greco, #3037, arrested Police Department, Hoboken, New Jersey, December 13, 1925; charge, burglary; disposition, sentence suspended, assessed costs and placed on probation.

As Ralph Greco, #B-1844, arrested Police Department, Jersey City, New Jersey, May 7, 1926; charge, disorderly person and suspicion; disposition, released to Hoboken, New Jersey, Police Department.

As Ralph Greco, arrested Police Department, Hoboken, New Jersey, May 14, 1926; charge, burglary; disposition nol prossed, November 30, 1926.

As Ralph Greco, arrested Police Department, East Rutherford, New Jersey, June 11, 1926; charge, disorderly person; disposition, fined \$200.00.

As Ralph Greco, arrested Police Department, Hoboken, New Jersey, June 26, 1926; charge, disorderly person, suspicion; disposition, 90 days.

As Ralph Greco, arrested Police Department, Hoboken, New Jersey, July 12, 1926; charge, violation of probation; disposition, sentenced to indefinite term in state reformatory.

As Ralph Grecco, #8796, received State Reformatory, Rahway, New Jersey, July 16, 1926; crime, breaking and entering and larceny. Sentence, indefinite term. Paroled October 13, 1927.

As Ralph Grecco, arrested Police Department, Union City, New Jersey, August 31, 1928; charge, disorderly person; disposition, fined \$25.00.

As Ralph Grecco, arrested Police Department, Union City, New Jersey, September 15, 1928; charge, larceny; disposition, no bill.

As Ralph Grecco, #B-1844, arrested Police Department, Jersey City, New Jersey, April 26, 1934; charge, disorderly person; disposition, sentence suspended.

As Ralph Greco, #3037, arrested Police Department, Hoboken, New Jersey, June 2, 1935; charge, interfering with an officer, disorderly person; disposition, sentence suspended on both charges.

The physical description of Raffael Greco is as follows:

Name	Raffael Greco, with aliases: Ralph Demone, Ralph Grecco, Ralph Greco, Ralph Marino, "Raffi".																
Age	34 (Born May 6, 1907 at Hoboken, New Jersey.)																
Height	5' 8-3/4"																
Weight	150 pounds																
Eyes	Brown																
Hair	Black																
Complexion	Medium																
Build	Medium																
Race	White																
Nationality	American (Italian descent)																
Education	Not known																
Occupation	Laborer																
Scars and marks	Tattoo of cross left arm front below elbow; tattoo of anchor between thumb and index finger left hand																
Relatives	Michael Greco, father Josephine Greco, mother Michael Greco, Jr., brother. 417 Jackson Street, Hoboken, New Jersey John Greco, brother, 6th and Willow Streets, Hoboken, New Jersey Nick Greco, brother, Beacon and Baldwin Streets, Jersey City, New Jersey Mary Astoria, sister, Lodi, New Jersey Marie Greco, wife, 620 Maple Avenue, Teaneck, New Jersey Nancy Greco, daughter, 620 Maple Avenue, Teaneck, New Jersey																
FBI Number	44,570																
Fingerprint																	
Classification	<table><tbody><tr><td>9</td><td>S</td><td>9</td><td>U</td><td>IIM</td><td>10</td><td>Ref:</td><td>9</td></tr><tr><td>M</td><td>1</td><td>U</td><td>III</td><td></td><td></td><td></td><td>5</td></tr></tbody></table>	9	S	9	U	IIM	10	Ref:	9	M	1	U	III				5
9	S	9	U	IIM	10	Ref:	9										
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In the event any information is obtained concerning Raffael Greco, it is requested that the nearest office of the Federal Bureau of Investigation be advised immediately, or that the Director, Federal Bureau of Investigation, United States Department of Justice, Washington, D. C., be contacted.



ALABAMA

Mr. W. S. Long has succeeded the late Tom E. Head, Sr., as Chief of Police at Andalusia, Alabama.

Mr. Dan J. Stephens has been appointed Chief of Police at Enterprise, Alabama.

Mr. Willard Powell is now Chief of Police at Florala, Alabama, succeeding Mr. J. T. Lord.

Mr. William M. Campbell has assumed the duties of Chief of Police at Leighton, Alabama.

Mr. J. L. Pickett has succeeded Mr. J. L. Pittman as Chief of Police at Union Springs, Alabama.

CALIFORNIA

Mr. Harry Pursell has been appointed Chief of Police at Lindsey, California, to succeed the late William English.

Mr. Jarl Klockars has been named Chief of Police at Reedley, California.

COLORADO

Mr. Barney Wheeler has been designated Chief of Police at Del Norte, Colorado, replacing Mr. W. L. Frye.

CONNECTICUT

Mr. Timothy J. Kelleher has replaced Mr. William J. McKee as Chief of Police at East Hartford, Connecticut.

FLORIDA

Mr. A. W. Simpson has been appointed Chief of Police at Miami Beach, Florida, succeeding Mr. H. V. Yocum.

Mr. A. J. Nix has replaced Mr. D. F. Worth as Chief of Police at Perry, Florida.

GEORGIA

Mr. W. M. Hall has been appointed Chief of Police of the Savannah, Georgia, Police Department, succeeding Mr. John J. Clancey.

IDAHO

Mr. H. H. Haner is Sheriff at Coeur d'Alene, Idaho, replacing Mr. S. J. McMillan.

ILLINOIS

Mr. Carl Price has succeeded as Chief of Police at Shelbyville, Illinois, Mr. Paul Schwenker.

Mr. W. J. Parsons recently assumed the duties of Chief of Police at Silvis, Illinois, succeeding Mr. Raymond Pilcher.

INDIANA

Mr. Norman Hooe has succeeded the late William Hyland as Chief of Police of the Evansville, Indiana, Police Department.

IOWA

Mr. Glen Bell has been appointed Chief of Police at Grinnell, Iowa.

Mr. Harry Mills has been named Sheriff of Story County, Nevada, Iowa, succeeding the late C. V. McGriff.

KENTUCKY

Mr. Joseph Edwards has been appointed to succeed Mr. William L. Hunt as Chief of Police at Benton, Kentucky.

LOUISIANA

Mr. Percy D. Hebert was recently elected Sheriff of St. John the Baptist Parish, LaPlace, Louisiana, succeeding Mr. Willie Duhe.

Mr. Olin Reed is now Sheriff of Allen Parish, Oberlin, Louisiana, succeeding his father, the late D. P. Reed.

Mr. Hilaire Vidrine has succeeded the late Dominique Reed as Chief of Police of the Villeplatte, Louisiana, Police Department.

MASSACHUSETTS

Mr. Jeremiah W. Sullivan has recently assumed the duties of Chief of Police at Everett, Massachusetts.

MICHIGAN

Mr. James T. Byars, formerly Chief of Detectives at Kansas City, Missouri, has assumed the duties of Chief of Police at Flint, Michigan.

MINNESOTA

Mr. Walter P. Lemmer has replaced Mr. Sam Gustafson as Chief of Police at Belgrade, Minnesota.

Mr. George Frey has been appointed Chief of Police at Brewster, Minnesota, succeeding Mr. Otto Parker.

MONTANA

Mr. L. M. Sorenson is now Chief of Police at Hardin, Montana, having succeeded Mr. Ira Smith.

Mr. Carl Cummings has assumed the duties of Chief of Police at Troy, Montana, replacing Mr. Martin Swanson.

NEBRASKA

Mr. Austin E. Jacobs has succeeded Mr. Ed Blazek as Chief of Police at St. Paul, Nebraska.

NEW JERSEY

Mr. Raymond Johnson is now Sheriff of Burlington County, Mount Holly, New Jersey, having succeeded Mr. F. George Furth.

Mr. George E. Kaas has been named Acting Chief of Police at Newark, New Jersey.

NEW YORK

Mr. Arthur Johnson has been designated as Chief of Police of the Briarcliff, New York, Police Department, replacing Mr. Allen O. Keator.

Mr. John J. Scanlon, Chief of Police of the Eastchester, New York, Police Department, who has been on sick leave for the past year has now returned to active duty and Lieutenant James H. McLaughlin is no longer Acting Chief of Police.

Mr. Thomas J. Wylie has replaced Mr. James H. Ricker as Chief of Police at Hempstead, Long Island, New York.

Mr. George W. Mosher has succeeded as Chief of Police at Herkimer, New York, the late Morris J. Keller.

Mr. Arthur W. Martensen has been appointed Chief of Police at Mamaroneck, New York, replacing Mr. Maurice Thomas.

NORTH CAROLINA

Mr. J. W. Jessup has been appointed Chief of Police at Mt. Airy, North Carolina, succeeding the late R. E. Lawrence.

NORTH DAKOTA

Mr. Sam Nechiporenko has succeeded Mr. Jack Sitch as Chief of Police at Butte, North Dakota.

OHIO

Mr. Kermit Westbay, a graduate of the FBI National Police Academy, has been named Inspector at the Lima, Ohio, Police Department.

OKLAHOMA

Mr. C. A. Dove is now Chief of Police at Prague, Oklahoma.

PENNSYLVANIA

Mr. Bert A. Hetrick has replaced Mr. Russell R. Love as Chief of Police at DuBois, Pennsylvania.

Mr. J. W. Daman has succeeded the late Edward Nugent as Chief of Police at Oil City, Pennsylvania.

Mr. Frank C. Truax is Chief of Police of the Sharon Hill, Pennsylvania, Police Department.

TENNESSEE

Mr. C. S. Cox has been appointed Chief of Police at Dyer, Tennessee, succeeding Mr. A. C. Davidson.

Mr. H. H. Sutton has been named Acting Chief of Police at LaFollette, Tennessee, to replace Mr. Pryor Baird.

Mr. Claud A. Briley is now Sheriff at Nashville, Tennessee.

TEXAS

Mr. Henry Gordon has been appointed Chief of Police of the Brownsville, Texas, Police Department, having succeeded Mr. Ben Freudenstein

Mr. Luther D. Snow has been elected Sheriff of Willacy County, Raymondville, Texas.

Mr. James Halbert recently took office as Sheriff of San Augustine County, San Augustine, Texas, succeeding Mr. E. H. Marshall, a graduate of the FBI National Police Academy, who is now Senior Investigator with the Texas Rangers at Houston, Texas.

VERMONT

Mr. Kenneth Potter has been named Sheriff of Lamoille County, Hyde Park, Vermont, succeeding the late Charles W. Potter.

Mr. Edward J. McCormack, formerly of the Schenectady, New York, Police Department, has been appointed Chief of Police at Poultney, Vermont, succeeding Mr. Lorne Brown who is now with the Springfield, Vermont, Police Department.

WASHINGTON

Mr. Preston E. Mael has succeeded Mr. Fred Warren as Chief of Police at Castle Rock, Washington.

Mr. Joe Monaghan was recently appointed Chief of Police of the Sprague, Washington, Police Department.

WEST VIRGINIA

Mr. Myrle M. Gladwell has been appointed Chief of Police at Beckley, West Virginia, succeeding Mr. W. J. Trail.

Mr. Arthur W. Gifford has replaced Mr. H. T. Harper as Chief of Police at Burnsville, West Virginia.

Mr. Ballard Perry has been appointed to succeed as Chief of Police at Fort Gay, West Virginia, Mr. M. L. Varney.

Mr. Lala Byrne Duffield has recently assumed the duties of Chief of Police at Gassaway, West Virginia, to succeed Mr. R. E. Bennett.

Mr. James Topping is now Chief of Police at Hamlin, West Virginia, replacing Mr. John Gartin.

Mr. Leon Edwards has been elected to the office of Mayor and Chief of Police at Hedgesville, West Virginia, succeeding Mr. J. M. Vermilyea.

Mr. Raymond L. Murray has succeeded Mr. James E. Leatherman as Chief of Police at Keyser, West Virginia.

Mr. Fred Odell Skidmore has been designated Chief of Police at Sand Fork, West Virginia, to succeed Mr. Rester Lynch.

Mr. Hugh Longfellow has been appointed Chief of Police at Spencer, West Virginia, replacing Mr. Beaul Holland.

Mr. O. C. Browning has replaced as Chief of Police of the Williamson, West Virginia, Police Department, Mr. H. H. Davis.

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

CITY	AGENT IN CHARGE	TELEPHONE NUMBER	BUILDING ADDRESS (Letters or Telegrams)
Albany, New York	Cornelius, A.	5-4595	707 National Savings Bank
Atlanta, Georgia	Hammack, F. K.	Walnut 3605	501 Healey
Baltimore, Maryland	Soucy, E. A.	Plaza 6776	800 Court Square
Birmingham, Alabama	Guinane, E. P.	4-1877	320 Federal
Boston, Massachusetts	Peterson, V. W.	Liberty 4080	10 Post Office Square, Room 1016
Buffalo, New York	Piper, K. M.	Cleveland 2030	400 U. S. Court House
Butte, Montana	Logan, K.	2-2304	302 Federal
Charlotte, N. C.	Scheidt, E.	3-4127	914 Johnston
Chicago, Illinois	Johnson, A. H.	Randolph 6226	1900 Bankers'
Cincinnati, Ohio	Suran, R. C.	Cherry 7127	637 U. S. Post Office & Court House
Cleveland, Ohio	Boardman, L. V.	Prospect 3550	1448 Standard
Dallas, Texas	Kitchin, A. P.	Central 9086	1200 Tower Petroleum
Denver, Colorado	Nicholson, G. A.	Main 4335	518 Railway Exchange
Des Moines, Iowa	Dalton, J. L.	3-8618	739 Insurance Exchange
Detroit, Michigan	Bugas, J. S.	Cadillac 2832	911 Federal
El Paso, Texas	Bryce, D. A.	Main 1711	202 U. S. Court House
Grand Rapids, Michigan	McFarlin, M. W.	6-5337	715 Grand Rapids National Bank
Honolulu, Hawaii	Shivers, R. L.	4621	206 Dillingham
Houston, Texas	Abbatechio, R. J.	Capitol 9717	2706 Gulf
Huntington, W. Va.	Untreiner, R. J.	2-9366	700 West Virginia
Indianapolis, Indiana	Drayton, S. J.	Market 6415	323 Federal
Jackson, Mississippi	Wyly, P.	3-5221	700 Mississippi Tower
Juneau, Alaska	Vogel, R. C.	618	515 Federal and Territorial
Kansas City, Missouri	Brantley, D.	Victor 4686	707 U. S. Court House
Knoxville, Tennessee	Murphy, W. A.	4-2721	407 Hamilton National Bank
Little Rock, Arkansas	Hallford, F.	2-3158	445 Federal
Los Angeles, Calif.	Hood, R. B.	Madison 7241	900 Security
	Vincent, J. W. (Assistant)		
Louisville, Kentucky	Moss, H. K.	Wabash 2133	633 Federal
Memphis, Tennessee	Kuhnel E. E.	5-7373	2401 Sterick
Miami, Florida	Danner, R. G.	3-5558	1300 Biscayne
Milwaukee, Wisconsin	O'Connor, H. T.	Daly 3431	735 U. S. P. O., Customs & Court House
Newark, New Jersey	Conroy, E. E.	Market 2-5613	1836 Raymond-Commerce
New Haven, Connecticut	Madigan, J. T.	7-1217	510 The Trust Company
New Orleans, Louisiana	Clegg, J. E.	Magnolia 7643	1308 Masonic Temple
New York, New York	Foxworth, P. E.	Rector 2-3520	607 U. S. Court House, Foley Square
	Donegan, T. J. (Assistant)		
	Guerin, R. A. (Assistant)		
Norfolk, Virginia	Hennrich, C. E.	4-5441	634 New Monroe
Oklahoma City, Okla.	Banister, W. G.	2-8186	940 First National
Omaha, Nebraska	McGuire, J. J.	Atlantic 8644	629 First National Bank
Philadelphia, Pa.	Sears, J. F.	Walnut 0555	4058 U. S. Court House
Phoenix, Arizona	Duffey, H. R.	4-7133	307 W. C. Ellis
Pittsburgh, Pa.	Thornton, J. E.	Grant 2000	620 New Federal
Portland, Oregon	Swenson, J. D.	Broadway 0469	411 U. S. Court House
Providence, R. I.	Morley, D. R.	Dexter 1991	510 Industrial Trust Company
Richmond, Virginia	Bobbitt, H. I.	7-2631	601 Richmond Trust
Saint Louis, Missouri	Norris, G. B.	Central 4115	423 U. S. Court House & Custom House
Saint Paul, Minnesota	Stein, C. W.	Garfield 7509	404 New York
Salt Lake City, Utah	Newman, J. C.	4-4338	301 Continental Bank
San Antonio, Texas	Acers, M. W.	Garfield 4216	478 Federal
San Diego, California	Nathan, H.	Main 3044	728 San Diego Trust & Savings Bank
San Francisco, Calif.	Pieper, N. J. L.	Yukon 2354	One Eleven Sutter, Room 1729
	Van Pelt, H. C. (Assistant)		
San Juan, Puerto Rico	Gleason, R. F.	1971	504 Banco Popular
Savannah, Georgia	Ruggles, J. R.	3-3054	305 Realty
Seattle, Washington	Fletcher, H. B.	Main 0460	508 U. S. Court House
Sioux Falls, S. D.	Hanni, W.	2885	400 Northwest Security National Bank
Springfield, Illinois	Crowl, A. H.	2-9675	1107 Illinois
Washington, D. C.	McKee, S. K.	Republic 5226	1437 K Street, N. W.

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

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

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

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

TELEPHONE NUMBER:
EMERGENCY (KIDNAPING)

REPUBLIC 7100
NATIONAL 7117

WANTED BY THE FBI



Raffael Greco

with aliases

Bank Robbery

Detailed descriptive data concerning this
individual appear on pages 50, 51, 52, and 53

