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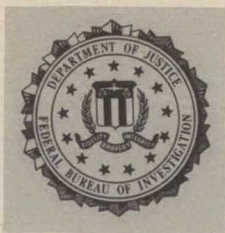
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MESSAGE FROM THE DIRECTOR

TO ALL LAW ENFORCEMENT OFFICERS

TO HARDENED CRIMINALS a stolen automobile is a tool of trade. Daily, underworld gangs and hoodlums resort to and rely on stolen motor vehicles for deception and escape in the perpetration of major crimes. Auto theft rings, many with border-to-border operations, are a recurring menace, netting huge profits for commercial car thieves.

The extent of the auto theft problem is exemplified in the estimated 356,000 cars stolen during 1962 with a property value of some \$308 million. This was a 9 percent increase over 1961, and statistics for the first 6 months of 1963 reflect another 9 percent rise. Assuredly, law enforcement needs every weapon at its command to cope with car thieves. Yet, in some quarters, there are a few who advocate the repeal of the existing Federal statute specifically designed to help fight auto theft—the Dyer Act. Such a proposal could not be based on an objective appraisal of the overall problem.

Let us take a closer look at some crucial aspects of car theft. Currently, the FBI is investigating a number of auto theft rings, some involving as many as 100 motor vehicles each. Recently, one group of thieves, operating in five States, bought late model salvaged cars for which legitimate title papers were obtained. The title papers and public serial plates of the wrecked cars were then used in the sale of stolen vehicles of similar make and model. In one case, a car was stolen in Canada, given a fictitious registration in a State not having a title law and sold in Florida. Only a few years ago, the FBI located 15 automobiles in Arabia which had been stolen in this country. The operational scope of highly professionalized car theft rings is almost unlimited.

Investigations of such violations are complex and far-flung. Usually, they require prompt, simultaneous action at different locations. On a national basis, 20 percent of all automobiles stolen are recovered in jurisdictions other than that in which the theft occurred. In some areas, the recovery by other jurisdictions is as

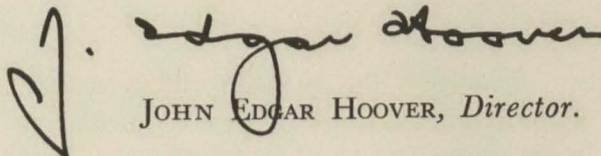
MESSAGE FROM THE DIRECTOR

much as 50 percent. Local authorities can hardly be expected to have facilities necessary to successfully follow through on cases involving multiple jurisdictions in various States. Common logic dictates that the responsibility fall on an investigative agency having jurisdiction wherever investigation is needed.

Some reasons advanced for the repeal of the Dyer Act include: (1) delays in obtaining judgment in Federal courts because of matters being handled which have no legitimate Federal interest; and (2) the large number of Federal prison inmates, mostly juvenile, serving sentences for interstate transportation of stolen motor vehicles. The facts fall far short of supporting these contentions. During the fiscal year 1962, of the 36,108 defendants brought before Federal courts, only 15 percent were charged under the Interstate Transportation of Stolen Motor Vehicles Statute. Of these, the vast majority pleaded guilty, leaving only about 3 percent of the total Federal court defendants to stand trial under the statute.

Some 1,490 auto thieves under 18 years of age were handled under the Federal Juvenile Delinquency Act during the 1962 fiscal year. Of these, 40 percent were diverted to State courts or dismissed, 25 percent received probation and only 35 percent were committed to Federal institutions. In addition, 73 percent of paroles granted to Federal Juvenile Delinquency Act prisoners in fiscal year 1962 were to inmates charged with auto theft. Accordingly, it would appear that juveniles detained in Federal prisons under auto theft convictions represent a rather small percentage of the total inmates. This is particularly true when compared with their disproportionate representation in the national auto theft problem where 62 percent of all arrests are persons under 18 years of age.

Today, with almost 80 million motor vehicles on the Nation's highways and the auto theft total increasing annually, the nullification of any available means to fight the crime would be a crippling blow to law enforcement.


JOHN EDGAR HOOVER, *Director.*

NOVEMBER 1, 1963.

Detailed Police Planning Key to Orderly Rally

HOWARD V. COVELL

Deputy Chief, Metropolitan Police Department, Washington, D.C.

A top police executive outlines the meticulous planning and prodigious efforts required of the Metropolitan Police Department, Washington, D.C., to afford adequate enforcement and protection in the Nation's Capital, August 28, 1963—the day some 210,000 persons converged on the city for the Rally for Jobs and Freedom.

DAWN BROKE BRIGHT AND CLEAR on August 28, 1963, in Washington, D.C. A feeling of expectancy prevailed in the air as automobiles, special buses, trains, and incoming planes began arriving at the Nation's Capital about 6:30 a.m., bringing thousands of American citizens from across the Nation to participate in "The March on Washington"—a "Rally for Jobs and Freedom."

At first they came slowly, a mere trickle. As the sun rose higher, the influx quickened. Soon a steady stream of cars in untold numbers and some 1,500 buses were pouring into Washington from the arterial highways. Thirty-two special trains and numerous planes were unloading thousands of marchers. By shuttle buses, taxicabs, and on foot, the crowds converged on the demonstration area, a zone including both the Washington Monument and the Lincoln Memorial. As the earlier phases of the day-long program began, the Washington Monument Grounds were a sea of humanity, spilling into the streets. And still they came.

By 3 p.m., at the height of the ceremonies—now

shifted to the Lincoln Memorial—an estimated 210,000 persons were massed in the demonstration area. They filled the vast space in front of the Memorial and along the borders of the reflection pool solidly. It was one of the largest throngs of people ever to assemble in the Nation's Capital.

The Scene

When the program ended at 4:30 p.m., the scene reversed. The demonstrators proceeded back to their cars, buses, trains, and planes and began to leave as they had come. By 9 p.m., night closed in on a quiet city with only a handful of the participants remaining.

During the stint of this mammoth rally only two minor arrests were made. One person was charged with making a speech without a permit; the other, a nonparticipating bystander, was charged with disorderly conduct after he grabbed and destroyed a sign carried by one of the marchers.



Marchers for Jobs and Freedom, some 210,000 strong, assembled at Lincoln Memorial. (Photo courtesy of The Washington Star)

How could such a gigantic host of individuals from every walk of life assemble, demonstrate, and disband so easily and orderly in such a short period of time and a full measure of police protection and supervision be provided not only for the rally but for the city as well? The answer lies, of course, in wholehearted cooperation and detailed planning. This overwhelming responsibility fell on the shoulders of Chief of Police Robert V. Murray of the Metropolitan Police Department, Washington, D.C.

Police Planning

Early in July of 1963 Chief Murray was advised that a civil rights demonstration in the Nation's Capital was being planned. As is natural with a spontaneously planned demonstration of this nature, initial information regarding the purposes, scope, and organization of the affair was conflicting and scanty. From the very beginning, it was evident that no matter what form the dem-

onstration finally took, it would offer manifold possibilities for violence and disorder which would have to be effectively countered by carefully pre-planned police action.

At the outset, fears were expressed among many of the citizens of the city, and accusations were made by many opponents of the civil rights movement, that the leaders of the demonstration were planning an exhibition of force to harass and coerce Congress for legislative action favorable to their objectives. Some said the participants would resort to massive sit-ins and transportation stoppages for that purpose. Immediately following the original announcement of the planned demonstration, a second potential for disorder appeared with the announcement by the American Nazi Party that it would seek permission to stage a counterdemonstration on the same day.

Immediately after being apprised of the impending demonstration, Chief of Police Murray and I met with the Board of Commissioners and with officials from other Government agencies which

might be affected or interested in the demonstration. At these meetings broad outlines of policies were formulated for every known potential hazard, and preliminary plans were made to augment the Metropolitan Police Force on the day of the demonstration with additional active personnel from the D.C. Fire Department, the D.C. National Guard, and the Police Reserve Corps. Also adopted was a policy of having Federal troops available on standby for use if conditions in the city could not be controlled by civil authorities.

Meeting With Leaders

On July 11, 1963, Chief Murray and I, together with other deputy chiefs of the Department, met with the leadership of the demonstration groups to discuss the proposed demonstration, the potential problems and dangers, and the efforts and tactics which might be employed by the police leadership and the demonstration leadership to prevent or to control any possible disorders. This meeting, a very friendly and cordial one, was opened by the Chief of Police with the following statement:

First, I wish to welcome you to this meeting concerning the proposed Civil Rights March to be held in Washington, D.C., on August 28, 1963.

Further, I wish to inform you that, as Chief of Police, you may be assured that the officials and members of the Metropolitan Police Department will cooperate with you, as leaders of the March, fully, to the end that your people will come to their Nation's Capital, participate in an orderly demonstration concerning their civil rights and depart from our city with the satisfaction of knowing that they have acquitted themselves in the eyes of their fellow citizens in such a manner that their visit here will be remembered as an orderly and peaceful demonstration.

To that end, I promise we will work with you and extend to you every reasonable cooperation.

The leaders of the march assured Chief Murray that they fully intended the demonstration to be a peaceful one. The gist of their plans at that time was that they would demonstrate in the Nation's Capital on August 28, 1963, that they estimated the affair would bring to this city from 100,000 to 150,000 people.

Conferences Coordinated

From that first meeting on July 11, through the actual day of the event on August 28, a great number of coordinating conferences were held between the various police officials and the rally leadership. A permanent liaison between their leadership and

the Metropolitan Police Department was imperative to maintain efficient communication of the myriad questions passing between the two headquarters each day. For this purpose, a police lieutenant was assigned to the Executive Office of the Police Department and served as liaison officer to the rally leadership.

An early decision was made by Chief Murray that it would be impossible to handle more than one major demonstration on the same day, especially when conflicting objectives were involved. He issued an order, stating, "Parade permits will not be issued to any other organization on that date."

Reserve Units Activated

Even though the possibility of danger from a counterdemonstration was negated by the policy adopted by Chief Murray, and even though every confidence was placed in the emphatic assertions by the rally leadership that the event would be a peaceful affair, prudent executive action demanded that police operations be planned to handle the maximum potential problems which could conceivably arise. To this end the Chief of Police recommended to the Board of Commissioners that days off be canceled and annual leave restricted



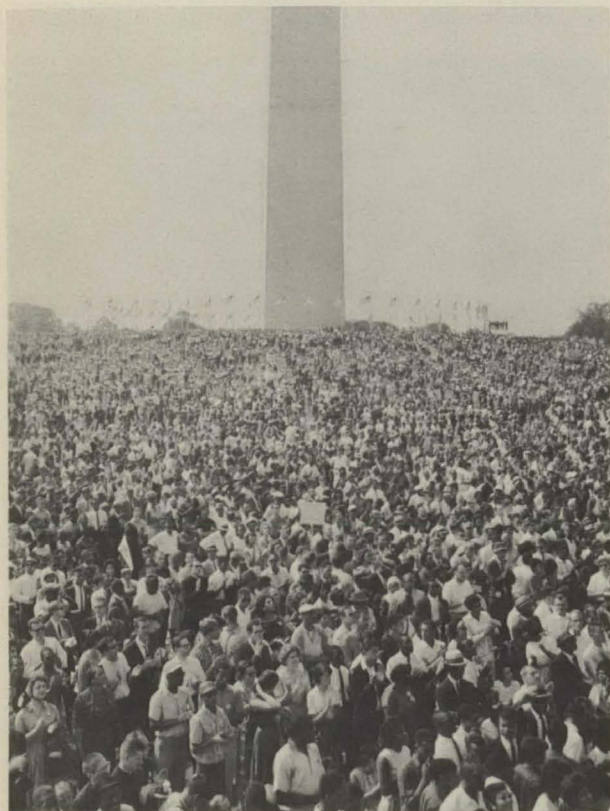
Dep. Chief Howard V. Covell.

for policemen and firemen on the day of the rally; that the firemen thus made available be assigned to the Metropolitan Police Department for duty; that the District of Columbia National Guard be activated and assigned to the Metropolitan Police Department for duty, and that the Police Reserve Corps be activated and assigned to the Metropolitan Police Department for duty. These recommendations were approved by the Board of Commissioners and implemented by Commissioners' orders.

A Deputy Chief of Police was appointed to act as liaison officer to the Military District of Washington to keep its staff informed of plans and arrangements made by this Department and of the proposed organization and distribution of Police Department forces on the day of the rally.

Passes Issued to the Press

Early in the preparations for the rally it became evident that press representatives from throughout the Nation intended to cover the event in the Nation's Capital. Arrangements would be necessary for issuance of special police press passes to out-of-town representatives of various news me-



A view of part of the massive crowd at Washington Monument.



Chief Robert V. Murray.

dia. These would be in addition to the 1,200 regular police press passes.

The special press passes were designed and issued for use on the day of the demonstration and were also made valid for the day preceding and the day following the event. On the day of the rally, Executive Office personnel were stationed at the press tent on the Washington Monument Grounds where they issued press passes to late-coming news representatives after obtaining telephonic approval from the chairman of the Press Pass Committee. In all, the Metropolitan Police Department issued more than 1,900 special press passes for the Rally for Jobs and Freedom.

News Coverage

A second major and important involvement with the working press covering the rally was that of publication of police plans and operations both prior to and on the day of the demonstration. As this problem increased during the last days before the event, it became obvious that some special arrangements would be necessary to accommodate the demands from various news media for coverage of police operations on the actual rally day.

(Continued on page 17)

Small Town—Big Problems During Racing Season

E. W. DAY

Captain, Charles Town, W. Va., Police Department

Communities having in their areas major attractions for tourists and other visitors are confronted with critical problems of law enforcement demanding special planning and the cooperation of many agencies. The author tells here how the Charles Town, W. Va., Police Department meets the challenges connected with law enforcement in a small community having two well-known racetracks.

"I DON'T CARE if that is where John Brown was hanged, pass those cars or we'll be late for the 'double.'"—"Henry, you mean to tell me you rode a bus from New York to West Virginia and back today, saw the Potomac River, Harpers Ferry, and had a three-horse parlay?"—"Sam, if you look quick you can see part of the National Monument at Harpers Ferry, then we'll hurry to Charles Town and see that fellow who 'talks' to the horses."

The Racing Town

Exaggerated quotations?

Not really. For anyone who has driven or traveled the short distance from Washington, D.C., or Baltimore, Md., to Charles Town, W. Va., in the Shenandoah Valley, apple country of north-eastern West Virginia, or for anyone who follows horseracing, knows that this community of 3,329 people is the location of the well-known night-racing track, Shenandoah Downs, and the equally well-known day-racing plant, Charles Town Race Course.

Charles Town is actually located 5 miles from the State of Virginia and 10 miles from the State of Maryland. The capital of the United States, as well as the capitals of five States, is closer to our community than is Charleston, the State capital of West Virginia. In Charles Town, the quiet county seat of Jefferson County, there is horseracing approximately 200 days each year, with a total paid attendance in 1962 of 1,055,539 patrons, and a total pari mutuel handle in 1962 of \$61,735,094.

For a general view of our police problem, we point out that our city police department is comprised of six uniformed officers, aided by three radio operators. When the tracks are not operating, we have the normal police operations for a community of this size—night patrol, parking meters, funerals, wrecks, inebriates, the usual theft cases, and the many duties attendant to all departments of our size.

The racing season in Charles Town is, normally, from mid-December until late January and from mid-April until mid-October. During these periods, horse owners, trainers, jockeys, exercise

boys, stable hands, and assorted track officials move into the area. Infrequent bettors, heavy daily bettors, and avid followers of the "sport of kings" come to our community. Then, we also have those "fringe" followers of this type of activity—the lush workers, check artists, touts, gamblers, narcotic addicts, and other assorted types.

How Problem Is Handled

It would be natural to wonder how our small department handles these problems during the racing season. The plain and simple answer is that we are not prepared to cope with the many matters as an agency. We have no detectives, no narcotics squad, nor check squad, etc. What we do have is a solid foundation of cooperation. The cooperation we have is not just a word to be used lightly; it is a working thing. Cooperation comes from the West Virginia State Police; the Thoroughbred Racing Protective Bureau; municipal and State agencies in nearby Frederick, Md., Hagerstown, Md., Winchester, Va., Martinsburg, W. Va.; and from the Federal field where the Federal Bureau of Investigation, particularly, renders the fullest cooperation to assist us in performing our duties.



Capt. E. W. Day.



Captain Day; Louis Pondfield, vice president of Charles Town Race Course; and John Hanley, TRPB Agent in Charge at Charles Town. (Courtesy of Charles Town Race Course—Photo by Jerry Frutkoff, Baltimore, Md.)

When you analyze the total number of persons attending the two racetracks during the year, as compared to our local population of 3,329, and consider that only a small percentage of the patrons come by special trains and buses from New York City, Newark, N.J., Philadelphia, Pa., Baltimore, Md., and Washington, D.C., you see our first and foremost problem—*traffic*—with a capital "T." We have the duty to courteously and efficiently handle the streams of cars carrying visitors to our community, and, at the same time, properly protect the citizenry of our community in their normal pursuits.

Visualize, if you will, that on many days the racetracks attract an attendance of three times the population of Charles Town, or over 10,000 people; that a small percentage of those attending come by public transportation; and that almost daily the automobile traffic into the parking lots averages between 2,000 and 3,000 cars. These cars come into our area in about 1½ hours, and are, figuratively, poured back on our roads within 1 hour's time.

We use radar at times, as do other police agencies in our county. We do not discourage or encourage announcements at the tracks that we are using radar. This type of "advertising" does assist, however, in reminding the drivers that if they obey the traffic laws, then we can possibly assure their safe return to our community on another day.

What have we done with the limited number of officers to expedite our traffic problems?

Officers at busy intersections during peak traffic periods are assisted by blinker lights and controlled traffic signals. The West Virginia State Road Commission has effectively placed directional signs in strategic areas to route the traffic from all directions to the parking areas, and we are now considering the use of the local commercial radio station to broadcast traffic instructions to motorists during our peak hours. We have impressed on the owners and operators of tow trucks and wreckers the need for them to be available to remove traffic hazards and nonoperational vehicles. They cooperate fully.

This traffic control system is not the doing of the Charles Town Police Department, but has been a process worked out from experience and with the tremendous responsibility assumed by the West Virginia State Police and the uniformed members of the security forces at the two tracks.

Knowing What To Do

Charles Town, as you may surmise, is a "Jekyll and Hyde" community. In the non-racing season, it is like any county seat in most rural areas of the country. During the seasons of racing, the transformation is impossible to describe. I firmly

believe that in our department the main knowledge our "jack of all trades" officers must have is "where to get the cooperation" in a specific set of circumstances in the quickest manner possible.

Does a matter concerning "yellow jackets" or "bennies" go to the Narcotics Bureau of the Treasury Department or to the Food and Drug Administration? How can the "record and wanted" status of a person be quickly ascertained?

In answering this last query, let me cite an example. One of our officers found a couple in possession of numerous items, including hypodermic needles and syringes. Evasive answers and numerous names were given to us by the pair. A quick classification of their fingerprints by an area officer and a call to the nearby Identification Division of the FBI resulted in a reply within 1 hour. Naturally, this reply was predicated on the fact that the persons we had might be identical with two certain individuals. This information assisted us and allowed us to notify a southern State that two of their parolees were in our custody.

A quick check for any record of a stolen motor vehicle is made for us with the assistance of the radio and teletype network of the West Virginia State Police and relays by radio to nearby States. Inquiries in more distant areas are more readily accomplished through the FBI.



Traffic scene at racetrack parking lot. (Courtesy of Shenandoah Downs Racetrack—Photo by Steve Weaver.)

Worthless and forged checks, which sometimes are the main headache in a racetrack area, are not the major problem in our community that one would surmise. Again, the cooperative assistance of others enters the picture. The West Virginia Racing Commission greatly assists because personnel licensed at the tracks know the ramifications of passing any such check can include a loss of the license. The businessmen of this community are well aware of the losses they can suffer by taking checks from persons unknown to them, and the definite positive policy of our local prosecuting attorney in taking swift action against those who violate our check laws is also a strong deterrent.

Counterfeiters and Others

Counterfeiting is another of the many varied matters that come to our attention. On one occasion, a lieutenant of the Martinsburg, W. Va., Police Department, spotted a counterfeit \$20 bill at one of the tracks. With the cooperation and assistance of the track security police, the local State police detachment, and one of our officers, the man was located and interviewed, and the Secret Service Office was notified. The Federal officers continued the investigation which resulted in the rounding up of a counterfeit ring, the recovery of counterfeiting paraphernalia, the confiscation of about \$280,000 worth of counterfeit bills, and the subsequent conviction of five operators of the ring.



Patrolman Perry Ott (left), Charles Town Police Department, with Security Officer C. A. Hehle (center) and Security Patrolman W. H. Parkinson (right), of Shenandoah Downs.

During the late summer and early fall of each year, the part-time population is augmented with the influx of transient workers in the orchards of the area. Both the racetrack employees and the orchard workers, many of whom are aliens, are subject to the scrutiny of the officers from the Immigration and Naturalization Service of the Department of Justice. Our work with these officers is another of the cooperative ventures in this community of 3,000-plus people.

How do we solve our problems? Briefly, you have the answer. Summing it up in one word, we have "cooperation"—cooperation from the finest law enforcement officers at the local, State, and Federal levels. If nothing else, this short article is a tribute to them in appreciation for their aid and cooperative efforts.



Traffic scene at parking lot. (Courtesy of Charles Town Race Course—Photo by Jerry Fruttkoff.)

Italian Police Stress Scientific Crime Detection

DR. FILIPPO DE NARDIS

Chief, Criminal Division, Italian National Police, Rome, Italy

THE ITALIAN Scientific and Technical Police was founded in 1902. It was located in a wing of the old Roman Prison of "Regina Coeli," where it remained until 1958. The old Roman prison was no longer suitable to accommodate the organization which had developed and expanded during the intervening years.

A new headquarters was built in the most modern part of Rome. It was fully equipped to meet all the requirements of the organization and the training of its men.

Much of the success and advancement of scientific crime detection in Italy are directly attributable to Dr. Angelo Vicari, Chief of the Italian National Police. The present effectiveness of the Criminal Investigation Department (CID) is due principally to his good work. Dr. Vicari has been a dedicated leader for progressive, professional law enforcement for many years.

Presently, the scientific police operate within the Criminal Police Division and are under my direction.

Twelve field offices, located in major regional cities throughout Italy, are operated with the same modern equipment as that located at headquarters, and excellent service is assured by highly specialized personnel. All investigations are carried out expeditiously and the many different problems solved as quickly as possible.

The Italian CID technical system is divided into two branches: The Technical Investigation and Documentation Branch and the Identification Branch, both with well-defined activities.

The Technical Investigation Branch is, in general, the starting point of all technical investigations carried out by the judicial police in charge of investigating and preparing reports for the judicial authorities. This section has a team of men which forms the "Special Squad" for on-the-spot investigation of crime. These men are technically qualified and trained for the initial investigation of crime. The intervention of this squad is required in cases when one's liberty has been compromised and where the physical integrity of a citizen has been violated, or where a theft has been committed by unidentified persons. The purpose of the intervention is to ascertain the reasons, circumstances, and responsibilities of the case and to establish the elements and conditions of the crime in order to have documentation for the future.

Prompt Intervention

The work of this "Special Squad" has among its activities that of "prompt intervention." Speed is the essence in the varied and complicated cases which are investigated. These include murder, suicide, robberies, burglaries, thefts of or from vehicles, road accidents, air accidents, floods, etc.

The variety and extent of situations which may arise and the complexity of events make it necessary to confront and solve many problems in order to furnish the judicial authorities all the elements and documentation for their judgment.

It is, therefore, the preliminary investigation



Dr. Filippo de Nardis

of crime on the spot that identifies the *Modus Operandi* or the style in which each criminal carries out his crime.

Duties of Special Squad

In particular, the duties of this special squad are as follows:

On the scene of crime:

The accurate and methodical search for any traces or elements susceptible to inquiries;

The exact measurements and topographical representation of the place or premises where the crime took place;

The general and detailed description of the room or premises of crime; this is always accompanied by a full photographic documentation of the place;

A list of evidence pertaining to the crime in question for subsequent submission for laboratory tests and analysis;

Identification of suspects, through suspicion or by exclusion, and identification of the bodies of unknown persons.

Laboratory Examinations

During the course of laboratory examinations:

Detailed examinations of items found (utilizing ultraviolet and infrared rays and grazing light) and their description, accompanied by microphotographs and macrophotographs of same;

The reconstruction, with the help of dummies or mannequins, of the scene of crime, the situa-

tions, positions, attitude, etc., pertinent to the case and also by recording as evidence particular elements, such as wounds, cuts, spots on clothes, etc.;

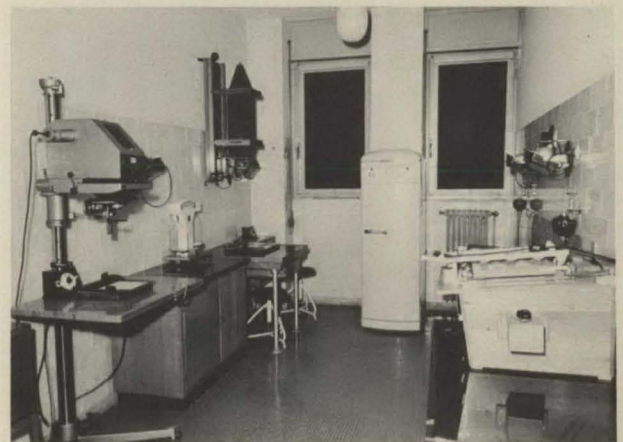
The writing of reports on the technical survey as a result of the different researches and documentations.

Photographic Equipment

The specific activity of the special squad necessarily requires adequate technical photographic equipment with interchangeable optical cameras and other fittings. Portable kits, fully equipped, are needed for prompt use at the scene of the crime. The squad must be able to meet the most varied exigencies when investigating the scene of a crime. It is equipped with different types of dusts and powders for taking fingerprints, reactives for the identification and grouping of blood, solutions to bring latent fingerprints on paper into light, fluorescent ink and pencils, ultraviolet rays, plastic materials for casts, etc.

Furthermore, the Technical Investigation Branch has at its disposal photographic laboratory units for colored and black and white pictures. One unit is for the development of microfilms and macrofilms and of photographs by means of ultraviolet and infrared rays. These units are all equipped with the most modern cameras and photographic equipment on the market.

The branch also has a special camera for taking photographs of criminals—front view and right profile simultaneously. There are also a portrait room for the technical and instructive teaching of photography and a photomechanic unit for the enlargement of photographs and counterfeit bank-



Dark room.

notes. The photographic machine is capable of enlarging over one thousand times the size of any photo or banknote.

A complete section for the shooting and projecting of 16-mm. or 35-mm. films is in operation. It is also possible to develop and print films of civic and national interest, and an adequate film library is maintained.

Reporting System

The well-known reporting system based on a "portrait parle system," which has the purpose of identifying unknown individuals, was integrated approximately a year ago with other new systems of physical identification. Excellent results have been achieved.

This branch is also in charge of the control, organization, and constant development of regional and provincial Forensic Scientific Laboratories and of those opened at some police stations in minor cities of Italy. It helps in the training of the technical personnel responsible for this service.

Firearms Analysis

Important also is the firearms analysis which is performed in a well-equipped laboratory. Examinations are made to identify bullets, shells, and weapons and to ascertain the functional fitness of the guns. The laboratory makes use of microscopic comparators, instruments for microphotography and macrophotography, and devices for measuring the indentation made by the firing pin. Equipment is available for testing the barrels of the weapons, and, finally, a small shooting range



Firearms testing room.



Special camera for taking front and profile views simultaneously.

is maintained for test firing weapons and for the recovery of the bullets which are fired with the suspected weapon.

Identity Branch

The "Identity Branch" is subdivided into preventive and judicial identification.

The Preventive Identity Section consists of the central recording identification service. It is equipped with a substantial records office which presently contains the photofingerprint cards of over a million and a half individuals screened by police organizations.

This service furnishes the identification of persons subjected to registration in accordance with the law, apart from their responsibility in criminal acts, and also the identification of those foreigners whose fingerprint cards are received from INTERPOL.

This service has at its disposal, for the accomplishment of its duties, special monocular and binocular lenses, as well as comparators, episcopes, etc. This equipment is particularly fitted to fingerprint research and relative comparisons of fingerprints.

The other branch of this Identity Section is the

judiciary which carries out identification work of criminals. It searches and classifies fingerprints and other traces found at the scene of crime by the technicians of the "Special Squad." In addition to analyzing fingerprints, the judiciary examines tools used in breaking into houses, blood spots, bullet shells, tire marks, etc.

The great number of finger and palm prints found at the scene of crime prompted the organization of a fingerprint section using a three-card index:

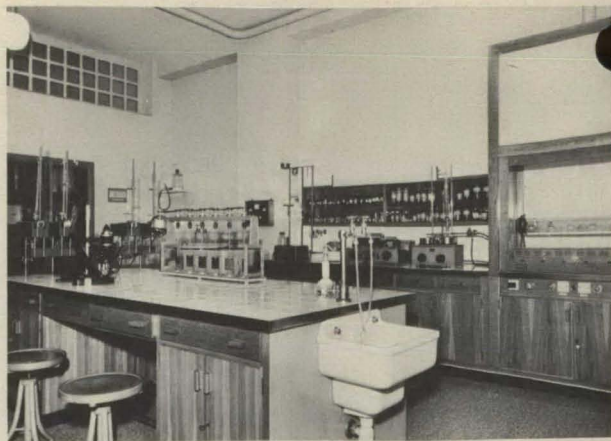
- (a) A fingerprint card of the investigations on the spot;
- (b) A card for the classification of crime according to the Modus Operandi;
- (c) A single fingerprint card index.

Other Laboratories Used

The Judicial Identity Branch makes use also of the following laboratory units:



Dr. Angelo Vicari.



Chemical laboratory unit for qualitative and quantitative analysis of substances.

- (a) A unit for the qualitative and quantitative analysis of organic substances. This unit is attached to the spectrographic and microscopic analysis unit;
- (b) Physics mineral testing unit;
- (c) Chromatographic testing unit for research on paints, inks, etc.;
- (d) Chemical unit with sub-units for the qualitative and quantitative analysis of substances;
- (e) A unit for the technical analysis of marketable goods, such as textiles, foodstuffs, minerals, fuels, etc.;
- (f) A unit for biological research and for the control of blood substances, formation of hairs, sputum, etc.

Criminal Records

The scientific police also have a central anthropological and biographical service where all information relating to date and place of birth of criminals is collected, as well as information of a physiopsychic and judicial nature used to illustrate a person's criminal career. These are constantly kept up to date and are a source of ready reference and information.

The last but very important function of the Italian Scientific Police is that it efficaciously contributes to the training of personnel at the Higher School of Police in the teaching of technical and professional subjects. The teachers are highly qualified and hold courses for officials, police officers, noncommissioned officers, and also for the women police, an organization recently formed in Italy.

Do's and Dont's in Reloading the Revolver

In gun battles—movies and television programs notwithstanding—police officers must reload their revolvers after firing six rounds. The speed with which they can resume firing depends on how quickly the ammunition can be placed into the cylinder. This item gives a few tips on the basic fundamentals of reloading.

SPEED IS THE DETERMINING FACTOR to success in many endeavors. In law enforcement, there are occasions when swift, sure action with the revolver means the difference between life and death to an officer.

The average law enforcement officer may complete a long, honorable career in his profession without ever having to use his revolver in the defense of his life. In only a very few instances will he ever need to fire more than the six rounds with which the cylinder of his revolver is loaded. The possibility always exists, of course, that he may need more than six rounds. Multiple gunmen, adverse shooting conditions, or extreme ranges are

some of the conditions which may require additional firepower.

Contrary to many gun battles portrayed in movies and on television programs, the law enforcement officer must reload. The speed with which he can do so and resume firing is determined to a large extent by the shooter's ability to place the ammunition into the cylinder. While additional speed and skill can be acquired with practice, the proper sequence and procedure should first be mastered to eliminate wasted motion.

Reloading follows the preliminary steps of opening the cylinder and ejecting the empty cartridge cases from it. Ejection should be made with the

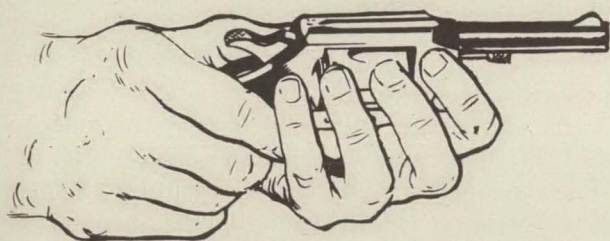


Figure 1.—To load or reload the revolver, the first step is to place the right side of the revolver in the palm of the left hand. Place the right thumb on the cylinder latch. The revolver muzzle is kept pointed "down range" in each step of loading or reloading.

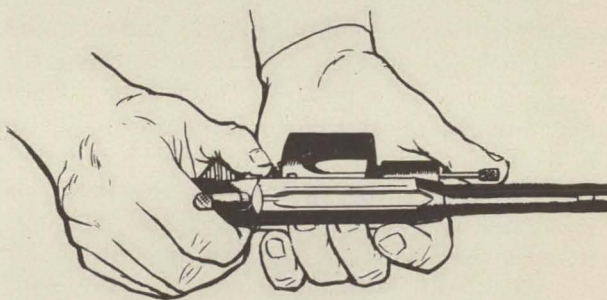


Figure 2.—With the right thumb, either pull back or push forward on the cylinder latch, depending on the make of the revolver used, and with the middle and ring fingers push the cylinder and follow it through the revolver frame. The first and middle fingers of the left hand remain on the frame.

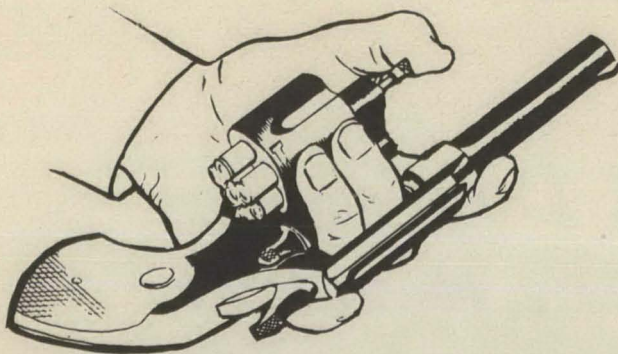


Figure 3.—The left thumb should be used to push the ejector rod to the rear, ejecting the empty cartridge. The left hand has complete control of the revolver, freeing the right hand to reach for additional ammunition. The muzzle should be raised while the empty cartridges are being ejected.

thumb of the left hand (for the right-handed shooter) by pushing the ejector rod to the rear after the cylinder has been opened. While the ejection action is occurring, the right hand should be reaching for additional ammunition. During this reloading process, the law enforcement officer should make himself as small a target as possible if in the open or take advantage of any cover or concealment available. Each time the officer reloads his revolver, whether on the range or elsewhere, he should practice reloading as quickly as possible. This can be done at home or in the office using dummy ammunition for practice. The accompanying sketches (figs. 1, 2, 3, and 4) in sequence show the most feasible way of loading a revolver.

Ammunition Supply

Related to reloading, but not an actual part of it, are the source of ammunition supply and the speed with which the ammunition can be obtained for reloading into the cylinder of the weapon. Once the ammunition is in the hand, there is no deviation from the normal reloading into the cylinder. Many police officers normally rely on the six rounds they carry in their weapons. In those instances where the use of firearms can be anticipated, additional ammunition can be carried in the front right trousers pocket (right-handed shooter).

Other than carrying extra ammunition in the trousers pocket, there are two other basic methods for the law enforcement officer to carry extra ammunition on his belt: (1) a flat cartridge carrier

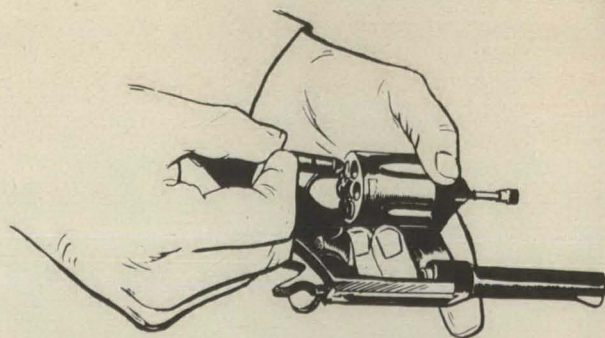


Figure 4.—Lower the muzzle while reloading. With the thumb and middle fingers, rotate the cylinder and insert the cartridges into the rear of the cylinder. The left hand is naturally cupped beneath the cylinder to catch any dropped cartridges. Close the cylinder and resume firing.

retaining the rounds in individual loops, and (2) a cartridge box or pouch which releases the ammunition by unfastening a snap and dropping six rounds into the hand at one time. Regardless of where it is carried, a police officer should practice obtaining his supply of ammunition in the fastest possible time.

During the firing of FBI Combat Courses, in view of the many types of ammunition belts and pouches available, the ammunition is maintained in the right front pocket for the right-handed shooter. The left-handed shooter, of course, carries his supply in the left trousers pocket. In reloading, he holds the revolver in the right hand with the thumb through the revolver frame on top of the cylinder and the middle and ring fingers on the bottom for ease in rotating the cylinder as it is being loaded. Thus, the left-handed shooter reloads with the same skill as a right-handed shooter.

Speed Is Important

Regardless of where an officer carries his ammunition, he should practice obtaining it from that source and getting it into the revolver cylinder so that the time element is kept to a bare minimum. When engaged in a gun battle and additional ammunition is needed, his reach for the ammunition should be instinctive and without wasted motion and loss of time.

There is no substitute for practice. The speed with which a law enforcement officer can perform these functions may be the difference between living and dying.

POLICE PLANNING

(Continued from page 6)

For this purpose a temporary pressroom was established in the corridors outside the press office of the police headquarters building, and the special assistant to the President of the Board of Commissioners was assigned to the Police Department for the day of the rally and the 2 days preceding to maintain liaison with all representatives of the press. To prepare himself for this assignment, he reviewed all plans of the Police Department for the demonstration, and during the rally he stationed himself in the press office of the headquarters building where he was in contact by direct telephone with the Police Department Command Center, which constantly relayed to him reports of developments from the field. In addition, the command center transcribed the more important field reports into hourly bulletins which were issued to the press and to interested Government officials.

Potential Problems Discussed

After firm tentative plans for the rally were developed, Chief Murray arranged for and attended a meeting of all Chiefs of Police of the Washington Metropolitan Area. Potential problems which could derive from the event were discussed. The Chiefs agreed upon methods of coordinating and assisting the Metropolitan Police Department and each other in handling traffic entering and leaving the District, and in coping with other problems which might arise within their own jurisdictions as an outgrowth of the rally.

As plans for overall police operations for the day of the rally became more clearly defined, the officials involved in the plans agreed that all personnel assigned to work on the day of the rally would operate under the control and command of Chief Murray.

When notified of the proposed activation of the District of Columbia National Guard, the commanding general of the Guard requested that his officers be briefed on police plans for the operation. This was done.

Special Units Instructed

When formal plans and details for the day of the demonstration were prepared, it was decided that District of Columbia firemen and members of the



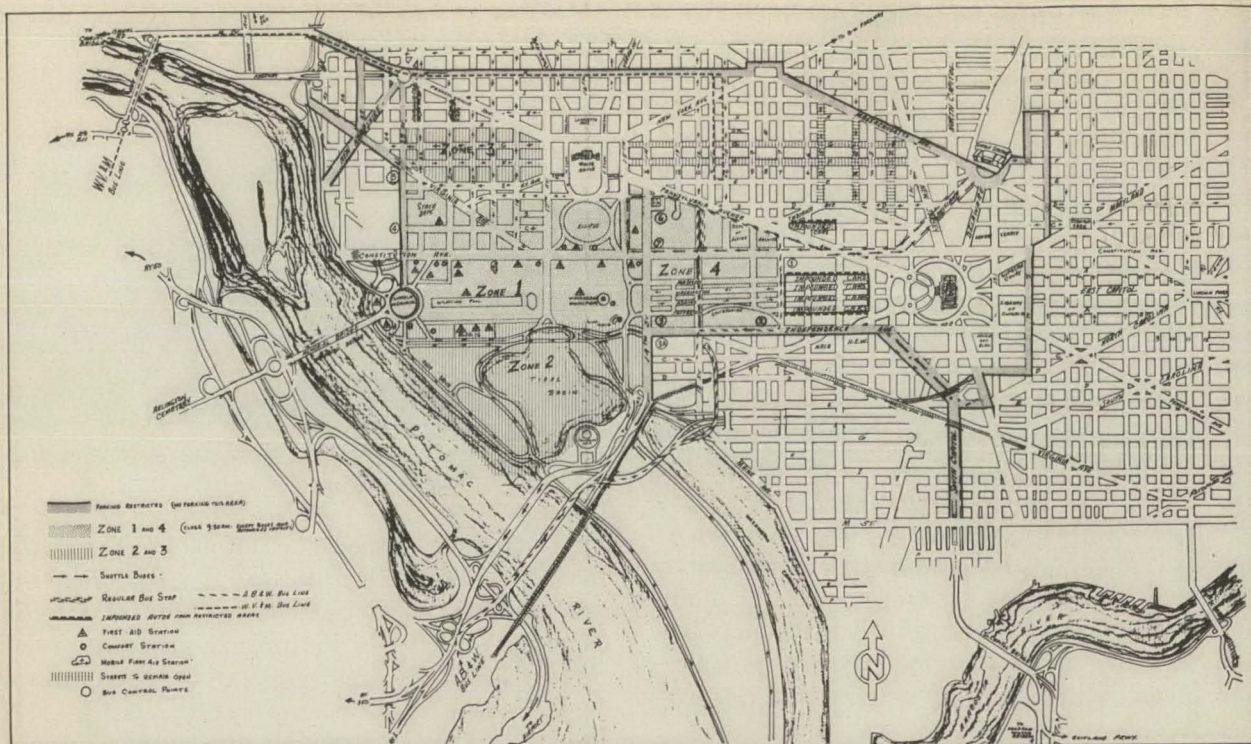
Rally participants at Washington Monument grounds listen to special program of entertainment.

Police Reserve Corps would not be utilized in the immediate rally area. Instead, to the fullest extent possible, police personnel scheduled for the day tour of duty in the precincts would be detailed to the rally area, with only a skeleton force of policemen left in each precinct, and the D.C. firemen and Police Reserve Corps members would be utilized to supplement that skeleton force. In order that the D.C. firemen assigned to such duty would have some concept, even though limited, of police duties and responsibilities, the Metropolitan Police Department provided the Fire Department instructional material on the law of arrest and a Police Department publication on handling race and human relations; in addition, the D.C. National Guard provided the Fire Department with copies of their lesson plans regarding self-defense and handling of batons.

Formal Orders

In the formal orders making the D.C. National Guardsmen and D.C. firemen available for police duty on August 28, 1963, the Board of Commissioners, exercising its statutory authority in connection with special ceremonies, appointed personnel assigned to work with the Metropolitan Police Department as "special privates in the Metropolitan Police Department" beginning 12:01 a.m., August 28, 1963, and terminating on order of the Commissioners.

Because of the magnitude of special police operations on the day of the rally, a temporary reorganization of the entire Metropolitan Police Department was planned and ordered by the Chief of Police for that date. In this connection, Chief Murray retained personal direction and control



Traffic control chart for the Rally area.

over all arrangements and details in connection with the Rally for Jobs and Freedom. For the day of the actual rally he planned to be and was located at the site of the rally.

Command Center Established

To facilitate the coordination and control of all units of the Department during the rally, I established and maintained a command center in police headquarters, which was in operation from 6 a.m. until 9 p.m. on August 28, 1963. Special telephones for receiving reports from the division commanders in the field and direct telephone lines to various key spots throughout the Department were terminated in the command center. Each division was directed to assign one official to notify the command center of conditions within the divisional area once each hour during the rally and related events.

That portion of the downtown section of the city which was planned to be or was likely to be involved in the rally was separated into five command divisions. The first division encompassed the area of the Washington Monument Grounds, the Lincoln Memorial Grounds, and the area between the two, and thus included most of the space planned for formation, participation, and disband-

ing of the rally. The second division encompassed Constitution Avenue and the area north of that avenue to H Street and west of 14th Street to Rock Creek, including the White House Grounds and the Ellipse. These two divisions were deemed the critical areas for the rally, and a total of 1,067 policemen and 1,126 National Guardsmen, the bulk of available manpower, were detailed to them.

The third division included the Mall between 3d Street and 14th Street and the area north of the Mall to Pennsylvania Avenue. The fourth division included the area surrounding the U.S. Capitol Building, and the fifth division included Union Station and the area surrounding that building.

Complete Traffic Plan

Because of the many special traffic problems which were certain to be imposed by the influx of a large number of participants for the rally, a coordinated effort was made by the Department to establish a complete traffic plan. An important phase of this plan was the establishment of bus parking areas adjacent to the planned demonstration area, the establishment of control points and police escorts to direct and escort incoming buses to as-

signed parking areas, and the maintenance of a central registration at the bus control center of the locations of the various buses. Careful planning was also necessary for the maintenance of an orderly flow of the usual city traffic before, during, and after the actual demonstration period, and for the orderly dispersal of the parked buses at the conclusion of the rally.

Recommendations were made to the Board of Commissioners for the prohibition of parking within a large part of the downtown city surrounding the demonstration area. The leadership of the rally was requested to advise their participants against coming to the city in private automobiles; however, in anticipation of the possibility that some of the participants would disregard this advice, the rally leadership was furnished maps outlining directions for finding the fringe parking areas of the city, and booths were set up at entrance highways to the city for the purpose of instructing incoming participants as to the locations of those fringe parking areas.

The Traffic Division coordinated with the D.C. Transit Co. and arranged for the rerouting of transit buses during the rally, and it requested and

received approval of the Interstate Commerce Commission for a detour of through truck traffic around the District of Columbia area on August 28, 1963.

Communication Center

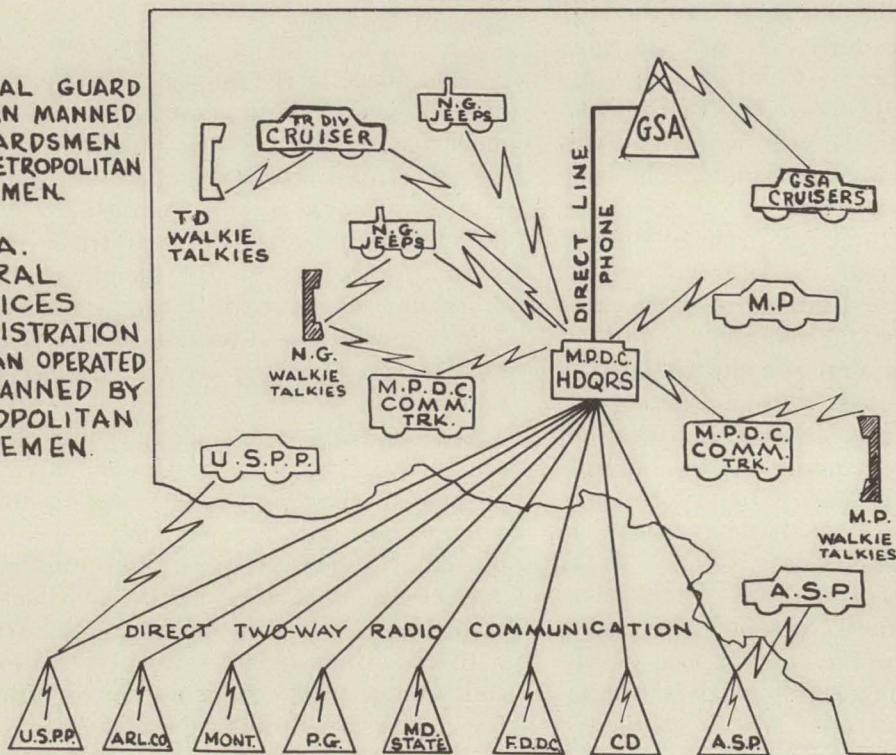
The Communications and Records Bureau of the Department was directed to establish a special communications center for the rally and was given responsibility for all police communication. This communication center coordinated the normal radio, telephone, and teletype communications of the Department with the radio communications of the 11 extra automobiles loaned to the Department by the General Services Administration, with the 28 jeeps furnished by the D.C. National Guard for precinct patrol, with the 40 D.C. National Guard walkie-talkies and 3 D.C. National Guard jeeps furnished for the 5 command divisions, with the 15 Police Department walkie-talkies and 2 Police Department communication trucks located in the rally area, with the 13 walkie-talkies on loan from the Department of Highways, and with the police helicopter manned by the Traffic Division and

METROPOLITAN POLICE DEPARTMENT COMMUNICATIONS NETWORK

CIVIL RIGHTS MARCH AUGUST 28, 1963

N. G.
NATIONAL GUARD
ON LOAN MANNED
BY GUARDSMEN
AND METROPOLITAN
POLICEMEN.

G. S. A.
GENERAL
SERVICES
ADMINISTRATION
ON LOAN OPERATED
AND MANNED BY
METROPOLITAN
POLICEMEN.



TR. DIV.
TRAFFIC DIVISION
M.P.
METROPOLITAN
POLICE
U.S.P.P.
UNITED STATES
PARK POLICE
ARL. CO.
ARLINGTON
COUNTY POLICE
MONT. CO.
MONTGOMERY
COUNTY POLICE
P. G.
PRINCE GEORGES
COUNTY POLICE
MD. STATE
MARYLAND STATE
POLICE
F.D.D.C.
FIRE DEPT, D.C.
C.D.
CIVIL DEFENSE
A.S.P.
ARMED SERVICE
POLICE

Chart showing communications network set up for the Rally.

equipped with the regular Police Department mobile radio. In addition, special telephone lines to other Government agencies and to public utilities companies were terminated in the communication center. In order that immediate service could be obtained for any last-minute telephone needs or telephone breakdowns, a representative of the Chesapeake & Potomac Telephone Co. was stationed at police headquarters with a direct line to his company. As a supplement to normal communications channels, the Chief of Police and the Deputy Chiefs of Police in the First, Second, Third, Traffic, and Detective Divisions were provided mobile telephones for their automobiles.

Police Division Assignments

The Detective Division, under the command of the Chief of Detectives, was assigned responsibility for detailing personnel to railway and bus stations and to first-aid stations established in the rally area to be on the alert for pickpockets and other criminal activities and to take injury reports, missing persons reports, and other reports of a police nature. In addition, the Detective Division was assigned primary responsibility for providing protection for banks, savings and loan institutions, and other business establishments within the District on the day of the rally. To provide manpower for this purpose, the Chief of Police directed that more than 100 detectives from various units of the Department be returned to uniform duty on August 28th and assigned under the command of the Chief of Detectives.

The Morals Division, under the command of the Deputy Chief in charge of that Division, was assigned responsibility for detailing adequate manpower to the railway and bus terminals and to the rally area to be on the alert for offenses coming within the purview of that Division. Because of the limited scope of responsibility of that Division on the day of the rally, a majority of the Morals Division personnel were returned to uniform duty and assigned to details in the five command divisions during the demonstration.

The Youth Aid Division, under the command of its Deputy Chief of Police, assigned 10 cruisers, each manned by a detective, a uniformed policeman, and a policewoman, to strategic points on the perimeter of the demonstration area to handle any problem involving juveniles during the rally. In addition, the Youth Aid Division arranged for personnel to be on duty in both the Juvenile Bu-

reau and the Women's Bureau to handle matters within their responsibilities, that might arise during the event. Three policewomen were assigned to the police room of Union Station to handle any special problems which might occur at that location because of the heavy travel anticipated. In addition, the District Department of Public Welfare made arrangements to have members of its staff on duty at the Women's Bureau to assist in cases where persons became lost or separated from their group or family during the rally.

The Patrol Division remaining on duty within the precincts during the rally, as well as the District of Columbia firemen and Reserve Corps policemen assigned to the precincts for the rally period, operated according to the usual organization within 5 inspection districts and 15 precincts. This Division was responsible for maintaining adequate patrol patterns and police protection throughout the entire District of Columbia outside the five command divisions of the rally.

The Civil Disturbance Unit of the Department was activated and was maintained on a standby basis, subject to the personal control of the Chief of Police, at three locations adjacent to the demonstration area.

Special Details

Special plans for the rally included the stationing of additional scout cars at main arterial highways entering the city. These additional scout cars were equipped with two-way radio communication, and the crews were instructed to promptly advise the radio dispatcher if traffic conditions were approaching a saturation point or if any other unusual or critical conditions developed. The automobiles used for this purpose were loaned to the Department by the General Services Administration.

Special details were made to protect the bridges coming into the District of Columbia; for this purpose the Harbor Precinct was directed to locate one boat with two men under each bridge in or leading into the District. To fulfill this need, it was necessary to obtain four additional boats, which were loaned by the U.S. Coast Guard.

Precinct commanders were directed to make special arrangements adequate to provide protection for the public utilities of the District of Columbia to prevent any disruption of normal services as a result of sabotage by persons seeking to create disorder in the city.

In view of the possibility, although remote, that the rally might erupt into mass disorder, arrangements were made with the U.S. Court for the District of Columbia and with the District of Columbia Court of General Sessions to establish temporarily police cell block facilities in their courthouse cell blocks for standby use in case mass arrests became necessary. For this purpose, experienced desk sergeants and clerical personnel were detailed to those locations as a nucleus force to be supplemented in the event it became necessary to process a large number of prisoners. Arrangements were made by the courts for immediate hearing of charges if mass arrests were made. In addition, arrangements were made to use 9 of the 12 buses loaned by the D.C. National Guard for transportation of prisoners if necessary, and 5 radio patrol wagons were stationed at strategic locations in the downtown area for use if they were needed.

Other Needs Anticipated

Because of the long hours being worked by personnel on August 28, 1963, and because a majority of the personnel on details were on fixed posts, arrangements were made to feed two meals to all such personnel.

Because of the anticipated need for additional cranes to impound automobiles illegally parked within the restricted downtown area, and the anticipated possibility that large cranes would be needed in the event of breakdowns of buses bringing participants to the city, the Department made arrangements to rent 4 medium tow cranes from a contractor within the city and borrowed 12 large cranes from the D.C. National Guard. These large cranes were stationed at strategic points surrounding the bus parking areas designated for the rally.

In addition to the police planning for the rally, a massive planning operation was undertaken and accomplished by other District agencies providing services to rally participants. For example, the District of Columbia Department of Public Health arranged for establishment of temporary first aid and ambulance stations throughout the rally area and for the establishment and maintenance of mobile comfort stations and chemical toilets. The District Government also arranged for drinking water from bubblers attached to fire hydrants and from water trucks stationed in the rally area. Advice was given to the rally leadership regarding

the types of food which the participants could safely bring to the city without danger from spoilage.

The rally leaders expressed a desire that food of some type and soft drinks be sold in the rally area. The National Capital Parks arranged for this service through their regular contractor who agreed to provide soft drinks in paper cups to avoid the hazards of broken bottles within the rally area.

Courteous Treatment Emphasized

One factor emphasized by Chief Murray in his talks with the officials of the Department, and which was reiterated by the Department in its orders to the force, was the need for utmost courtesy by every officer and member of the force during the rally. They were directed to be patient, discreet, and solicitous of the citizens of the District and of the multitude of visitors coming into the city.

Final Briefing Given

On August 21, 1963, 1 week before the rally day, the Chief of Police arranged for a meeting to give a final briefing to all Police Department officials and to the press regarding the arrangements for the rally. Chief Murray opened this meeting with the following statement:

We do not expect any trouble at all on the 28th. However, there will be a very large crowd and we intend to be able to meet any situation and to protect the right of all persons to participate peacefully in this demonstration.

I am not only using my police and reserve police, but also members of the Fire Department, the Park Police, and the D.C. National Guard to assist in traffic control and in guiding the large number of people who will be in Washington for the march. In addition, at our request, the Defense Department will make 4,000 military personnel available if needed. Of these about 1,000 already are on duty in military posts in the Washington area. The other 3,000 will come from posts at Meade, Quantico, and Belvoir early on August 28, and they will be located in Anacostia and Fort Myer.

We believe it is prudent to take these precautions in view of the large crowd. However, again, let me stress that we have every indication that the march will be orderly and dignified.

As final precaution against potential disorder and against potential major traffic problems, Chief Murray recommended to the Board of Commissioners a prohibition against the sale of alcoholic beverages within the District of Columbia on the

day of the rally, and he recommended that the Federal Government provide for early release of Government employees in order that their homeward traffic patterns would not conflict with dispersal traffic of the rally. In addition, he personally requested the officials of the Washington ball club to postpone two baseball games scheduled for August 28 to avoid conflicting traffic patterns and to avoid diversion of police effort from the rally to the ball park events.

A Job Well Done

As is axiomatic with successful police planning operations, the execution of police operations for the Rally for Jobs and Freedom was anticlimatic. Operations followed the overall plan so closely that it would be repetitious to report here in detail the events of the day.

All told, there were 2,914 metropolitan police-

men, 1,631 National Guardsmen, 355 D.C. firemen, 242 Reserve policemen, and 75 U.S. Park policemen on duty with the Metropolitan Police Department for the Rally for Jobs and Freedom.

Equipment utilized included 167 automobiles, 19 trucks, 96 motorcycles, 11 small and 12 large tow cranes, 15 large buses, 33 jeeps, 1 helicopter, and 10 boats. Radio equipment aside from regular vehicle mobile sets included 67 walkie-talkie units.

Perhaps the temper of rally participants and the temper of the entire day can best be described by the brief report from the lieutenant in the Fifth Division at 4:26 p.m. He reported of the homeward bound participants that, "The crowd is in fine spirits, well behaved, and happy."

For a person who has had extensive experience and procedural problems, perhaps the most astonishing aspect of the planning for the Rally for Jobs and Freedom was the fact that no one was heard to say, "That cannot be done."



In keeping with the FBI's interest in extending its police training facilities to an increasing number of officers from foreign countries, the 72d Session of the FBI National Academy, currently in training, has enrolled 18 officers from 13 foreign countries. On September 6, 1963, Supt. U. Santokh Singh, of the Royal Federation of Malaya Police, Malaysia, a member of the 72d Session, was photographed with Director J. Edgar Hoover. The class, consisting of 100 skilled, handpicked officers, is one of the largest ever to attend the Academy.

NATIONWIDE CRIMESCOPE

Beware of Fraud, Appearances May Deceive

TWO COLLEGE students and a college graduate, the three members of a car theft ring, were always careful to establish a disarming atmosphere when dealing with prospective purchasers of their stolen cars.

After stealing a car and transporting it to a neighboring State, they would rent a room, have a telephone installed, then place a notice in a local newspaper advertising the sale of the car, quoting a price that would not arouse suspicion as to the legitimacy of the sale.

In one instance, the room they rented was close to the campus of a highly respected university. When a prospective purchaser arrived at the address—after he had telephoned in response to the advertisement—the “college students” car theft ring was prepared to receive him. One of the boys, casually dressed in shorts, giving a collegiate appearance, was sitting on the steps outside the house. He told the prospective customer his reason for selling the car was that he needed the money to continue his education and could no longer afford the luxury of a car. While they were discussing the terms of the sale, another member of the ring, also collegiate in appearance and carrying a tennis racket, paused as he walked by the house to remind his friend—the “owner” of the car—that they had a tennis date in 30 minutes.

Completely taken off guard by these appearances, the purchaser closed the deal, only to learn later that the car was stolen.

ABRASIONS AND LACERATIONS

Not infrequently earth, sand, glass, dried grass, or other foreign material is embedded in the wound of a body found at a scene of crime. Its identification may determine where the crime was committed.

Cat Burglar's Escapades Chalked to a Finish

THROUGH the use of a simple investigative technique, a 17-year-old high school student was discovered to be the cat burglar who had prowled through more than 50 homes in a west coast city. Usually striking between midnight and daybreak, he customarily gained entry through the negligence of the local citizenry to lock their doors. He stole money from the purses and wallets of sleeping householders.

In order to catch this prowler, each night for some time a police officer chalked the tires of every car in the neighborhood. He would then return later to see if any new cars, with tires unmarked, had been parked on residential streets.

Shortly before 5 o'clock one morning, the strategy paid off. A car with the motor still warm was spotted with no chalk mark on the tire. The police officer waited until the owner of the car, his footsteps muffled by tennis shoes, returned.

The student readily confessed between 50 and 60 burglaries in the past 2 years and had netted about a thousand dollars which he had spent on improvements to his hot-rod automobile.

BURGLARS BEAT ALARM SYSTEM

A large warehouse on the east coast was forcibly entered and robbed of \$42,000 worth of electronic tubes in spite of an alarm system installed by an electrical protection agency.

The alarm was set to go off if the temperature inside the warehouse dropped to below 57°.

The burglars made their entry into the warehouse by chopping a 30- by 60-inch hole in the roof and hoisting their loot out the same way by means of a rope. Apparently aware of the operation of the alarm system, the burglars covered the hole in the roof with cardboard cartons and turned up the heat control feed on the boilers.

WANTED BY THE FBI

Robber "Caught" on Camera Is Unidentified

At 1:30 P.M., March 8, 1963, a lone white male entered the Cleveland Federal Savings & Loan Association of Cuyahoga County, Cleveland, Ohio, holding a revolver with an 8-inch barrel in his right hand. He presented the victim teller a note printed in ink on the face of a 3- by 5-inch withdrawal slip. The note stated, "This is a hold-up. Be careful. All you have." The teller handed him \$337. The robber left the way he had entered—through a rear door. He was last observed running one block south of the robbery site.



Unidentified robber as he left the scene.

A movie camera situated immediately above the rear exit of the building recorded the robber's every move and obtained a good likeness of the bandit. However, he has not been identified or apprehended. He is described as follows:

Age	25-27 years.
Height	6 feet, 2 or 3 inches.
Weight	175 pounds.
Build	Lanky.
Complexion	Dark.
Eyes	Dark.
Hair	Dark brown.
Facial Characteristics	Smooth shaven, long drawn face.
Clothing	Wide brim gray felt hat, gray or beige hip length car coat, brown-and-white striped dress shirt with tab collar, dark tie, shoes, and trousers, no gloves.

Anyone having any information or knowledge believed to pertain to this individual please notify the Director of the Federal Bureau of Investigation, Washington, D.C., or the nearest FBI field office, the address of which can be found on the first page of local telephone directories.

THIEF SELECTS WOMEN AS VICTIMS OF SCHEME

Unsuspecting women traveling by bus or train in a midwestern city have lately been the victims of a clever key-switch scheme operated by a man who appears to be a porter and obligingly helps the traveler by getting a dime, putting her suitcase in a locker, and then handing her the key.

When the traveler returns to claim her baggage, she discovers the key doesn't fit. Station officials find the key opens a different locker, but it is empty, as well as the one in which the victim said the man placed her luggage.

Three victims to the key-switch scheme reported that the man who assisted them with their suitcases was "exceptionally polite and helpful."

CAUGHT WITH HIS HAND IN THE MONEYBAG

A unique device for moneybags has been patented in England to discourage bandits from grabbing moneys being transported by bank messenger or company paymaster.

The moneybag or briefcase is so designed that when the bandit tries to grab it, several things happen all at once. A release on the handle activates a compressed air device within the bag so that a whistling noise—much like that of a police whistle—can be heard, and three telescoping arms having a 12-foot span protrude from the bag. Simultaneously, the handle retracts into the bag imprisoning the hand of the bandit who has seized it.

FOR CHANGE OF ADDRESS

Complete this form and return to:

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FEDERAL BUREAU OF INVESTIGATION

WASHINGTON, D.C. 20535

_____ (Name)		_____ (Title)
_____ (Address)		
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Robbers and Roses

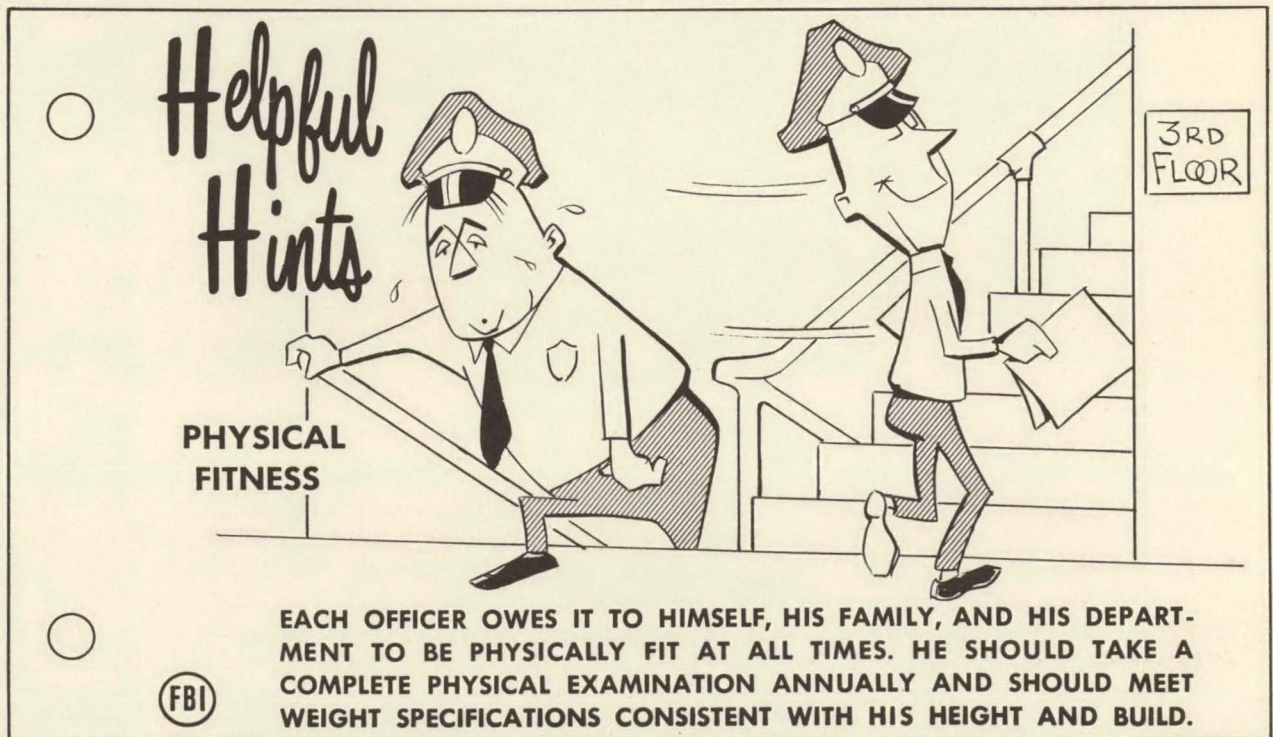
A YOUNG GIRL—just home from college for the holidays—answered the doorbell at her home one evening. A good-looking young man, about 21, holding a bouquet of flowers, was at the door. He told her the flowers were for her father and mother.

Both her parents were out at the time.

She went to get change to tip the messenger.

When she returned, two other men armed with pistols had joined the young man. One of the men took her to an adjoining room and gave her a cigarette to calm her nerves while the other two looted the apartment of money and jewelry.

The three left after tying the girl to a door-knob with twine.



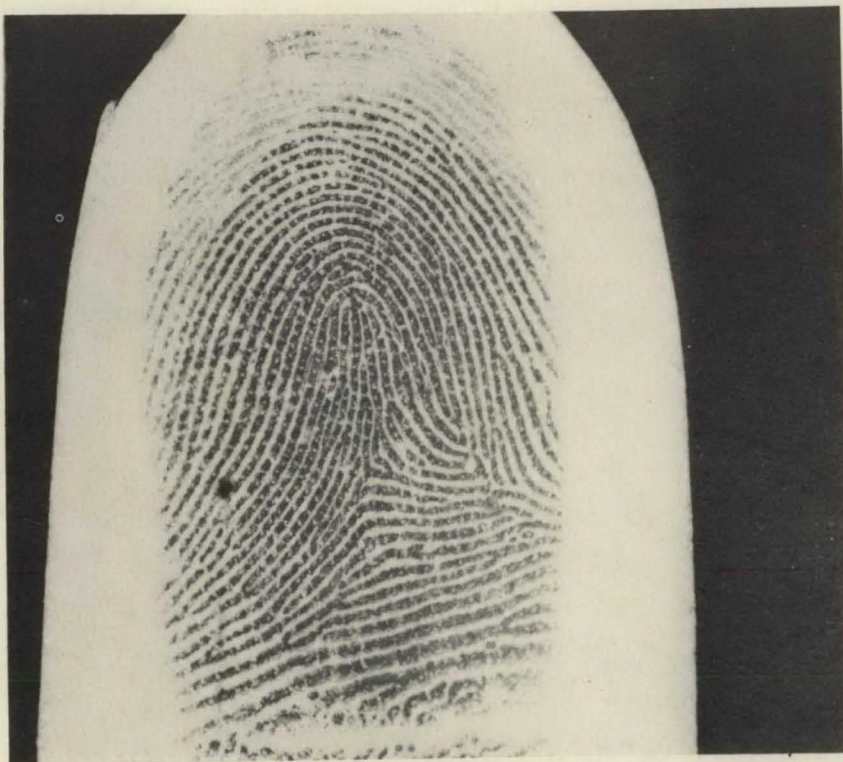
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OFFICIAL BUSINESS

RETURN AFTER 5 DAYS

QUESTIONABLE PATTERN



In the Identification Division of the FBI, this pattern is classified as a tented arch. When initially examined, it has the appearance of an accidental whorl of the loop and tented arch type; however, close examination shows there is no recurve in front of the right delta formation. Because of differences caused by inking or pressure, this pattern would be referred to as an accidental whorl.