

Vox Cop

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ISSUED BY THE

No. 1

CONNECTICUT STATE POLICE DEPARTMENT



EDWARD J. HICKEY
Commissioner

NOVEMBER - DECEMBER, 1951

Code of Honor
of the
Connecticut State Police

* * *

The traditions and splendid reputation of the Connecticut State Police are incorporated in the following code of honor, to which all members of the Department subscribe by word and deed:

"I am a Connecticut State Policeman—a soldier of the law.
To me is entrusted the honor of the Department.

"I will serve the State of Connecticut honestly and faithfully
and, if need be, lay down my life as others have done rather
than swerve from the path of duty.

"I will be loyal to my superiors, obey the law and enforce
the law without discrimination as to class, color, creed or
condition, and without fear or favor.

"I will help those in danger or distress, and at all times con-
duct myself so as to uphold the honor of the Department."

AMERICA NEEDS MORE
AND BETTER HIGHWAYS FOR
GREATER HIGHWAY SAFETY

A Talk by

HARVEY S. FIRESTONE, JR.

Chairman, The Firestone Tire & Rubber Company

VOICE OF FIRESTONE RADIO AND
TELEVISION PROGRAM

*National Broadcasting Company
Coast-to-Coast Networks*

October 22, 1951



are learned by young people during their formative years are likely to remain with them throughout their lives.

Accidents also can be reduced among adult drivers by marking roads and streets with warning signs and other devices that will promote careful driving.

Among the principal causes of accidents are unsafe vehicles. But America's great nationwide network of automobile, gasoline and tire dealers with their unmatched repair and replacement facilities makes it easy to keep your car in safe driving condition at all times.

In these critical days, when the defense needs of the nation demand the utmost efficiency in our transportation system, when materials and manpower are so scarce that the conservation of both becomes a national necessity, it is imperative that we concentrate our attention on the chaotic conditions into which our traffic system has fallen as a result of long neglect and the tremendous increase in motor vehicle travel. To delay any longer is to invite disaster which may cost thousands of lives and billions of dollars.

All of us can make valuable personal contributions to the cause of highway safety by keeping our cars or trucks in safe driving condition and by supporting all measures which will speed up traffic, increase safety and conserve essential manpower and materials. We should remember that our highways are vital to the future of our country and all of us should do everything within our power to promote the cause of highway transportation and highway safety.

Yankee *By The* Clipper

Vox-Cop

November - December, 1951

Our Democracy

by Mat



The Stafford Press

LOOKING AT LIFE

By Erich Brandeis

They are making an experiment in Connecticut, which, if it succeeds, will have changed human nature.

We have the Merritt parkway in Connecticut, one of the finest in the whole country. It stretches from Greenwich to the Housatonic river, and for its whole 40 miles there isn't a traffic light and never are the grades more than 3 per cent.

It is a four-lane highway, divided in the center by a wide band of parking, and the whole thing is a perfect temptation for speeders.

The speed limit is 55 miles per hour, which means to many motorists that it is 70 miles.

It is an accepted custom among motorists, as you well know, that a 40-mile speed limit means that you go 50 miles; 50 miles means 60; 70 miles, as on the Pennsylvania turnpike, means anything to 100 miles or whatever your car will do.

- - -

There have been an unprecedented number of accidents on the Merritt parkway recently--13 people killed since Jan. 1, and any number injured.

The state police commissioner, an unusually efficient officer and a good friend of mine, decided he would put a stop to these accidents.

So now he has his state troopers ride two abreast along the highway at a 60-mile speed, thus blocking the road for anyone who wants to go faster than the legal limit.

If anybody does sneak by the officers--bingo, he is arrested and taken into court for a stiff fine.

There are also officers equipped with radar along the way where bail may be posted, with large yellow signs warning speeders.

- - -

For several days now all this has been going on and there have been no accidents.

So far the experiment is a success.

But as one of the state police officers told me the other day, "I don't think that all this will help very much. Sure, the motorists are obeying the law

now.

"While we are patrolling the road, everything will be all right. They see our police cars, they see our uniforms, they see the big signs.

"But you can never enforce the law by making people afraid of the law.

"The only way to make them obey the law is by making them see the right of the law."

- - -

And that's about it.

That's the way it is not only with the speed laws but with all laws.

Making them afraid of the law means that they'll only obey the law when they know there is a policeman around.

The moment they think they are safe, they'll violate it again.

Making people behave is an educational process, not something for the police or the judges or the jails.

An appeal to the pocketbook is not nearly as effective as an appeal to the conscience.

But that appeal must not be made by the police. It can be done only by the parents, the school, the church.

To have to be good is one thing. To want to be good is another.

MORE AND MORE VEHICLES

The Bureau of Public Roads recently estimated that 1951 registration of passenger cars will total 42,846,000 and that the number of trucks will reach 9,353,000. Thus, over 52,000,000 vehicles will be crowded on our inadequate streets and highways, running up a total of something like 486 billion vehicle miles.

Too little realized is the fact that 80 per cent of these vehicle-miles are concentrated on only 20 per cent of our highways. The result is congestion, traffic jams of monumental proportions and a large number of accidents.

The continued increase in the number of vehicles stresses the need for speeding up highway betterment programs--and for concentrating the improvement work on routes where traffic needs are greatest.

OUR *Christmas* WISH

At this happy season of the year,
we welcome the opportunity
of setting aside the cares and
problems of our busy world
and of opening the cherished book
that lists you as a valued friend

May we wish you a truly
bright and joyous Christmas
and express the hope that the
New Year will bring you peace,
contentment, and an abundance
of the good things in life



WINDSOR LOCKS

The Board of Police Commissioners announces the appointment of Acting Police Chief J. Henry Whitten to head the Windsor Locks Police Department, with his appointment to become effective Nov. 15.

Chief Whitten, who was born and educated in Windsor Locks, succeeds John M. Sullivan, former police chief who resigned last August. He was made a patrolman in 1944 and sergeant in 1947 following the retirement of Sergt. Michael J. Caffrey. Chief Whitten resides with his wife and three children on West Street.

McLEVY TELLS COPS THEY ARE ON SPOT OF PUBLIC OPINION

"For the first time in 18 years complaints against the Police department have flooded my office in city hall," Mayor Jasper McLevy said recently (Nov. 10) in an address before 300 policemen assembled for their annual fall inspection in the State Armory.

The mayor referred to the deluge of complaints which reached him this past week as a result of a parking tag "crusade" by police in East Bridgeport and the downtown section.

Police records show a noticeable increase in the number of parking tags issued since election day when Bridgeport citizens failed to grant a pay raise referendum sponsored by policemen and firemen.

In an equally "pointed" address, Supt. John A. Lyddy advised members of the department to "subordinate personal feelings in deference to duty."

Doesn't Like Complaints

Opening his message to the men with congratulations on their appearance, Mayor McLevy said for the first time in his 18 years in City hall, his office has been flooded with complaints against policemen.

"These complaints hurt me as much as they hurt the policemen. I don't like to hear citizens complain against any

policeman because he is spending too much time in some lunch room or for other reasons," the mayor said.

"Our policemen have a great responsibility and when these complaints reach me, it puts every man on the spot if suddenly the things he does this week differ from what he was doing last week. If any policeman cannot shoulder the responsibility that is expected of him the quicker he resigns from the department, the better." Mayor McLevy asserted. "I hope each man will rise to his responsibility," he added.

LYDDY MAKES PLEA

Supt. Lyddy, after congratulating the men on the good fatality record the city has maintained and the commendable crime rate in Bridgeport, placed particular emphasis on the "importance of public relations in police work."

The Public Relationship

"Every police employee has a part in the public relations program, but in the final analysis, the success or failure of police public relations always leads us back to performances by the police in the field...their actions and their mannerisms," the superintendent said.

"Because of the very nature of our work, we have been endeavoring to place police work in the realm of a profession. As such a profession, it has a body of ethics which dictates the fair, just and impartial performance of duty and likewise demands the individual to subordinate personal feelings in deference to his duty."

---Bridgeport Post

DID YOU KNOW

The first Christmas card was made just 109 years ago, 1842, by an Englishman named W. M. Egley.

Printed Christmas Greetings from news boys date back beyond 1800 in New England and are among the rarest printed matter of that period.

Are toll highways accident breeders?

Reprinted from

Engineering News-Record * October 18, 1951

V. T. Boughton
Associate Editor
Engineering News-Record

Are highways that have been designed to facilitate fast travel, free of the common causes of delay and accidents, actually breeders of accidents? Has elimination of all crossings at grade, all traffic lights, sharp curves, short sight distances and steep grades created a different type of accident condition potentially more dangerous than those found on normal highways?

These questions are raised by the high accident rate on the Pennsylvania Turnpike--949 accidents involving 1,641 vehicles last year--which has been widely publicized in daily newspapers and has been the subject of comment in special articles in the New York Times, Philadelphia Inquirer, Pittsburgh Press, and Business Week.

What gives the accident record added seriousness is the fact that the fatalities are high--having risen in 1950 to above the average for all rural highways in the United States--and evidence that the severity of accidents is far above comparable national figures. Because of these conditions, one large operator of trucks over the turnpike--Shirks Motor Express Corp. of Lancaster, Pa.,--took its trucks off that highway in March, 1950, and now is operating all but a few rented trucks over parallel roads.

Figures compiled by the Pennsylvania Turnpike Safety Committee--an organization set up in 1949 by users of the highway to seek means for reducing accidents--give the average property damage per accident as five times the national average. The Business Week report set the total property damage since the turnpike was opened in October, 1940, at \$4,500,000.

A QUALIFIED ANSWER--The answer to questions raised in the opening paragraphs appears to be a qualified "No". A more positive answer cannot

be made until much more rigorous control is exercised over traffic on the Pennsylvania turnpike or until experience is gained in operating the New Jersey and Ohio turnpikes. The best evidence would be produced by a sharp cut in the top speeds permitted both trucks and passenger cars on the Penn Turnpike and enforcement by an adequate police patrol.

Drowsiness induced by the monotony of driving on a road free of physical hazards frequently is cited as the cause of most accidents, but the truck operators believe that the majority of accidents that result in death and high property damages are accidents due to speeds above the driver's capacity to control his vehicle properly. At such high speeds a driver loses his perception of distance, they conclude.

High speeds and lack of adequate police control over traffic on the turnpike was declared to be the chief reason for that highway's unfavorable accident record at a conference of users of the highway that the Turnpike Commission held in Harrisburg in September (ENR Sept. 20, p28).

From a designer's viewpoint, it is of interest to note that no significant questions relating to the design of the Pennsylvania Turnpike as it might affect the accident record came up at that meeting, and in no instance was faulty design cited as a contributing factor. The few suggestions for minor improvements in design that came up will be outlined later.

SPEED, NOT DROWSINESS--Supporting the conclusion that speed rather than drowsiness or defects in design is a major factor in producing the high accident record is the fatal accident that clinched the decision of the Shirks Motor Express Co. to take its trucks off the turnpike until there is better control of speed. The driver of that truck had just had his four-hour rest period and his breakfast. He was refreshed

and alert, yet he entered the conspicuously posted 35-miles speed zone approaching a tunnel portal and crashed into a truck at the end of a line of trucks stopped at the tunnel entrance. From the condition of his truck it was apparent that he had started to turn out but had misjudged his closeness to the truck ahead and could not clear its rear end in time.

The condition of passenger cars involved in accidents indicates that their drivers also failed to react quickly enough to avoid an accident at the speed at which they were traveling.

ACCIDENT SEVERITY HIGH--Harry T. Waters, president of the Shirks organization says that the high frequency of accidents was not what caused his company to take its trucks off the turnpike. It was the seriousness of the accidents. "When we had an accident, it was a BAD ONE," he said.

When Mr. Waters told his drivers that he planned to take the company's trucks off the turnpike, he found most of them in favor of that change. The only time since then that they have raised question about it was last winter when the parallel route was tied up by storm and the turnpike was open.

This coming winter, if driving conditions get bad on the parallel routes, Mr. Waters plans to let his men vote on whether or not to use the turnpike.

Harry E. Willis, assistant to Mr. Waters, states that the cost of maintaining the company's equipment is higher now than when they were operating on the turnpike, but that these costs are more than offset by the reduction in serious accidents.

DRIVING CONDITIONS STUDIED--As a check on driving conditions, Mr. Waters put three patrol cars on the turnpike before taking the company's trucks off that route. They found that speeds in excess of the theoretical maximum of 50 mph for large trucks were common and that these

high speeds generally were the major contributing factor in accidents.

Failure to maintain safe spacing between vehicles was the second most important factor. Control over traffic by the turnpike police was found to be inadequate.

TRUCKS SPEEDS CUT SLIGHTLY--As part of its current program to cut the accident toll on the turnpike, the commission recently set an upper speed limit of 50 MPH for all commercial vehicles. In theory, this cut would only affect the speeds of buses and light or medium-weight trucks. But if enforced rigidly it would affect all trucks, for it is common knowledge that the big trucks mostly travel at speeds above 50 mph. (See Fig. 1)

When the turnpike was opened, the state legislature authorized a 20-mph increase in speeds on that new highway over the limits set for other highways in the state. Those limits are:

	State highways	Turnpike
Passenger vehicles	50	70
Light trucks.....	40	60
Medium trucks.....	35	55
Heavy trucks.....	30	50

This was done on the assumption that vehicles could operate safely at those higher speeds on the turnpike because of its superior design features. Following opening of the turnpike there developed a widespread belief that no limit had been placed on speed on the turnpike. That belief still is widely held.

Lack of an upper limit is emphatically denied by the turnpike staff, and they cite numerous arrests for speeding to support their denial.

DEATHS IN TRAFFIC ACCIDENTS

(Number per 100-million vehicle-miles)

Year	Pennsylvania Turnpike	Rural Pennsylvania	Rural United States
1941	10.7	14.7	15.2
1942	10.9	13.7	12.9
1943	8.0	14.5	13.6
1944	14.5	14.1	13.5
1945	11.2	14.1	13.6
1946	9.8	13.5	12.3
1947	5.8	*	11.4
1948	7.3	*	10.9
1949	10.0	*	10.2
1950	12.4	*	10.5

* Figures for 1947-1950 not available.

One user of the turnpike summed up a more general opinion when he said: "They really must have been traveling to be arrested."

Reduction of the top speed for passenger vehicles to 60 mph and for heavy trucks to 45 mph was recommended to the commission by the Pennsylvania Turnpike Safety Committee. That committee also characterized the present police force of 32 (only 8 of whom are available for patrol duty on the 270-mile turnpike at any one time) as "grossly inadequate."

This recommendation was restated at the Sept. 6-7 conference in Harrisburg by W. Robert Smith, chairman of the committee, and was endorsed by other truck operators and representatives of the truck-drivers' unions.

MORE WARNINGS FOR USERS--Flashing signs are now being put up by the commission at all entrances to tell users what the top speed limits are. Under study as part of the commission's new safety program is the installation of signals along

the highway to divide it into speed zones about two miles long. A few such signals have been put up near Harrisburg (Fig. 3) to test drivers' reactions to them.

Hearty approval of the warning signs at turnpike entrances was given at the users conference by both truck operators and truck drivers. The latter advocated an active and continuing educational program as the best way to reduce accidents on the turnpike.

EFFECT OF DESIGN ON SAFETY--Some critics of the Pennsylvania Turnpike have blamed its high accident record in part on its design, especially its flat and narrow (10-ft) median zone, and lack of any shoulder along the median zone. Cars out of control cross the zone, they state, and cars overtaking and passing a string of slower cars frequently are forced into the median zone by one of the cars in the string also starting a passing movement.

Gerard B. Gilbert, assistant to the chairman of the Turnpike Commission, states that its records do not support this criticism. And he points out that a driver who starts to pass a string of slower cars at such a high rate of speed that he cannot avoid being forced into the median by one of the slower cars starting a passing movement, is himself guilty of reckless driving. If an accident results, Mr. Gilbert says, the fault is the driver's, not the design of the turnpike.

The same applies to accidents resulting from U-turns. Making U-turns is forbidden on the turnpike except to the police, Mr. Gilbert says, and if a driver makes a U-turn instead of proceeding to the next interchange to turn back, he is the cause of any accident that may happen.

Painting a 4-in. wide white line, surfaced with reflective material, along the edge of the pavement next to the median zone was recommended by the Turnpike Safety Committee. The committee noted that many accidents occur while cars are passing, and said that this would be a guide to drivers while passing at high speed.

That recommendation has not yet been adopted by the commission, but on the newly opened section of the western extension of the turnpike the commission has painted the white

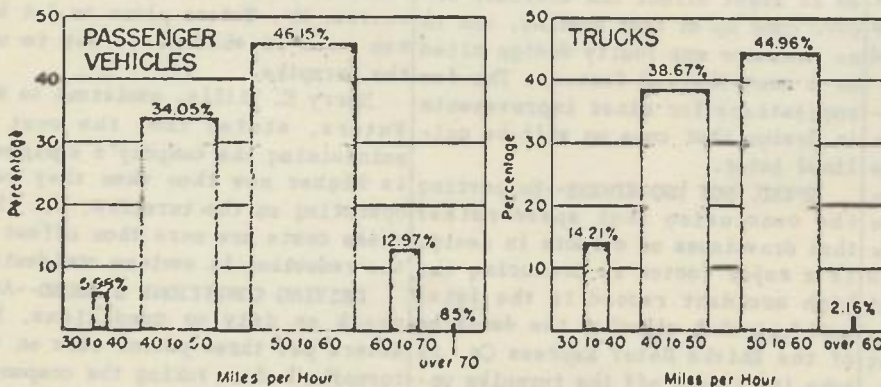


FIG. 1. VEHICLE-SPEED GROUPS on the Pennsylvania Turnpike as checked at various points by a radar speed-recording device. Nearly 45 percent of the trucks travel in the 50-60-mph bracket.

center line 12 in. to the right of the center joint of the pavement. This has the effect of adding about 18 in. to the apparent width of the passing zone as the white line normally is painted to the left of the joint.

In this connection it is of interest to note that on the New York State Thruway the passing lane is made 13 ft. wide instead of 12, as on Pennsylvania Turnpike.

Both the New Jersey Turnpike and the Ohio Turnpike are to have shoulders along the edge of the passing lane where it adjoins the median zone as a protection for passing drivers who may be forced off the pavement due to the start of a passing movement by a vehicle in the line he is attempting to pass.

WIDER MEDIANS FAVORED-- Because there have been head on collision on the Pennsylvania Turnpike due to cars crossing the flat, 10-ft. wide median zone into opposing traffic lanes, most of the newer toll highways are being built with wider median zones. An exception is the northern end of the New Jersey Turnpike where it passes through the densely built up metropolitan district.

Because the medians on the Pennsylvania Turnpike are flat and narrow there have been several fatal accidents resulting from a driver stopping his car on the outer shoulder of the east-bound (or westbound) lanes and crossing all four lanes and the median on foot to reach a restaurant or service station on the outside of the opposing lanes.

It was this type of accident that was put forward as one of the arguments in favor of reversing the position of the eastbound and westbound lanes of the proposed Ohio Turnpike, putting all service stations, restaurants and maintenance shops in a widened median zone (ENR July 26, p32). That proposal was turned down recently by the Ohio Turnpike Commission for various reasons.

That a wider median zone would stop this practice appears improbable, unless the median was densely planted or fenced. The Pennsylvania Commission is attempting to eliminate this source of accidents by erecting from 1,500 to 2,000 ft. of substantial fence in the center of the median at the service stations and restaurants. It already has put

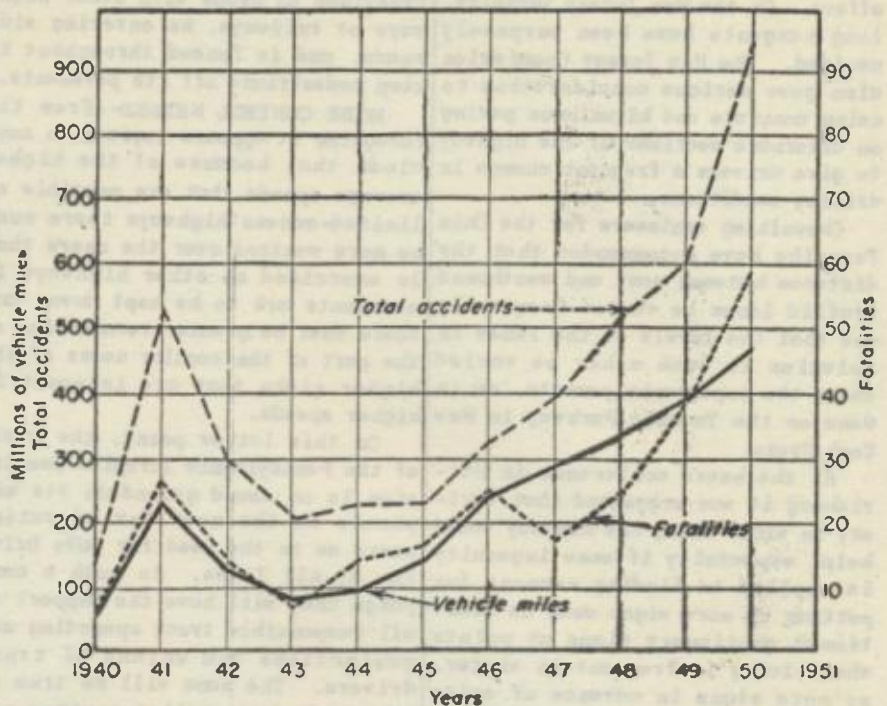


FIG. 2. ACCIDENTS AND FATALITIES on the Pennsylvania Turnpike in recent years have been increasing at a faster rate than the increase in vehicle miles. The high peak in 1941 never has been explained to everyone's satisfaction.

up signs on lanes opposite all stations telling how far it is to the next service point on that side.

LOSS OF ALERTNESS BY DRIVERS-- As noted earlier, one of the most frequently cited causes for accidents on the Penn Turnpike, and one concerning which there is the least definite information, is loss of alertness by drivers due to the monotony of driving mile after mile with no traffic lights, no intersections, no sharp curves or steep

grade requiring some action on the part of the driver. Apparently this monotony, in addition to being a contributing factor to the accident toll, is one reason why some truck operating companies report that their drivers don't like driving on the turnpike although driving conditions there were expected to be much better than on other highways.

Designers of newer limited-access highways have given considerable thought to means for overcoming this

TRAFFIC AND ANNUAL ACCIDENT FIGURES ON PENNSYLVANIA TURNPIKE

Oct. 1, 1940, to Dec. 31, 1950

YEAR	NUMBER OF VEHICLES IN THOUSANDS			VEHICLE MILEAGE IN MILLIONS			VEHICLES INVOLVED IN ACCIDENTS			TOTAL ACCIDENTS	FATAL ACCIDENTS	FATALITIES
	P.C.	Comm.	Total	P.C.	Comm.	Total	P.C.	Comm.	Total			
1940	560	70	640	47	6	53	189	30	219	138	5	5
1941	2,280	330	2,630	208	33	242	579	183	775	529	20	26
1942	1,140	360	1,520	88	38	129	252	186	444	298	12	14
1943	640	350	1,000	49	38	87	136	155	252	212	7	7
1944	780	350	1,140	59	37	97	163	181	349	232	12	14
1945	1,210	370	1,600	103	38	143	225	169	395	238	12	16
1946	2,100	470	2,600	192	49	245	340	156	500	331	14	24
1947	2,494	575	3,100	224	65	292	397	232	634	399	13	17
1948	2,728	798	3,564	247	91	342	493	325	837	535	21	25
1949	3,084	928	4,051	271	116	391	590	378	976	609	26	39
1950	3,532	1,206	4,774	329	143	476	933	662	1,641	949	42	59
TOTALS	20,548	5,807	26,619	1,817	654	2,497	4,297	2,662	7,022	4,470	186	246

effect. On the New Jersey Turnpike, long tangents have been purposely avoided. The New Jersey Commission also gave serious consideration to using concrete and bituminous paving on alternate sections of the highway to give drivers a frequent change in driving conditions.

Consulting engineers for the Ohio Turnpike have recommended that the distance between east and westbound traffic lanes be varied frequently and that the levels of the lanes in relation to each other be varied where the topography permits, as is done on the Taconic Parkway in New York State.

At the users conference in Harrisburg it was suggested that variety in signs along the highway would help, especially if some ingenuity is applied to finding reasons for putting up more signs such as additional cautionary signs at points where icing is frequent in winter, or more signs in advance of exits telling names of towns to be reached from those points.

SPEED STILL THE MAJOR FACTOR--If all the physical changes that have been discussed in the foregoing could be made in the Pennsylvania Turnpike it appears probable that the only ones that might produce a material reduction in the accident record are widening the passing lane and adding a shoulder along that lane next to the median. Yet the frequency of passing accidents is not so high as to indicate that such a change would make a material reduction in accident frequency.

Even if it did, there still would remain the question of accident severity, which in the opinion of such well informed men as Edward Gogolin, general manager of the Pennsylvania Motor Truck Association, and the majority of the members of the Pennsylvania Turnpike Safety Committee, is the most serious aspect of the accident situation on what has been widely advertised as "The World's Safest Highway." These men hold that the high fatality rate and high average rate of property damage are much more significant than the accident-frequency rate (which is much lower than the national average) and which forms the basis for the claim that the Penn Turnpike is the world's safest highway. They point out that the frequency rate should be much lower than the national figures because the turnpike has no

crossings at grade with other highways or railways, no entering side roads, and is fenced throughout to keep pedestrians off its pavements.

MORE CONTROL NEEDED--From the foregoing it appears logical to conclude that because of the higher average speeds that are possible on limited-access highways there must be more control over the users than is exercised on other highways if accidents are to be kept down; and there must be greater recognition on the part of the regular users of the higher risks that are inherent in higher speeds.

On this latter point, the staff of the Pennsylvania Turnpike Commission is on sound ground in its emphasis on the need for educating users as to the need for Safe Driving At All Times. In such a campaign they will have the support of all responsible truck operating organizations and unions of truck drivers. The same will be true on the other long toll turnpikes now under construction.

But educational campaigns that are not backed by strict enforcement of speed limits and safe driving rules will be wasted effort. At the Harrisburg conference the need for more enforcement was stated again and again by representatives of the big trucking companies, insurance companies, truck drivers unions and automobile associations. Only the commission's staff appeared unconvinced that stricter enforcement was the key to greater safety.

On this point, commissioner Edward N. Jones said in opening the conference: "As to speed, the commission has an open mind. However, it does not believe that reduction of maximum speeds will be followed by a reduction in the number of accidents."

AN ECONOMIC QUESTION--Obviously, for the Pennsylvania commission, the demand for better police control and lower top speeds raises serious economic questions. Doubling the police force--as has been proposed--would add a half million dollars to its annual operating budget. Slower speeds would weaken one of the arguments the commission uses in seeking more business for the turnpike, and stricter control over the truck operators who profit most by a quick turnaround could send such operators back to the free highways.

What applied to the Pennsylvania

Turnpike will apply with even greater force to the New Jersey and Ohio turnpikes. In New Jersey the much higher costs per mile of its turnpike as compared to the Pennsylvania Turnpike are due in part to design features intended to reduce accidents; and in Ohio an even greater investment in safety features has been proposed.

NOT ACCIDENT BREEDERS--Based on today's limited knowledge, the conclusion appears obvious that limited-access highways, when properly policed, need not be accident breeders. The disconcerting record made by the pioneer in this field--the Pennsylvania Turnpike--is due primarily to failure to appreciate that higher speeds call for more complete traffic control.

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PLATE SLOGANS USED IN 13 STATES BUT SLOGAN BILLS LOSE ELSEWHERE

Thirteen states are using slogans on their license plates this year and a fourteenth. South Dakota, has enacted legislation providing that plates include a replica of the Mount Rushmore National Memorial sculptured figures. The Idaho Legislature recently passed a bill requiring plates for 1951 and 1953 to bear the inscriptions, "World Famous Potatoes," but Governor Len B. Jordan vetoed it.

The Legislatures in Connecticut and North Dakota killed bills calling for slogans on their plates. "Zest O'Might Soil" was to have been the slogan in North Dakota, "Nutmeg State" in Connecticut.

In Georgia a bill to change the State's present plate slogan from the "Peach State" to the "Gum Turpentine State" was killed.

A bill proposing to change Florida's plate slogan from "Keep Florida Green" to "Sunshine State" recently passed the House and Senate.

States, in addition to Florida and Georgia now having slogans are: Arizona, Arkansas, Colorado, Kansas, Kentucky, Maine, Minnesota, Montana, New Mexico, New York and Wisconsin.

.....

You can't pour happiness on others without getting a drop or two yourself.

COLORADO STATE PATROL

ONE DRINK MAKES DRIVER DRUNK, HIGH COURT RULES

The Colorado Supreme Court yesterday ruled that a person is guilty of driving under the influence of liquor when he is affected so that he is "in the slightest degree" less able to safely operate an automobile--regardless of the amount of alcohol consumed.

The clear definition of drunken driving was handed down in an appeal on that charge of Doctor Harvey Snyder, 935 E. Eighth Ave. The high court upheld Dr. Snyder's conviction in municipal and county courts.

Defense witnesses had testified that the doctor had had only one drink the day of his arrest in January, 1949.

The opinion, written by Justice Wilbur Alter, declared that it is "immaterial whether or not he violated any driving ordinances."

---Rocky Mountain News
January 23, 1951

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THOU SHALT NOT KILL

Before giving this article its title we sought the counsel of prominent spokesmen of all religious denominations. All agreed that the fifth of the fundamental commandments, "Thou Shalt Not Kill," applied to death on the highways. They urged that its importance be stressed through the issuance of this analysis of the 1950 accident record.

The one imperishable value, they pointed out, is MAN.

The divine law "Thou Shalt Not Kill," given to the ancient Israelites and steadfastly adhered to throughout all of Jewish and Christian history, testifies to the priority of Man himself over all other values. Every religious conviction of the faiths known in our country is builded out our belief that everything we have or know about is to be used to develop Man, who can live on after all these other things have disap-

peared.

"Thou Shalt Not Kill" means that nothing on earth can be so important that a man's life should be risked for it, unless in the very risking of life the man becomes better equipped for eternity.

---The Steering Wheel

--00--

A good way to relieve the monotony of any job is to think up ways of improving it.

--00--

TO ALL OFFICERS:

During the past few months a number of new officers have been assigned to stations throughout the state. The need for the services of these men necessarily limited their training period to a bare minimum. I would like you older experienced officers of all ranks to recall your early months on the patrol, when dealing with these young officers.

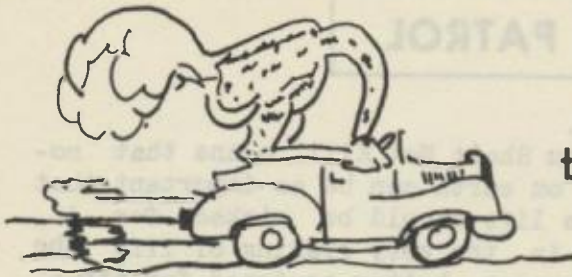
Those men are far less fortunate than many of us who have had thorough schooling and years of experience. Please consider this when dealing with their questions, their ambitions, and their errors.

Bear in mind that the public and the average motorist, doesn't know the difference and regards them in the same light and expects the same response from them as from a veteran. You can help make better officers and in turn a better department by generous use of your patience, suggestions, and advice.

James H. Cole
Deputy Chief
Colorado State Patrol

Editor's Note: Connecticut State Police should read this column carefully and note Chief Cole's words of advice. We have 25 new men about to complete our training course and like Colorado recruits they will enter the field for service. Don't let them down. E.J.H.

The Highway Zoo



the Ostrich

This is the weird personality who believes that if he ducks his head behind the wheel and pays no attention to anything, nothing can harm him.



the Roadhog

This animal has been around for a long time and is one of the most prevalent and unpopular in the Highway Zoo. He combines all the most distasteful characteristics of the barnyard hog without any of the useful attributes the real porker offers.



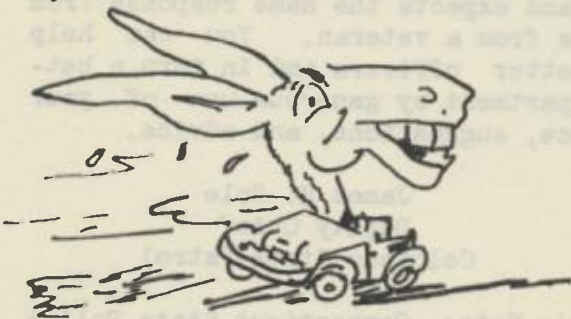
the Elephant

This is the big, stalwart, unpassable type who plants himself in the middle of the road and slowly plods along. He causes a lot of accidents by provoking eager beavers into zooming around him regardless of the risk. Accused of being a traffic hazard, he looks hurt and surprised and says, "Who me? I was only going 20!"



the Peacock

This is the preener, the strutter, the Thing of Beauty who knows darned well that he (or she) is stealing the show on the highway, and drives accordingly. A conspicuous example is the long-bobbed blond in the convertible who has the top down regardless.



the Jackass

This type is as versatile as he is common. He can be the showoff who risks his own neck and everybody else's by speeding and weaving. Or he may turn up as the plain stupid oaf who just doesn't savvy that modern driving requires a little thought. In fact, he is most any driver on the highway except you and me! And I'm not so sure about you!

There are other specimens in our Highway Zoo, of course, but the one animal no person tries too hard to emulate is the horse. This would require horse sense, and that is a very rough traffic achievement these days.

(COLORADO STATE PATROL)



Police Fatalities Throw Light On Patrol Methods

By

Robert H. Kirkwood and Bruce Smith

INTRODUCTION--

Single motorized patrols in cities are somewhat less subject to homicidal attack by criminals than are dual or multiple patrols; for State police forces the death rate among single patrols is definitely lower.

Records of the past decade produce little evidence to support the arguments of those who maintain that the life of a patrolman operating alone in a car is in much greater danger than when he is accompanied by a fellow officer. In fact, the number of policemen killed accidentally by fellow officers is large enough to suggest hazards for those on dual or multiple patrol which are not present when the patrolman is working alone.

Furthermore, death rates for policemen killed in line of duty from all causes compare very favorably with the rates for other occupations. Fatalities are more frequent among police than tradesmen, or service, manufacturing and public utilities employments, but they are consistently lower for police than for workers in transportation, agriculture, construction work, or mines, quarries, and petroleum wells. Indications are that the police death rate is already about as low as can be expected and that it has been little influenced by the various types of patrol.

STATISTICS--

These are the findings of an inquiry into 283 cases of policemen killed in 136 cities over two 4-year periods, 1938-41 and 1945-48. The reports came from over 3,000 cities furnishing such information to the Federal Bureau of Investigation and they are supplemented by more detailed reports especially collected from cities in which police casualties occurred. State data were

also secured from 45 States for the 10-year period, 1939-48, and include not only deaths but also felonious assaults at the hands of criminals.

Seventy-five percent of all municipal police officers killed by criminals during the 8-year period were assigned to foot or motorized patrol at the time of death. Of the 78 on motorized patrol, 10 were operating cars alone, 53 were accompanied by another officer, and 15 were in a group of 3 or more officers. Of the motor patrolmen killed by criminals only 13 percent were operating in 1-man cars, while 87 percent were in cars manned by 2 or more men.

Examination of the circumstances of all police deaths due to criminals, regardless of the type of police work, reveals that 58.6 percent were accompanied by one or more policemen, while 41.4 percent were working alone at the time the homicidal assault occurred. This is particularly significant because foot patrol embraces approximately one-third of all city police employees, the largest of all duty assignments. With few exceptions these officers patrol their beats alone. Only about one-fifth are assigned to motorized patrol, and of these a large proportion patrol alone. Thus the actual hazards of dual and multiple patrol is probably higher than these raw figures indicate.

From a total of 283 city policemen killed, 10 were killed by fellow officers, 7 accidentally and 3 non-accidentally. Taken together they represent 3.5 percent of the total number killed, or 5.9 percent of the number killed by criminals. Especially striking is the fact that the number of police who were killed by fellow officers equals the number on single motorized patrol who were killed by criminals during the entire 8-year-period.

All in all, the data seems to indicate that the old adage "there is safety

in numbers' has not held true as far as city police service is concerned. State police and highway patrol forces operate approximately 8,300 patrol cars, which is not far below the total operated by all municipalities. Twenty-nine States reported for the 10-year-period a total of 73 casualties, including 28 deaths at the hands of criminals and 45 felonious assaults. Sixteen states reported no deaths and no assaults.

Twenty-seven State policemen were killed or assaulted on motorized patrol while working alone, and 26 suffered similar casualties while on double or multiple patrol. This virtual equality in numbers is deceptive because one-man patrol cars are 70 percent more numerous than two-man cars.

Thus far the evidence on behalf of one-man patrol seems so overwhelming as virtually to close the argument so far as the issue of safety is concerned.

But there are also certain cross influences that serve to limit the universal application of the foregoing observations. One of them springs from the fact that New York City constitutes an important part of the municipal data presented above and operates no uniformed single patrol units; its low rates therefore exercise a large influence. Another is derived from the fact that the number of hazardous exposures is controlled by the extent to which the various types of motor patrol are conducted during a police department's 24-hour day. When these factors are applied to cities in which fatalities occurred during the 4-year post-war period, 1945-48, the rates, excluding New York, are 2.8 deaths per 1,000 one-man patrol car units, and 3.11 deaths per 1,000 plural patrol units. But with New York included in the computation, the rate for plural units is lowered to 2.27 while that for one-man cars is unchanged.

For all 45 of the reporting States, the number of assaults and deaths in the State police service for the 10-year-period, 1938-48 based on the current distribution of patrol cars, is only 1.96 per 1,000 single patrol units and 3.22 per 1,000 dual or multiple patrol units.

INADEQUATE STATISTICS

It is at this point that inadequate data thwarts a full appraisal. For if the hourly distribution of motor patrols in the 3,000 cities which experienced no casualties were available, there can be little doubt that the Nation-wide rate, including New York City, would show that 1-man patrols have the better record. We present this view with some confidence because for all cities over 10,000 population only one city out of each 324 cities using 1-man cars exclusively reported a motorized patrol death during 1945-48, whereas the comparable ratio in places using only dual or multiple patrol crews is at the much higher level of 1 in 56.

OTHER FACTORS

Clear though these broad indices are, they do not answer many of the detailed questions with which police administrators must contend. It is not enough that the findings of this study should point in the general direction of one-man crews. Other factors also must be determined and weighed before a decision can be reached as to the correct type of strength of patrol units. Police administrators must take into account such matters as the crime pattern, the type of people or businesses occupying the area to be patrolled, the characteristics and special hazards of the area, the training available in procedures and techniques, the subjective attitudes of police and the equipment available. Sorely needed also is a close appraisal of the relative value of single, dual, and multiple patrols to the areas in which they are employed. Thus the factors determining whether one or two men should be used in a patrol car may vary widely among cities and from one part of the country to another and from section to section of the same city or State. Their influence reaches to the core of law enforcement, and will have an increasingly important bearing upon the success or failure of police operations. Until a better factual base can be established the standards controlling motor patrols will abide in the realm of

heated controversy, wild conjecture, and vain speculation.

Study of patrol problems could be greatly extended if data were available showing patrol cars in operations, the number manned by one, two, or more police officers, and information indicating the type of patrol used on each shift. Information as to the circumstances under which policemen are killed needs to be related to these basic facts.

Among other things, one would like to know whether motorized police who patrol alone are accorded the protection of a two-way radio. Even more important will be a clearer understanding of the conditions under which single and dual patrols are operated in each police jurisdiction. If it appears that dual patrols are generally dispatched to crime scenes, while single patrol units are reserved for general observation duty, a broad shaft of light will illuminate some of the existing dark corners of the subject. Data on non-fatal assaults on police also are needed since their volume would greatly enlarge the factual basis and increase the reliability of conclusions.

Perhaps this initial effort qualified and tentative as its findings must necessarily be, will encourage the regular collection of more complete data, to the end that future inquiries may penetrate still further into the thicket of hard facts, and emerge with conclusions having an immediate and a practical value in specific situations.

--THE FLYING WHEEL
Ohio State Police

THE INVISIBLE EYE

By George Matthew Adams

We deceive ourselves when we think we can do less than our best because no visible eye is upon us. The conscience has eyes. The mind has eyes. The soul sees, and God's eye is ever upon us!

The workman who thinks that he can get away with something imperfect, covering up his tracks, must know, sooner

or later, that his act will be discovered and he will have lost his self-respect and perhaps his job as well. The only "boss" worth watching is the worker himself. His should be the watchful eye, never neglectful, and forever taking personal pride in whatever he is called upon to do.

I once heard the story of a minister who wanted to witness the acting of the great Edwin Booth. But this minister thought that his parishioners might criticize him for attending a theatre and so he wrote Booth asking him if he could be concealed somewhere that he might see Booth act without anyone seeing him. The actor's reply was significant. He wrote: "There is no place in my theatre that God can't see!"

Imperfect work has eyes all about it! As a boy and all through my life, that famous saying--"Trifles make perfection, and perfection is no trifle"--has always impressed and inspired me to do the best within me, no matter what the task. It should inspire anyone.

There are invisible eyes--honor eyes--that are forever upon us all, throughout life, no matter at what we work. The student in college who cheats in his examinations will find the eyes of the whole world upon him when he is put to the test in later life. He will be on his own in earnest then.

Honesty and conscientiousness are not only the best policy, but the only one that can be successful and give one pride in his work. The invisible eye writes its own notes and recordings. They are revealed in the personal stories of individuals and of nations.

There is the invisible eye ever upon the unknowns--the scientists, researchers, and thinkers, who often work in the dark, but whose spirit urges them on to discoveries that may mean a better life and a better world in which to live. The muse of history, with ever watchful eyes, is never blind!

CHARACTER

Character is the result, not so much trying to be good, as trying to be better.

POLICE TRIGGERS FOR MUGGERS

Two New York policemen, on the job and alert, killed a pair of muggers who refused to halt after shots were sent over their heads.

The Mirror congratulated Sergeant Martin Redden and Patrolman John Kelleher for this decisive help in fighting a system of brutal robbery with mayhem, which is prevalent and growing in our city. Mugging is a cowardly type of crime in which a robber crooks his arm around the neck of the victim from behind and closes a stranglehold, while a confederate goes through the victim's pockets. If he struggles, he is beaten without mercy.

The two men killed had perpetrated a similar job a few blocks away, a few minutes earlier, on a man who had to be hospitalized.

Many muggings, sometimes dozens in a single night, are reported. They are committed not only in the poorer sections, but on the side streets of mid-Manhattan and other high-grade residential localities.

Nothing can combat them except quick and drastic police action. And the knowledge that Commissioner Monaghan's men will go the limit to stop them is the most salutary possible solution.

---New York Daily Mirror

**POLICEMEN DESERVE THE
BACKING OF COURTS**

A policeman was shot and killed in New Britain Monday afternoon. A few days before that a Windsor Locks policeman was kidnaped at gun point and, according to the kidnaper, would have been killed instantly if he had been a state policeman. Only a few short weeks before that policemen who were trying to arrest a group of young hoodlums, on Main Street in Hartford, were jeered by the crowds. And in Hartford Police Court on Monday, a twenty-year-old youth was charged with pushing a policeman around during a Sunday night dance. A twenty-two-year old companion was also charged with breach of the peace, for

attempting to interfere with the arrest.

These wholly unrelated events do not, of course, prove anything new. They merely highlight the fact that the average citizen may feel resentment at police because, at some time or another a policeman has spoken sharply to him. They also emphasize the fact that policemen live always under the shadow of violent death. The rest of us do not appreciate fully that every time a policeman puts on his uniform, and sets out on foot or in his squad car, he may be heading into the vortex of disaster.

Then, finally, these events also mean that there is a disquieting amount of hoodlumism in Greater Hartford. A man of any age who pushes a policeman around is merely telling the world that he is against authority; that he is against the organized forces of society. He has mentally thrown his lot in with the criminally inclined, even if he has committed no other crime.

It is not the province of anyone except the judge to pass judgment on those arraigned in court. It is, however, fair to observe that every policeman deserves the complete backing of the courts in squelching rowdies and punks. If these pseudo tough guys can get away with pushing policemen around, then we have taken a long first step toward general anarchy.

---The Hartford Courant

SLEEPINESS WHILE DRIVING

Sleepiness is increased by retarded blood circulation in the head and brain. Anything that will stimulate circulation to the head will relieve sleepiness. Try rotating the shoulders, alternately, rubbing the neck or scratching the scalp (While stopped by the roadside of course). Light refreshments such as fruit are helpful, but heavy eating draws the blood toward the stomach for digesting and promotes drowsiness. The best solution is to stop and sleep.

Don't make excuses--make good.

GOOD WORK DONE

The Connecticut State Police can be congratulated on the manner in which they handled themselves in the cases of two local youngsters.

Capture of two local youths wanted for several crimes, notably that in the instance of one, of kidnaping a town policeman at the point of a gun, reflects much credit on the Connecticut State Police. They can afford to be justly proud of the part they played in the capture of the two local youths, although the actual arrests were made in Poughkeepsie, N. Y. Still it was the good police work of our own constabulary that made it possible to spread an alarm resulting in their capture.

Comsr. Hickey and his men are fast becoming all that could be asked of a department such as ours is. Their work is to be generally commended, but occasionally they really make it evident that Connecticut is right up in the front line in modern crime detection and law enforcement. It is no new thing for Comsr. Hickey's men to be complimented, but once again we think they should take a bow in the matter.

It is also to be commented on, we feel, that these two young men were caught before their current career of crime had reached the killing stage, which unfortunately seems to be the climax of so many youthful careers these days. We hope that something can be done to straighten out their thought processes so that they may be able to make a mature judgment on the futility of a life of crime.

---Waterbury Republican

PRAISES WEST HARTFORD POLICE

To The Editor Of The Hartford Times:

I would like to take this opportunity to tell the people of West Hartford about the wonderful and thoughtful conduct of the Police Department in our town during the illness and recent death of my brother, Louis E. Wingo, a member of the department.

From the time that he first became

ill last January, the policemen and officers of the department showed every consideration, not only in the gifts they brought him but in the thoughtful manner they all went out of their way to help me.

When he was first ill they donated their blood. Not just a few pints, but much more than he needed.

And after an operation they drove him from the Avery Convalescent Home to Hartford Hospital every day so that he could undergo X-ray treatment.

All of them were faithful in visiting him and cheering him up, and even after he lost his sight continued to make bedside visits often.

At his funeral every West Hartford policeman who could possibly attend was there. An especially thoughtful gesture was that from Prospect Ave. to St. Thomas as the Apostle Church on Farmington Ave. a policeman on every corner, each wearing white gloves, saluted as the funeral procession passed.

I can think of no more thoughtful group of men and I am proud that my brother was associated with them for 16 years.

Mrs. Muriel W. Welling,
West Hartford

FORMER THOMPSONVILLE
POLICE CHIEF DIES

Lo! here to live a little while,
Life passes as a flickering smile.
Fear not to take your part,
Hold all goodness in your heart.
Be wakeful, humble and wise,
Let truth shine from your eyes.
When your life is pure and strong,
Peace will come to you ere long.

On Sunday afternoon, October 28th, death came to former Chief of Police, William Joseph Fleming. He held a special place in the hearts of many, and his death cast a shadow over the community in which he was so well liked and respected.

During his long service as Chief of Police, he had a particular interest in Juvenile problems--always remembering

that there is "no such thing as a bad boy."

He was a quiet man--hardly ever in the limelight--but his calm, sterling character could be felt. Many leading citizens of this community will oft remember the "chief" for his thoughtfulness and kindness.

In the few short days of his retirement from active duty, he was seen taking his daily walks about town, with a vigor envied by men many years his junior. He seemed to be in perfect health. As he walked along, he never missed any activity--enjoying the changing scene and greeting friends.

In the best sense of the word, William Joseph Fleming allowed nothing to cloud his vision where public interest was involved. We join his family and all those closely associated with him, to whom his sudden death has come as a blow, our most sincere sympathy.

Well done, good and faithful soldier.

---Thompsonville Press

COP KILLERS!!!

In the past few months the cold blooded killing of two state police officers have made newspaper headlines. These particular slayings have been brought close to home by reason of their occurrences near our Vermont borders.

The first was that of Corporal Diffendale of the New York State Police; the most recent was the shooting of Massachusetts State Trooper, Alje M. Savela at Barre, Massachusetts. The assailant of Corporal Diffendale was apprehended and is now serving a prison sentence for the slaying. The case of the Massachusetts Trooper remains unsolved although the authorities are continuing an intensive and diligent investigation.

Both of these young and promising officers were shot down without warning by persons they had stopped to check. In the Massachusetts case the slayer or slayers even confiscated the dead officer's notebook which indicated that perhaps notations as to the identity of

the persons had been entered by the officer.

While it is true that police officers must meet this type of danger in the performance of their duties, they are faced with the fact that a dangerous criminal will seldom, if ever, give a warning of his intention to shoot.

Naturally an officer cannot approach every person with a cocked sidearm. The officer's position when dealing with those suspected of being armed and dangerous is such that he must analyze the situation in compliance with the law and in accordance with the facts as viewed and interpreted at the scene of action.

If circumstances and suspicions are such that gunplay may be anticipated the officer should be cautious in his approach. In the case of stopping a suspicious vehicle or approaching a parked car, especially at night, it is advisable to inform your radio dispatcher of your contemplated investigation or action giving make, year, color and model of vehicle involved with its registration number. A cautious approach from the left and rear of the vehicle should be made with the officer keeping an eye open for possible cover in the event of gunfire.

If a surprise gunfire assault is made from an unexpected quarter dropping to the knee or to the prone position reduces the size of the target, and if there is no opportunity to retaliate resorting to zig-zag running to a position of cover may be helpful. Take advantage of any available obstructions such as automobiles, poles, trees, etc. If the officer is wounded and still exposed to fire but unable to return fire, the officer should lie still and not invite further gunfire.

---The Vermont State Trooper

It was once forbidden to celebrate Christmas in America. In 1659 the Great and General Court of Massachusetts Bay enacted a law setting a fine of five shillings for anyone who insisted upon observing Christmas Day by abstaining from labor.

HOLIDAY HIGHLIGHTS

Vox-Cop

November - December, 1951

"Glory To God In The Highest, And On Earth Peace, Good Will Toward Men!"

PRIEST, RABBI SPEAK AS CATHOLICS, JEWS HONOR RETIRING LUTHERAN PASTOR

Catholics and Jews of Martinsburg, W. Va., honored a Protestant minister last month for his neighborly spirit.

The Rev. Dr. Frederick R. Wagner, who is retiring after 50 years as a Lutheran pastor, was the guest of honor at a testimonial dinner attended by 250 members of the three major faiths at the Shenandoah Hotel. He and Mrs. Wagner were given a TV set.

A priest and a rabbi were the speakers. The entire program was broadcast from 7:45 to 10 o'clock over Station WEPM.

The Rev. Ignatious Smith, head of the department of philosophy at Catholic University, told the gathering that he was paying tribute to a man who for 50 years had helped keep God in Americanism. "It is a basic principle of Americanism," Father Smith pointed out, "that we are endowed with our rights by God, not by the State. Remove belief in God and we remove the source of our liberty. To stay free we must retain our trust in God."

Dr. William F. Rosenblum, rabbi of Temple Israel, New York City, said that major religions can reserve the right to disagree, but against the common enemy, paganism and godlessness, they should present a united front. "And nothing is as dramatic and effective as showing the world that without yielding one bit of their loyalty and love for their own creed they can dwell together in harmony and peace."

Terming the testimonial "one of the high points of my life," Dr. Wagner said he had always felt there should be no barriers between persons of different religious convictions as long as those convictions are fine.

"We owe much to the Jewish people for their preservation of monotheism to the world and for giving to Christians our Lord and Master," the pastor of St. John's Lutheran Church for 32 years said. "To the old Mother Church," he went on, "I say, perhaps we may differ, but the great fundamentals we Protestants obtained from her--the Apostle's Creed, the Nicene Creed and the Lord's Prayer."

---C.V.-Richmond

GATES OF DANNEMORA

Practically everyone in the country has heard of the Church of St. Dismas, the Good Thief, at Clinton Prison, Dannemora, New York. But few can know the story behind the construction of this full-size church within the walls of a prison commonly referred to as "Siberia" because of its severity and the number of supposed incorrigibles among its inmates. That story is the subject of John L. Bonn's generally more than adequate new book, Gates of Dannemora.

The Church of the Good Thief, however long it stands, can never be divorced from the name of Father Ambrose Hyland, the priest who thought of it and built it. The book begins with Father Hyland's arrival at Dannemora. He was about 35 years old, had served in other places in the Diocese of Ogdensburg, now was assigned to succeed a chaplain whom the convicts had all but worshipped and whose removal they fiercely resented.

At first they gave Father Hyland the cold and silent treatment, ignoring him, doing everything to discourage him, making him feel that he was unwanted, an interloper who would never be accepted. He got the impression that his predeces-

sor had left because the prison authorities found him too single-heartedly devoted to the inmates, too much on their side. Perhaps the inmates could not be blamed for assuming that steps had been taken to provide a successor who would be far more of an administration man.

Their Own Church

He wasn't. But they did not know that. He had to prove it to them. It was a long, hard task, involving the skirting of numerous pitfalls about which no one had informed him. The convicts began to thaw toward him when they saw that he was not going to live in the warden's capacious home, but insisted on having his own separate quarters.

He found his 3,000 charges a variegated lot, uniform only in being difficult. Here was a prisoner impenetrably hard-boiled, as cold as steel, evading the chaplain's every attempt to reach him. Here was another, at first glance a maundering old man, who in confinement had advanced quite remarkably in the life of contemplation. A third went periodically, of his own free will, into solitary confinement. A fourth was reputed to be possessed of the devil. And so forth.

With Their Own Hands

Father Hyland consulted his bishop. He went from one state official to another. He improvised schemes for raising money. The obstacles began to disappear, one by one. Permission was granted, a site appointed, and significantly, the stones from an about-to-be demolished prison wall assigned as building material. An architect urged a structure Gothic not merely in lines but also in the techniques of construction. And, with two or three exceptions, everything about the church, from the gargoyles aloft to the stained glass windows, the woodwork, the wrought-iron fixtures, was to be made by the men themselves. To this end, a set of workshops was started.

Contributions came from unlikely sources (Lucky Luciano's suggestion of a killing in the numbers racket had to be turned down), and the men took delight in the creative work set them.

This was a joy to the priest--to watch criminals given up as hopeless by the community finding a keen and lasting happiness in making good and beautiful things for the service of the Lord. So vigorously did Father Hyland throw himself into the operation that he became ill and required a serious operation. But the work went on.

It went on despite the strenuous attempts of anti-religious organizations to stop it, despite increasing troubles with the prison authorities, who had apparently begun to believe that the chaplain was imprudently, perhaps unscrupulously, lined up with the enemies of society. But it was completed, a thing of beauty, a residence of God among the outcasts of the world, a place where Mass could be offered daily and its power radiated through the prison.

The book covers 15 years in Father Hyland's life, years of labors, trials, triumphs, but shadowed at the last by the same suspicions which had driven his predecessor out of the work. There were consolations in seeing masses of the hopeless inspired again, in seeing parolees making a respectable career, in seeing notable sanctity sprout and grow and come to fruition in unpromising soil (one of his alumni became a Carthusian). All in all, it is a story both sobering and thrilling, typified by the church whose exultant spire tops the prison walls.

Review by John S. Kennedy

SUPER-PSYCHOLOGY

A man was walking in Boston with a friend when a beggar put the "touch" on them. Digging in his pocket, the friend held out an assortment of coins ranging from 50 cents downward. The astonished beggar hesitated for a moment, then picked a quarter, God-blessing him fervently.

Asked curiously why he had given the beggar his choice, the friend explained, "I always let them choose. It gives them a feeling of self-respect to resist taking the largest piece. And it relieves me of the responsibility of feeling mean. You see, I'd really rather keep the largest for myself!"---Rotarian

COMPLIMENTS

Vox-Cop

November - December, 1951



HARRY B. MORSE
SHERIFF OF
LITCHFIELD COUNTY

OFFICE
LITCHFIELD COUNTY JAIL
LITCHFIELD, CONN.

November 29, 1951

Lt. William Casey
Station L
State Police Barracks
Litchfield, Conn.

Dear Bill:

On November 14, 1951 I left Litchfield on a short vacation to Vermont and upon reaching there, I called upon the Chief of Police at the Department Headquarters in Rutland who informed me at that time to contact my office at Litchfield relative to papers etc.

Your office was called by my organization at the jail and a teletype message was sent out by your Station L that was relayed to me at Rutland. Were it not for the efficient efforts of your department it is doubtful if the message would have reached me.

I certainly wish to congratulate your department and thank you for this valuable service.

Very Sincerely

Harry B. Morse

Harry B. Morse
Sheriff for Litchfield County

C O M P L I M E N T S

PAUL L. SAMPSELL
EBSEX, CONN.

November 26, 1951

Colonel Edward J. Hickey, Commissioner
Connecticut State Police
100 Washington Street
Hartford, Connecticut

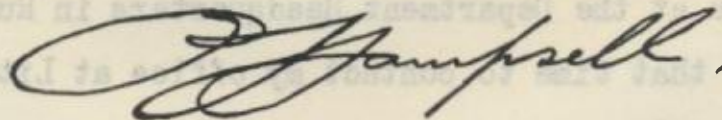
Dear Colonel Hickey--

For many years I have felt very strongly that only those of us who live in the smaller communities fully appreciate how much your organization contributes to our sense of security and peace of mind. For a limited personnel to cover so many duties over wide areas is evidence of the efficiency in which each one must take great pride and which reflects such credit upon your direction.

A short time ago I had occasion to call at the Westbrook Barracks to present a problem. This was my first opportunity to meet Lieutenant Mangan of whom I have heard both my friend Robert A. Anderson and my son-in-law Dr. John R. Egan speak so highly. For the past ten days I have hoped to call on you to comment on my gratitude to Lieutenant Mangan for his efficiency and my appreciation of the able assistance of Mrs. Haggerty. We are so fortunate to have such people in our community.

Some day soon I'll call but I did not want to delay longer mention of this incident to you. I think the last time we met was some months ago when you were kind enough to attend a Savings Bank meeting in Norwich and spoke of some of your very interesting experiences. I hope I may have this pleasure again.

Sincerely,



The Hartford Courant

No Labor Shortage For the State Police

You'll never get rich as a Connecticut state trooper. You'll work longer hours than a factory worker, and from time to time you'll be called on to risk your life. But despite these and other facts that might seem deterrents, more than 500 young men have applied for the six existing vacancies on the force.

There is no shortage of applicants for the Federal Bureau of Investigation, either. And the answer is not to hard to find. Both are top-flight organizations, and it is human nature for men to prefer belonging to the Yankees than to the St. Louis Browns. The Connecticut State Police has excellent

morale, and its members are generously respected in the community. They have earned this respect by a record of genuine service, free from corruption and based on a great deal more than the merely negative concept of controlling crime.

Any man who takes a bribe or otherwise submits to moral degradation as the member of a police department or other agency of government has sold his integrity for something worth a great deal less. But the number of young men who have integrity and who respect it in others, and who wish to be associated with an organization known for its integrity, far exceeds the number of easy-money boys. That, in short, is why the Connecticut State Police has no difficulty in finding job applicants despite relatively low wages, long hours, and dangerous work. Commissioner Hickey should see in this swarm of applications a genuine seal of approval.

NEW ENGLAND POLICEWOMEN'S ASSOCIATION MEETING

Vox-Cop

November - December, 1951

VERMONT'S CHIEF HOPES EACH STATE POLICE BARRACKS WILL HAVE POLICEWOMAN

Commissioner of Public Safety, Vermont, William H. Baumann declared recently at the Banquet of the New England Policewomen's Association that he would recommend to the next Legislature an appropriation to add state policewomen to the force.

Baumann said he felt it would be necessary to have at least one woman for each barracks.

It is necessary now for the State Police to use the clerks in their offices when occasions arise for a woman officer.

Rev. Lorenzo D'Agostino of St. Michael's College, main speaker at the banquet also strongly advocated state policewomen.

DESPERATELY NEED POLICEWOMEN

"We desperately need policewomen in Vermont. May your gracious gesture in holding your New England convention here in Vermont influence the powers that be to face this problem, and not only place women on the State Police force, but also influence our municipal leaders throughout the state to do what should have been done many years ago, make use of women's God-given talents to help so many of our state's growing problem population."

Father D'Agostino explained Burlington is the only city or town in Vermont which has a full time policewoman. On the state level there is only one full time woman officer in the Department of Probation and Parole.

CHIEF RUSSELL WELCOMES GROUP

Chief Donald Russell welcomed the group in the absence of Mayor J. Edward Moran. Judge Clark Gravel, State's Attorney Lawrence H. Deshaw, Judge Joseph C. McNeil and Senator Holger Petersen spoke briefly.

At a business meeting Miss Rita O'Connell of Springfield, Mass., was elected president; Mrs. Kathryn Haggerty

of the Connecticut State Police, vice-president; Miss Alice Collins of the Providence, R.I. department, secretary; and Miss Jennie Gallo of the Massachusetts State Police treasurer.

FIRST IMPRESSIONS

Miss Nancy Williams, SPW recruit, accepted the invitation of the Connecticut SPW group to attend the New England Policewomen's Association meeting in Burlington, Vt., and on her return to Bethany Training School gave the following report:

"Inasmuch as this was the first Policewomen's meeting that I have had occasion to attend, I am happy to say that I was very favorably impressed. It was not only pleasant to meet the Connecticut Policewomen, but also their associates from other departments who were friendly and helpful in bringing me into the activities of the group.

From the standpoint of police work, I feel that the meetings are beneficial to all concerned. They help make for better social relations between departments and also give the worker an opportunity to share the techniques and experiences witnessed by others in the field. In discussing the various needs and problems that we are confronted with in the field of police work, it helps give a better understanding and appreciation of the problems that other departments are confronted with in the performance of their duties."

"But, Madam," exclaimed the detective, "didn't you suspect that burglars had been in the house when you found all the drawers pulled out and their contents on the floor?"

"Oh, no," answered the lady readily, "I just thought my husband had been looking for his socks."

---Pipe Dreams



the Spotlight

Vox-Cop

November - December, 1951

Two Fleeing Gunmen Seized In Poughkeepsie

By Alert And Courageous Officer And Civilian

Patrolman John V. Brophy, Poughkeepsie N. Y. Police Department with the help of a civilian, Michael S. Maresca of Poughkeepsie, early on the morning of October 30 captured at gun point two armed fugitives from Connecticut. The fleeing bandits, Paul J. Fitzgerald, 23 and Charles F. Timm, 19 both of Waterbury were wanted in Connecticut for auto thefts and kidnapping a uniformed policeman in Windsor Locks.

Connecticut State Police with the Windsor Locks and Middletown Police were seeking the pair for more than 48 hours when Officer John Brophy spotted the holdup car racing through Poughkeepsie.

With the two men was a 13 year old girl, one of the two minors whom the men had picked up in Chicago. The girl was arraigned in Children's court on charges of being a juvenile delinquent.

Courage and a good memory served the patrolman well while he was walking his "upper Main street" beat. Luck also came to his assistance, when he was able to commandeer the car driven by Mr. Maresca, who carried a gun with him under a permit.

Patrolman Brophy was walking his beat at around 1:30 o'clock in the morning in upper Main street near about No. 728.

He saw a black Mercury sedan going west in Main street with New Hampshire plates bearing the number 656. The patrolman recalled that a few nights prior the plate was listed as belonging to a wanted car.

Patrolman Brophy spotted Mr. Maresca pulling away from the curb on the south

side of the street and told him he wished to check on the car. Mr. Maresca then followed the car, which went down Main street and west in Church street.

At that time Patrolman Brophy was able to get a good look at the plates, and was sure that it was the wanted car. Mr. Maresca pulled up alongside, and they forced the fugitives to stop.

Patrolman Brophy ordered Fitzgerald, who was driving, to get out of the car. Mr. Maresca went around to the other side, and woke Timms, who was asleep in the back of the car.

When Timms started to lower his hands, Patrolman Brophy said Mr. Maresca warned him to keep his hands above the seat or he would "blow your head off."

The men were ordered out of the car, and made to place their hands against a tree. Then Patrolman Brophy called headquarters from a nearby callbox.

Officers who came to assist found nothing on Timms. On Fitzgerald they found a .32 caliber Spanish Automatic fully loaded with a shell in the chamber. A search of the car by Brophy and his associates disclosed the arsenal which was in the car. Among the weapons were a .38 caliber Smith and Wesson revolver, a P-38 automatic pistol and a 30-30 Winchester rifle in the rear seat, all loaded.

The two men and the girl were taken to police headquarters. There Timms admitted kidnapping the provisional policeman at Windsor Locks. He and Fitzgerald also told the story of their escapades which began on Sept. 28 when they said they stole a Mercury sedan in



Police Chief Leadbitter, left, congratulates Patrolman John Brophy, right, for his capture of two gunmen wanted in Connecticut, on charges of kidnaping a patrolman and stealing a car. Captain Carroll Shaw, commanding officer of Eastern district of Connecticut State Police, center, also adds his congratulations to Patrolman Brophy. ---Poughkeepsie New Yorker Photo

North Main street, Waterbury, Conn.

Their statements told of going to Chicago, where they picked up two girls, one 13 and one 14, and took them to Nashua, New Hampshire, where they gave them money for rooms and board.

Then they said they were resting in a wooded lane in Windsor Locks when Timms said he kidnaped the provisional policeman.

The men split up at the time of the kidnaping. Timms, who at that time said he stole a Kaiser car which was nearby, kidnaped the patrolman, when he interfered with the theft and forced him to drive to Middletown. Fitzgerald remained in the Mercury and drove on to Middletown.

Later, Timms and Fitzgerald met at an apartment they had at 128 Broad street, Middletown. From there, they went to Nashua where they again met the two girls. They gave one of the girls \$50 and a ticket to Chicago and sent her home. The other girl stayed with them

in a journey which went through Danbury to Waterbury and then the last night to Poughkeepsie.

Arraigned before City Judge Hawkins the two men waived extradition.

Chief George Leadbitter, Poughkeepsie as usual gave C. S. P. outstanding cooperation in returning this pair of gunmen to Conn.

The Connecticut State troopers, four of whom arrived early, returned the two men to Litchfield, immediately after they waived extradition.

While they were on their way back to Connecticut, Patrolman Brophy received congratulations and statements of "well done" from local, State and Connecticut authorities.

Captain Carroll Shaw, of the Connecticut troopers said that the troopers had been on an emergency alert status since the kidnaping of Sunday. He said that the patrolman did "a wonderful job."

Commissioner Hickey called Officer

Brophy and Chief Leadbitter from Hartford and extended his "personal congratulations" to Patrolman Brophy and the Poughkeepsie Police Dept.

Chief Leadbitter himself said the capture was "one of the swellest jobs in a long time. Johnnie did a great job." He said that he will ask Mayor Graham to call a special meeting of the Safety commission which will then be able to issue proper commendations.

Mayor Graham, after learning of the patrolman's work, said: "I am delighted to hear of this example of excellent police work."

In their statements the two fugitives and the girl who was with them, reconstructed their actions since Sept. 28 as follows:

After stealing the Mercury in Waterbury, the two men drove to Chicago. There they left some luggage at the railroad station, and later when asking two girls how to get there, formed a friendship. Then the four persons drove east, where the two girls were left in Nashua, N. H., and the men drove toward Middletown. Going through Windsor Locks, they pulled into a wooded lane to "rest."

While sitting in the car they saw a police car come into the lane, and they ran off into the woods. They later saw

a Kaiser car, and Timms got into it. Fitzgerald returned to the Mercury.

When Provisional Patrolman Anthony B. Padelsky came up to the Kaiser, Timms drew a gun and told the policeman to "hoist 'em." He then forced him into the car and kept the gun on him as Padelsky drove him 30 miles to Middletown.

There the gunman dumped him and gave him \$10, and returned to the apartment where he met his partner. They picked up the girls in Nashua, and proceeded to Poughkeepsie.

"Johnnie" Brophy a popular member of the Poughkeepsie Police Force was born in that city April 8, 1925; went to local, elementary and high school before he was inducted into the U.S.N. during World War II. He served as a gunner's mate on Landing Craft in the Pacific Theatre and was cited for Bravery in Action.

A member of the Police Department since 1947 he has on previous occasions proved his police ability in apprehending burglars and other major offenders. Active also in the Police Athletic League he is a credit to his profession, his city, his department and to his family. Vox-Cop extends hearty congratulations to Johnnie Brophy and wishes him continued success in his chosen career.

State Trooper Turns In Son As Webster Hill Mad Driver

State Trooper James L. Parrott, of New Hartford, true to his police oath, turned in his son, James, Jr., to West Hartford police after the young man had become involved in a "vanishing car" incident.

While police were drawing blanks in their attempt to find the motorist who had used the front lawns of Webster Hill Boulevard as a speedway, Trooper Parrott, who is the resident State Policeman in New Hartford, walked into headquarters and revealed that it was his boy they wanted.

A short time later, the youth followed him into the police station and gave

himself up.

On his visit, the State Policeman told Chief Walter A. Sandstrom that his son had told him he was involved in the Webster Hill Blvd. accident.

While his car was out of control, police reported, it smashed a speed sign, slashed off an electric utility pole a foot above the ground, sped across lawns narrowly missing homes, tore through shrubbery, smashed into a chimney--and disappeared.

In West Hartford Court, Parrott, Jr., pleaded guilty to a charge of reckless driving and was fined by Judge George Schwolsky.

New Britain Police Sergeant William J. Grabeck

Shot And Killed In Line Of Duty

New Britain Police Sgt. William J. Grabeck, 54, a World War I hero, was fatally wounded in a gun battle during a holdup in which an innocent bystander was instantly killed and a bandit badly wounded at 5:20 p.m. November 5.

In a close-range shooting at the AYO Packing Co. plant at 332 Washington Street, Sgt. Grabeck was struck by five bullets. He succumbed at New Britain General Hospital at 5:55 p.m.

William Otipka, 33, of 365 Arch Street, who wandered into the office, was shot through the heart.

The armed robber, Frank Wojculewicz of various addresses, was wounded four times by Sgt. Grabeck and Policeman Theodore Wojtusik.

The holdup man is under police guard in New Britain General Hospital as Vox-Cop goes to press.

More than a half dozen doctors used "heroic" efforts--including massaging the heart--to try to save the life of Police Sgt. William J. Grabeck.

The same doctors treated the bandit, Frank Wojculewicz who had rallied slightly but is still reported on the critical list. His wounds had paralyzed him from the waist down.

The heart massage brought Sergeant Grabeck back to life for about two minutes after his heart had stopped beating. But the heart again stopped functioning and failed to respond to further massage.

Answer Radio Alarm

At 5:26 p.m. Capt. George C. Ellinger at headquarters was notified of the holdup. He immediately notified all cars by radio. Sgt. Grabeck answered that he and Policeman Wojtusik were on the way from Broad Street.

The gun battle was staged as about 15 persons were in the packing plant. Several were questioned later and from them a composite picture was slowly put together.

Stanley Lavieniec, 39, foreman, called headquarters when from another part

of the plant he saw the holdup. Wojculewicz had entered the front door of the building and, going to the office, confronted at gunpoint Aloysius Dzwil, truck driver and salesman, who was turning in receipts to Miss Helen Dul, bookkeeper for six years. Menacing them, he grabbed a cash bag and walked outside the office door. Then he returned and forced both to lie on the floor.

Bandit Opens Fire

As Wojculewicz reached into the safe, Sgt. Grabeck, with pistol drawn, entered the door and stuck his weapon in the back of the bandit. The latter turned firing and, as the sergeant returned the fire, Otipka, who was waiting for his wife, employed at the plant, walked by and was instantly killed.

Fatally wounded, Sgt. Grabeck made his way out a south door and collapsed in a driveway.

In the meantime, Policeman Wojtusik tried to enter by another door and, failing to do so, returned to the front door. Pieces of glass in the door, struck by a bullet, flew about him. Through the broken pane he fired at Wojculewicz, who was prone on the floor.

Wojculewicz reached for his weapon on the floor and Policeman Wojtusik fired a second time. The bandit rolled over and Wojtusik handcuffed him.

Labieniec was on the shipping room floor, back of the office, when his attention was attracted by Otipka, who was waving his arms. Then Labieniec saw the guns blaze. He dropped to the floor and Sgt. Grabeck staggered by him to the yard.

Both Guns Empty

The pistols of both Sgt. Grabeck and Wojculewicz were emptied of shells. Each held six originally. Policeman Wojtusik fired three times.

Dzwil and Miss Dul said that as the bandit entered he carried a short-barreled .38 caliber pistol in his right

hand, while with his left he held a newspaper partially over his face. He grabbed Dzwil's daily collection and, on issuing the order to lie on the floor, asserted that an accomplice would make sure they did. No accomplice was seen but they obeyed.

The bandit told Dzwil, "If you lift your head you'll get it because it's me or you." As the paper was lowered, Miss Dul stared at Wojculewicz, who shouted, "Don't look at me!"

At the hospital \$484 in cash and checks for \$1,117 were taken from the pockets of Wojculewicz.

Won War Citations

Born here on January 25, 1898, Sergeant Grabeck attended grade schools here. He joined the U. S. Army in 1916, and served at the Mexican Border with Co. E, First Regiment, CNG. He re-listed in the Army on September 8, 1917 and served with the 102d Machine Gun Battalion (overseas) during World War I. He was discharged on April 7, 1919.

Sergeant Grabeck had a distinguished war record and is believed to have held more citations than any other New Britain man.

Included in the citations was a Silver Star with three oak leaves from President Wilson. Others came from General Pershing, General Petain of France, Brigadier General Sheldon and Major General Edwards, commander of the 26th (Yankee) Division.

The 102d Machine Gun Battalion fought at Chateau Thierry, St. Mihiel, the Marne, Verdun, Chemin-des-Dames, Argonne Forest and many other engagements. In a night raid, Sergeant Grabeck's platoon captured 17 Germans and several machine guns.

Got Badge in 1919

On September 6, 1919, Sergeant Grabeck became a supernumerary policeman, a position he maintained until October 1920, when he became a city electrical inspector. On January 10, 1922, he returned to the Police Department and became a regular on April 15, 1923.

As a regular, Sergeant Grabeck became a "policeman's policeman." Fellow

members said of him that there was none more capable than Sergeant Grabeck when it came to unruly prisoners. He served on the street and in the Detective Bureau, taking part in many cases. He was named a sergeant on March 27, 1937.

SERGEANT GRABECK



New Britain mourns the death of Sergeant William J. Grabeck, slain in the performance of his duty. An intrepid policeman who never shirked his responsibility, he gave his life in the endless battle between right and wrong, between law and outlaw.

In the years he served in uniform, Sergeant Grabeck was an alert guardian of the public welfare. In him his superiors as well as the rank and file recognized a fearless enforcer of the law who did his duty as he saw it.

It is ironic that a soldier who was exposed to the dangers of World War I and who was decorated for his courage, should lose his life on the home front in an attempt to suppress the forces of evil that are not confined to the battlefield.

While we mourn the loss of Sergeant Grabeck, our pride is increased in a police force that includes among its personnel men of his caliber.

---New Britain Herald

The Distaff Side Of The Training School

When the present recruit class at Bethany began their training course back in September, two ladies reported to the school to take the regular training with the men so as to qualify for the position of policewoman. They took the regular course with the exception of such strictly masculine activities as motorcycle riding, boxing, and military drill. The two women went home each night while the men bunked in and did their studying and typing at the academy.

After about a month of schooling, one of the women found the going too rough and returned to her former task of industrial nursing. The other candidate was left entirely alone with twenty-six men which to say the least is a very difficult situation. She asked no quarter and gave none in the daily give and take of recruit training. Her pleasing personality and ready smile completely won over her male competitors and she proved to be an excellent influence.

Any man hates to be beaten by a woman, particularly in the field where men are supposed to maintain superiority. Several of the male candidates had to admit defeat at the hands of this lady in such activities as rifle shooting, machine gun, and shot gun work and even in accident investigation which in the police world is strictly a man's work. The recruit class began to be goaded to greater and greater effort to keep up with the competition offered by this lone lady and thus the whole tone of the work effort has received a lift from her presence.

Who is this lady cop? She is Miss Nancy T. Williams of Branford, a former social worker with the State Welfare Department. Nancy is a graduate of Marymount College in Tarrytown, N. Y. in the class of 1947 where she received a BA degree in Sociology. Interest in police work is sort of a family affair in her case as her father Frank R. Williams is Chairman of the board of police commissioners in the Town of Branford and a cousin is a policewoman in New York City. These contacts aroused an inter-



Miss Nancy T. Williams

est in police work for her and brought her to the Academy at Bethany.

This is not the first time that women have trained with men in the State Police Academy, as there have been four other women who have taken the regular courses. As far as we know ours is the only department giving such training to both men and women at the same time. It is our belief that both the men and the women profit by such an association. The women get a more complete training in police work and also receive specialized training in subjects particular to their duties. They also have a better understanding of the work and duties of the male officer from such an association. The men in turn profit by the competition and the entire training takes on a higher tone with ladies present.

Miss Williams has fitted into the pattern of training with complete harmony and has been eager to help in every way. She didn't hesitate a minute when asked if she wanted to fire the rifle - a .351 cal. weapon not particularly designed for feminine use. She took her

turn on the line and was not last on the list when scores were turned in. Miss Williams stated that, "She loved every moment of it", when asked how she enjoyed the two days of firearms training under FBI instructors on the East Haven range.

"I am convinced that Nancy would have

ridden the motorcycles in an instant if she had been asked", said Lieut. Leslie Williams, Instructor in charge, "and I am sure she would have done a good job of it."

Thus we officially introduce to you our latest candidate for policewoman. You will like her as we do!

Old Heidelberg Robbers Apprehended

At about 12:55 a.m. on November 8, an armed robber entered the Old Heidelberg Restaurant on Route 34, Oxford, threatened those present with a gun and obtained nearly \$80 in cash. The masked man fired a warning shot into the ceiling before leaving the place.

Off. Edward Steele, originally assigned to the investigation, picked up several AWOL soldiers in a stolen car during the course of the investigation so he was requested to follow up the stolen car case and Off. Thomas Leonard was given the responsibility for the hold-up investigation.

After eliminating the AWOL soldiers as suspects, Officer Leonard began his fact finding. Witnesses to the robbery described the masked man as follows: 35-40 years old, 5'4" or 5" in height, gray hair, ruddy complexion, blue eyes, army shirt over a white shirt, silver ring on left hand and barely distinguishable scar on right cheek.

In the course of taking statements from Helen Delmar, restaurant owner, and Norman Steward, the bartender, Officer Leonard was mulling over the description of the wanted man. He recalled that several years ago the Derby police had picked up a small, middle-aged man who had the intention of staging a robbery at a tavern.

Officer Leonard talked with Chief Van Etten and Patrolman Edward Slezak of the Derby Police and obtained the name of his suspect, then checked the town to locate him. The next day he found Lincoln Forsyth, of Derby, sleeping in his car and after questioning placed him under arrest for armed robbery.

Following this arrest, Officer Leonard continued his efforts on the case and turned up information which implica-



Off. Thomas C. Leonard

ted one William Caulfield as an accomplice in the crime.

Before he could act on this information he received word that his mother was seriously ill, so he turned his information over to Officer Daniel Reardon who made the arrest. Officer Leonard's mother died as a result of her illness.

To Station "I" this message was sent: "Please extend my compliments to all the officers who successfully solved this case. I fully appreciate how trying it was for Officer Leonard to work these long hours and then hear of his mother's passing.--Commissioner Hickey".

Both men were presented in the Oxford court where they were bound over to the January Term of the Waterbury Superior Court.



TARGET SHOTS

Vox-Cop

November - December, 1951

THE REVOLT AT THE BALLOT BOX

The political influence of the crime committees was felt throughout the East in November elections. In the majority of tests where morality in government was an issue reform forces scored impressive victories.

Voters showed that they had been shocked by the disclosures of links between police and other public officials and the fixers, bookmakers and numbers racketeers. Against officials who had shown a laissez-faire attitude toward corruption the voters rose in "righteous indignation."

SANTA CLAUS, GAMBLER

Although a trend toward reform was shown in November elections, the benign influence of the Kefauver crime inquiry apparently did not penetrate to the younger generation.

A reporter in Providence, curious about the grass-roots aspects of the gambling evil, made an hour's tour of toy stores and found the following Christmas gifts for kids on display:

A roulette wheel guaranteed to be an exact miniature copy of the Monte Carlo wheel: an electric pinball machine: a large horse-race game, and a small slot machine. Chuck-a-luck cages were out of stock, but expected in a week.

SEIZE SLEUTH FOR LOOTING WRECKAGE

In Copenhagen, Denmark, the District Attorney recently indicted a Danish detective on a charge of stealing 70 bracelets from the wreckage of a Dutch passenger plane which crashed near here in 1947. He was identified as Carl Egil Anderson of the criminal investi-

gation department.

Among the 22 who lost their lives in the crash were American singer Grace Moore, former resident of Ridgefield, Conn., and the Swedish heir apparent, Prince Gustaf Adolf.

POLICE SHOW MIGHTY POOR JUDGMENT

Bridgeport policemen, rather foolishly, are following the childish example of the Yonkers police in punishing the public by parking tickets for not having voted them a wage increase. As in Yonkers the get-even campaign started last Wednesday following the failure of voters to approve a referendum that would have given policemen yearly raises. Perhaps an increase in wages is desirable. But the punitive and ill-tempered reaction of the police to the negative vote is indefensible. The offending officers have not thought the matter through to a logical conclusion.

If police in Yonkers and Bridgeport maintain they are merely enforcing the law, then they are demonstrating that they have not been doing so in the past. No matter how you look at it, these disgruntled public servants by their actions are not presenting an argument for, but rather against the reasonableness of their demand for higher wages.

---The Hartford Courant

BOX LOOTED OF \$8,000 IN GROTON POLICE CAR

The theft of a reported \$7,000 or \$8,000 from a strongbox left in a Town of Groton police car recently was disclosed by Groton First Selectman Roy S. Haggard.

Haggard, who is chief of police, said he did not have details on the theft.

He said the contents of the strongbox, mostly cash but some checks, were receipts from Ackley's package store, Poquonock Bridge, owned by Ralph Ackley.

According to Haggard, Town Policeman John Johnson was giving Ackley a ride home in the police car. They stopped at the A & P diner in Route 84, Groton, Haggard said, and left the strongbox in the car while they went in for coffee.

While they were in the diner, he added, the money was taken from the strongbox.

SUPREME COURT SCORES WASHINGTON POLICE FOR SEIZING NARCOTICS WITHOUT A WARRANT

Washington,---- Law officers who invade "the security of people against unreasonable search and seizure" were sharply rebuked by the Supreme Court recently as it ruled that narcotics seized without a search warrant in a Washington hotel had been used illegally as evidence at the trial of their owner, Jesse W. Jeffers, Jr.

The case involved the seizure of nineteen bottles of cocaine and one bottle of codeine in the Dunbar Hotel. The narcotics were taken from a room occupied by two aunts of Jeffers and had been stored there without the women's knowledge, though they had given their nephew a key to the room.

Neither of the women was present, nor was Jeffers, when the police searched the room and found the bottles. Jeffers was arrested the next day. He was convicted in Federal District Court here and sentenced to four months to one year in Jail. The Court of Appeals set aside the conviction on the ground that the narcotics, seized without a warrant, should not have been admitted as evidence.

The Justice Department asked the Supreme Court to upset this ruling, but it refused to do so. The court's 6-to-2 opinion was written by Justice Tom C. Clark.

Justices Hugo L. Black, William O. Douglas, Felix Frankfurter, Harold H. Burton and Robert H. Jackson concurred in it, while Chief Justice Fred M. Vin-

son and Justice Stanley F. Reed dissented. Justice Sherman Minton took no part in consideration of the case.

"Over and over again this court has emphasized" that the Fourth Amendment, which prohibits unreasonable search and seizure, "requires adherence to judicial processes," Justice Clark said, adding:

"Officers instead of obeying this mandate, have too often, as shown by the numerous cases in this court, taken matters into their own hands and invaded the security of people against unreasonable search and seizure."

The fact that the bottles of narcotics were contraband, the court ruled, did not obviate the necessity for a warrant. It held, however, that Jeffers was not entitled to have the contraband returned to him, but he was entitled to have it suppressed as evidence at his trial.

"The law does not prohibit every entry, without a warrant, into a hotel room," Justice Clark wrote. "Circumstances might make exceptions and certainly implied or expressed permission is given to such persons as maids, janitors or repair men in the performance of their duties. But here the Government admits that the search of the hotel room as to the Misses Jeffers was unlawful."

---New York Times

LETTERS TO THE EDITOR

Victim of Strikers' Tactics Protests Leniency of Court

Editor, The News:

The strike at United Aircraft's Southington plant will long linger in the minds of the employees as well as the local police department. It was an affair that was handled poorly by the union and got them exactly nowhere.

During this so-called strike a small percentage of employes who reported for work in the beginning snowballed, until finally the union agreed to come back 100%.

It was both fortunate and unfortunate that the Southington police got involved in this freak affair. I say fortunate because a lot of individuals who were

T A R G E T S H O T S

reporting to work received their protection through the picket lines. I say unfortunate because a selected few of the strikers were trouble-makers and caused difficult situations for the police to deal with.

While this strike was in effect, several arrests were made. All were well-founded, cut-and-dried propositions. I was under the impression that these cases would be handled in a normal way as there was no question as to guilt on the arresting charges.

Today in court after a series of postponements two of the arrested received reduced charges and were fined \$18 each. Two others, one of whom didn't show up, again received postponements.

I was on the receiving end of an incident that led to one of the above arrests. While reporting for work one day, I was forced to the side of the road by one of the men who had his charges reduced. It not only caused me to come to an abrupt stop, but left me on the wrong side of the road. The entire episode was witnessed by the Southington and State Police. The man was arrested for reckless driving, breach of peace and failure to carry his car registration. It was certainly a case of taking the law into your own hands.

I believe that in a case such as this where a man maliciously forces another car to the side of the road, he should answer to a reckless driving charge. This charge, however, was reduced to violation of the rules of the road, with a fine of \$18 and no reprimand from the judge.

So he's back driving his automobile again and I hope the next person he picks on isn't you.

Arthur E. Bauer.

---Southington News

ZING -- BING!!

The attempt that was made a short time ago to hold down speed of cars on the Merritt Parkway, seemed like kindergarten stuff, driving a police car on each lane of the road at a legal speed

in order to hold down and hold back the speeding traffic, like taking a small child by the hand to lead him across a road. It did the trick, however, having to treat our adult drivers as though they had the i. q. of a child, which they apparently have, when it comes to driving a car at excess speed.

Must we have a policeman beside every driver, or nearly every driver to have dangerous driving checked? The presence of a police car brings about better driving manners and better observation of the rules of the road, wherever they are noted.

These half-bright appearing drivers do fear the arm of the law, but with heavier fines and heavier penalties, I believe reckless driving can be checked.

---Stafford Press

BETTER LATE THAN NEVER

West Hartford police were "overcome" themselves at this incident.

Two patrolmen and a sergeant were dispatched to a store at South Main St. and Sedgwick Rd. It was an emergency call--an elderly woman had fainted.

Policemen Stephen E. Penfield and Robert MacDonald worked over the woman while Sgt. John P. Keene summoned an ambulance.

When the little old woman snapped out of her spell she blinked her eyes, looked at Policeman Penfield and exclaimed: "Oh, a policeman."

"Gracious two policemen," she added as she found Patrolman MacDonald holding her right hand.

"Glory be," she sighed, "life begins at 80."

The auditorium was filled at 8 o'clock. The audience (it was in Hartford a night or two ago) was eager to hear the out-of-town speaker. The clock ticked past 8:15, 8:30, 8:45.

At 10 minutes to 9 the speaker hustled onto the platform. Embarrassed, he explained:

"I had a flat tire and it took some time to change it. And then while I was hurrying to get here before 8, a state policeman arrested me--for speeding."

Between



Ourselves

Vox-Cop

November - December, 1951

HELP, POLICE!

by C. B. Colby

Do you know when--and when not--to call the cops? Here are tips for trouble.

The young man at the door was a nice-looking lad. He removed his hat with an embarrassed grin and asked the elderly lady who had answered his ring if she knew a Dr. Welch living around there. She was sorry, she said, she had never heard of the doctor. He thanked her, said he must have the name or address confused, and drove away.

That same evening he stopped at another isolated house to ask for the same Doctor Welch. Finding no one at home at that house, he picked the lock and cleaned the place out.

When finally caught, weeks later, he confessed to looting nearly two dozen homes. None of the people he had called to the door to help him locate "Doctor Welch" had bothered to mention his strange inquiry to the local police.

This brings up the question: what should you, and what should you not, call the police for?

All police departments exist for three basic functions: the prevention of crime, the detection of crime and the apprehension of violators. Naturally, whenever you are a witness to a crime, you should report immediately to the police. But besides murder, arson, assault and other such obvious causes, there are numerous smaller incidents that may warrant calling an officer. Even noisy neighbors or blaring radios late at night can become a police matter --if such disturbance interferes with sleep or endangers health.

Don't Wait

Trespassing upon your property can be rightfully called to the attention of the police. If you see someone entering a vacationing neighbor's house, or hear a definitely suspicious noise in your own home at night, call an officer.

A woman alone in the house with her children may quite rightly call police for the protection that her husband would ordinarily give her. Suppose a door-to-door salesman, or a drunk, becomes objectionable--call police. If someone is suddenly taken ill and you don't know how to reach a doctor--again, call police. If a child does not come home from school or an errand when expected, and can't be located within a reasonable time, call.

If a woman comes home to find a strange dog barring her entrance with bared fangs, she should call an officer --especially if the animal seems sick or injured.

If you must travel a lonely street with a large sum of money, many departments will furnish an escort. If your child is locked in a room, or caught in a machine and you are unable to extricate him, call the police. If you have quit the house and think you left the doors unlocked or the oven on, it is often possible to have police check on conditions. As a matter of fact, if you are to be away for a short time, tell the police that the house will be dark for a few days so they can check it more

often.

**JUDGE BLAMES COLLEGES
FOR "FIX" SCANDALS**

Do It Fast!

A word of caution however: be sure to let the police know if anyone--a relative, cleaning woman or repair man--is going to enter your house while you are away.

But the answer to all home emergencies is not invariably "Call a cop!" Don't bother the police with family rows or drunken spouses (unless threatening violence). Above all, don't call a policeman to threaten children. That will make any blue-coat see red and usually results in the parent being subjected to a tough lecture instead of the youngster. Unless the emergency concerns "protection of life and property," call a friend or neighbor instead. But if the situation warrants calling the police, do it fast.

Keep the telephone number of your police department within easy reach. If you don't know it, just lift the receiver and say the two words, "Police, Emergency," to the operator. Safest rule to go by if there is any question as to whether or not to call the police: call them!

CALL THE POLICE WHEN

1. A crime is being committed
2. A stranger insists on property trespassing
3. You hear an unmistakably suspicious noise at night
4. You are persistently annoyed by noisy neighbors
5. A child is lost

DON'T CALL THEM

1. To threaten misbehaving children
2. To settle family quarrels

Following are excerpts from the statement made recently in General Sessions Court N. Y. City by Judge Saul S. Streit in the sentencing of Salvatore Sollazzo, basketball fixer, and fourteen players who accepted bribes:

No athlete, college official, coach referee, or employee in any way connected with sports or sporting events is fit or qualified to remain with that institution who directly or indirectly profits, approves, countenances or acquiesces in what may even amount to an approach to bribery or corruption. With these principles in mind, I investigated the backgrounds of the players. This lead me to the activities of the colleges involved.I found among other vices that the sport was commercialized and professionalized; devices, frauds and probable forgery were employed to matriculate unqualified students to college; flagrant violations of amateur rules by colleges, coaches and players; and 'illegal' scouting, recruiting and subsidization of players.

These conditions are so closely interwoven with the crimes of these defendants that before imposing sentence I feel that I must, in the interest of crime prevention, and the restoration of high standards of scholarship and integrity in our colleges, relate some of the gory details.... My investigation disclosed that most of these defendants before entering college received bids and offers from colleges as far South as Georgia and as far West as California. The offers included tuition, books, board, sinecures and expense money.

As for the five former stars who received jail terms, the judge said, "They continued on their merry criminal way although they had many times to reflect what they were doing." He especially excoriated Gard, who "helped wine and dine the players and supplied them with women to soften them up for the kill."

"The other four," the court found "were not college students in the true sense of the word. They were athletes

---This Week

seeking to cash in, whose scholastic studies were merely perfunctory and incidental to their athletic activities."

VIEWS OF THE ADMINISTRATION OF CRIMINAL JUSTICE IN CONNECTICUT

Commissioner Hickey, at the invitation of the Editors of the Connecticut Bar Journal, (published quarterly by the State Bar Association of Connecticut) participated in the symposium on the Administration of Criminal Justice in Connecticut. All of the articles were published in the September, 1951 issue of the Connecticut Bar Journal. Other members of the panel included Superior Court Judge John H. King; Professor George H. Dession, Yale Law School; Former Assistant State's Attorney for Hartford County, John P. Hodgson; Public Defender, Thomas R. Robinson, New Haven County; and former Coroner Theodore E. Steiber, Fairfield County.

The foreword by Chief Justice Allyn L. Brown, Supreme Court and the postscript by Professor of Law, Jerome Hall, Indiana University (Author of "General Principals of Criminal Law, 1947" and other books) merit the particular attention of all law enforcement officers.

Vox-Cop regrets its inability to reprint all of the articles. Departmental officers interested in reviewing these may obtain a copy of the September, 1951 Bar Journal from the Departmental Library at Headquarters.

SMART POLICE ARE REALLY ACTORS

Recent news dispatches from Hollywood indicate the Los Angeles chief of detectives has set up a public information division there to do something about those private eyes and newspaper reporters in the movies who always outsmart the cops. The division is helping movie stars and screenwriters to get realism into crime movies.

"This idea of the dumb policeman

started with the Keystone Kop comedies," says Capt. Sidney Sheldon, who is in charge of the new division. The policeman was always the dumb ox, and the reporter and private eye solved the crime. That isn't realistic.

"Detective movies also used to show ideas that are detrimental to law and order, and do not inspire public confidence in the police.

"We aren't censors. We just make suggestions and offer the facilities of the department for research by writers, actors and producers--in radio and television, too."

Now a screenwriter can cruise around town in a patrol car or go along with detectives when they are on the heels of a killer. Actors like Robert Ryan go out on calls so that they can learn how to act like real detectives.

"The director of 'Detective Story,' William Wyler, went out with some of the detectives to pick up pointers on how they act," explained Capt. Sheldon. "He got in on a murder at a liquor store holdup, too."

Capt. Sheldon also handles requests from film factories for detectives to serve as technical advisers on whodunits. And he obliges the studios that want to shoot realistic crime movies around the real Police Department.

"We get lots of requests from television outfits with limited budgets," he says. "They can't afford to build sets. So when the action calls for police headquarters, they ask to shoot it at the real thing."

BAD ACTOR OUTWITTED

Boston Police recently took into custody a smart bookie. This in itself was not unusual, but the man's explanation of his activities was.

He told the police that the queer, notes they found in his possession were not what they suspected--bookmaking records. He maintained he was a classical scholar and the notes were really Greek writing.

The Boston police, who were apparently not classical scholars, and who were

skeptical of the whole business, sent the records to the Federal Bureau of investigation's crime detection laboratory in Washington. Experts there figured out in a jiffy that notations were greatly abbreviated records of bookmaking debts, as the Boston police thought.

All of which went to prove once more the wisdom of the F. B. I. in establishing--nineteen years ago yesterday--its crime laboratory. This unit has made 1,140,000 examinations for the F. B. I. and for local and state police --examinations ranging all the way from restoring the writing on charred documents to comparing automobile tire treads and identifying firearms.

The past year has been a busy one for the laboratory. In all, 104,937 examinations of various kinds have been conducted by its technicians.

A ROUTINE MATTER
UP TO A CERTAIN POINT

Franklin Wolfe approached New London (Conn.) Policeman Joseph Rafferty in a traffic booth recently, reporting he had seen four boys apparently trying to steal an automobile a short distance away.

Rafferty grabbed the booth telephone, called headquarters and began giving the desk sergeant a description of the car, even as Wolfe relayed the information to him.

"What was the registration number?" asked Rafferty.

"LP601," replied Wolfe.

"LP6--" Rafferty started to tell the sergeant, then interrupted himself with a shout:

"Hey! That's my car!"

It was found quickly. The boys aware that Wolfe had spotted them, had abandoned it.

EFFICIENCY

Remember the Parable of the Talents --the story of the three servants who

had received talents, five, two and one, respectively?

When their master returned they all gave an account of their stewardship. The first two had doubled their capital. Each of them said so in fourteen words and their work was pronounced, "well done good and faithful servant."

The third servant had accomplished absolutely nothing but his report took forty-two words, three times as long as the other two reports.

Don't be like Servant Number Three. Make good! Don't explain your failure! Do the thing you are expected to do! Then you won't have to waste time in giving reasons why you didn't, couldn't, or wouldn't or shouldn't!

Efficiency! That is the soul-satisfying joy of making good. Doing your work just a little better than anyone else could do it gives you the margin of success.

Making good requires no explanation.
Failure requires forty-two words.

SO YOU WANT MORE

You can't just wave a magic wand,
Or buy a gold-egged goose,
To get the things of which you're fond
You simply must produce.

You can't depend on grant and gift,
Of money, milk or juice,
To give our way of life a lift
You simply must produce.

No government can pave your road
With handouts free and loose,
Each one of us must share the load,
So pitch in--and produce.

You can't sit back and curse your lot,
Or say, "Oh what's the use?"
Be thankful for the things you've got,
Do you want more? -- produce!

A man's character is like his shadow, which sometimes follows and sometimes precedes him, and which is occasionally longer, occasionally shorter than he is.

TIPS FOR THE "DICKS"

Did you ever try to interview a suspect who acts as though he had lost his power of speech? Here's how to get around that...and how to determine whether such persons are feigning or are actually suffering from verbal aphasia...hand him a pencil and pad and ask him to write some simple words like "tree" or "dog", if he is unable to answer any questions orally...in bona fide cases of aphasia the sufferer can't write at all.

A locksmith tells me that attaching one's name and address to a keyring is a most unwise thing to do. We grant you that is one way of getting your keys back, if they get lost, but how is a person going to know who may have had duplicates made of the keys and come to visit you at home while you are away, or visit your office after regular business hours?

Something new in safes for home protection is on the market today...It is a strongbox built to fit flush with the floor. I can see right now that house burglars will have to be furniture movers to locate the box...not saying how much work it will take to get it open...one thing is sure they are not going to carry it away and open it later.

**CONNECTICUT LEADS THE NATION
IN
DEFENSE WORK PER CAPITA**

"Little" Connecticut is a giant as far as the nation's defense is concerned.

In proportion to its population, Connecticut has been contributing far more to the country's defense than any other state, according to the State Development Commission.

And here's the proof:

Between July 1950 and May 1941 industries in the state were awarded \$1,228,090,000 in prime defense contracts. The per capita value of these awards was \$612. Indiana was second highest, with \$342 for each person. Next in order

was California with \$266, New York with \$259 and Michigan with \$256.

The state's total value of military contracts so far has been greater than the rest of New England combined.

Connecticut, with only 1.3 per cent of the nation's population, has been awarded 5.8 per cent of the country's prime defense contracts

JAIL FOR SALE

The county board of supervisors in Jackson, Mich., put a classified ad in the paper, hoping to sell a fifty-seven-year-old county jail. The ad said:

"For sale--one jail. Complete with cockroaches, sagging stairways, corroded plumbing, sunken ceilings and crumbling walls. A real antique. Fine location with practically no view. Purchase price includes one light bulb per cell block, baling wire for cell doors and genuine firetrap furnace arrangement. Act quickly. This won't last long. It can't."

**SILVER JUBILARIANS
SPENT 25 YEARS IN JAIL**

Stateville, Ill.--An Illinois couple who have spent their entire wedded life in jail celebrated their 25th wedding anniversary here. Both their children have spent most of their lives in jail too.

The couple are Mr. and Mrs. Joseph Ragen. Mr. Ragen has been warden of Stateville prison for almost 20 years. Before that he was warden at Menard State prison and sheriff of Clinton County.

NEVER SATISFIED

Work is something that when we have it we wish we didn't; when we don't have it we wish we did, and the object of most of it is to be able to afford not to do any some day.

In The News

Vox-Cop

November - December, 1951

SURE-FIRE WAY TO BEAT LAW LANDS NEW YORKER IN JAIL

It looked to Stanley Goldman like a sure-fire way to beat New York City traffic laws. He put Florida license plates on his car.

The idea apparently was that nobody is going to worry much about a traffic fine when the violator presumably has gone to Florida.

Goldman, 25, said he got the idea from a business associate, Stanley Lambert, of Miami, Fla.

He also got his Florida plates in Lambert's name, he added.

Everything worked fine as Goldman accumulated 46 tickets in less than a year.

He never bothered to pay a one.

But police were getting pretty familiar with the Florida license number.

Last week Goldman was arrested for double parking.

A quick check and another cop showed up in court with the 46 other tickets.

Chief Magistrate John M. Murtagh told Goldman:

"You have violated the law repeatedly. Anyone showing such willful disregard of the law should serve time."

Murtagh then:

Revoked Goldman's driver's license.

Fined him \$1,000.

And sent him to jail for 60 days.

It probably was the stiffest sentence of its kind ever handed out here.

Goldman wept.

Said Murtagh grimly:

"You deserve no sympathy."

Editor's note--Better check Florida cars!!!

BOY CRIPPLE, 15, TRIES BURGLARY IN WHEEL CHAIR

A recent U.P. dispatch from Oakland, California discloses how a crippled teen-ager broke into a policeman's home --in his wheel chair--"just for the thrill.

The 15-year-old told police after his capture that he was the leader of a juvenile "crime club" but that his passive role had lost its excitement.

He said he had been confined to a wheel chair since he was injured in an auto accident when he was four. He decided to "case" the home of Anders T. Macdonald, an Oakland policeman. The Macdonalds were away at the time.

"I wheeled back and forth about six or eight times in front of the house," he said. "Then I decided to go in through the back. I had to go up two steps and open a screen door."

Police said "it must have been quite a job getting the chair up those steps and through that narrow door."

The policeman's father, J. C. R. Macdonald, a police inspector, drove up with his daughter-in-law. She entered the house first and screamed when she saw a dim figure wheeling around the kitchen with a flashlight. Inspector Macdonald ran in and seized the boy.

Police said the boy had the "most complete set of burglar tools we've ever seen." He had them suspended in a case from his wheelchair.

PROFESSOR TRAPPED BY OWN SUCCESS

For a solid year Colston E. Warne, professor of economics at Amherst College, campaigned for a "stop" sign near his office in College St., Amherst. One was finally installed.

Recently he paid a \$5 fine for failing to stop there.

District Judge Harry Jekanowske made no comment when the professor told of his campaign for the sign.

A woman in Georgia baked bullets in doughnuts and sent them to her husband in jail. She is now in the same jail with her husband but has the distinction of inventing a combination of two lethal weapons.

**L. I. POLICEMAN SEES 'SEA DEMON'
IN TRUCK, LANDS BRONZE THIEVES**

Andrew Dzurella, twenty eight.

Patrolman Joseph Militano, on school crossing duty recently in Roslyn, L. I., glanced up at a passing truck and found himself staring into the hideous countenance of a sea monster, or demon.

Patrolman Militano recovered quickly enough to recognize that the creature disappearing down the boulevard was bronze, but its presence in the truck was so unusual he jotted down the license number.

When he went off duty at 4 p.m., Patrolman Militano told Detective Clifford Weldon, of the Nassau County Police, of the sea demon he had seen and gave him the license number. Detective Weldon traced the number, but found that the man to whom it had been issued had long since moved.

Detective Weldon racked his memory of zoological bronze in Nassau County, and recalled that there had once been a group of such creatures at Harbor Hill, the Roslyn estate of the late Clarence Mackay. He drove over to the estate, which is on the highest spot of Long Island, overlooking the Sound.

There was the truck described by Patrolman Militano. On the roof of a gymnasium wing of the 100-room house, long deserted and falling into decay, were three men busily engaged in ripping off sheets of copper.

Of the bronze sculpture group, the only thing left was the center piece, a horseman who formerly had been slashing with a sword at various beasts threatening him. Missing was a bear, an alligator--and the sea demon.

The dismantling trio readily admitted, Detective Weldon said, that they had carted the sculptures, each weighing more than 500 pounds, to a scrap metal dealer.

Detective Weldon recovered the bronze pieces from the dealer, who said the men told him their employer had been hired to dismantle an estate and had ordered them to dispose of the metal for whatever they could get.

Booked on charges of grand larceny were Richard O'Leary, twenty-three, Junius Firmonte, twenty-seven, and

**STATE'S ATTORNEY
PRAISES PRESS, RADIO**

New London County State's Attorney Robert P. Anderson took time out during a press conference called to disclose the arrest of Napoleon O. Theroux in connection with a Groton theft to compliment the press and radio for "cooperation with police."

The state's attorney acknowledged the fact that the press and radio agreed to withhold announcement of the recovery of the money on Saturday when police expressed the desire to use the empty locker at Union station as "bait" for the person responsible for the theft. Police theorized that if it were not generally known that the money had been found the thief would return for the money.

The trap was never sprung but the press cooperation, the state's attorney said, "was appreciated."

**WOMAN DRIVER DOES IT
RIGHT BUT IT ENDS WRONG**

Just like the law says, Bonnie G. Hargrove (Santa Monica, Cal.) held out her hand to signal as she made a left turn in her car.

But, she told police, she was penalized anyway.

From her extended arm, the driver of another car plucked her \$60 wrist-watch.

CRIME FREQUENCY IN U. S.

At the beginning of 1950, a serious crime was being committed about every 18 seconds. During an average day, 293 persons were feloniously killed or assaulted; 162 robberies were committed; over 1,000 places were burglarized; 440 motor vehicles were stolen in addition to 2,800 other thefts.

IN-SERVICE STUDIES

Vox-Cop

November - December, 1951

KNOW THE LAW

by
ROBERT L. DONIGAN
COUNSEL
FOR THE TRAFFIC INSTITUTE

UNSIGNED WRITTEN CONFESSION WHICH ACCUSED HAD NEVER READ HELD INADMISSIBLE

Law enforcement officials, particularly prosecutors, will be interested in a recent decision of the New Jersey Supreme Court in the case of State v. Cleveland, 78 A. 2d 560 (1951), concerning the admissibility of an unsigned confession. The Court held that oral testimony of the conversation constituting the confession was admissible but that the written transcript of the conversation which had never been shown to or read by the defendant was inadmissible and that allowing the jury to see it as an exhibit in the case was reversible error.

The defendant had committed murder in the State of New Jersey and had fled to another jurisdiction where he was arrested. A prosecutor and police officials from New Jersey flew to the arresting jurisdiction, talked with the defendant who made a complete confession of the crime which was taken down in shorthand by a local court reporter, and then immediately extradited the defendant to New Jersey. Some time later, the Court reporter made a transcript of his notes and sent it to the New Jersey prosecutor. However, the written transcript was never shown to or read by the defendant prior to the time of trial, nor was he asked to sign it. At the trial, over the objection of defense counsel, the written transcript of the confession was admitted in evidence as an exhibit for the State and the jury was allowed to read it. The defendant was convicted of murder and sentenced to death.

The Supreme Court, in reversing the

case and remanding it for a new trial, said:

".....where the transcribed statement is not read by or to the accused and he does not sign it or otherwise acknowledge its correctness, the oral testimony of witnesses, and not the transcript, is the only admissible evidence of the purported confession....."

".....True, on a retrial, the stenographer might testify to substantially everything contained in the written statement, but we are inclined to the view that the writing shears the balance of the oral testimony in the case of the weight it would otherwise have and is erroneous because: 'A thing in writing carries, particularly with the layman, a weight of its own....'"

----N.U.T.I.

STOPPING FOR YELLOW LIGHT AT SIGNALIZED INTERSECTION HELD NOT TO BE NEGLIGENCE

When the legislature of the State of Texas enacted a Uniform Act Regulating Traffic on Highways, the identical provisions of section 34 (b) of Act V of the Uniform Vehicle Code with reference to yellow lights at signalized intersections were incorporated in section 33 (b) of the Texas Act which provides: "(b) Yellow alone or 'Caution' when shown following the green or 'Go' signal.

"1. Vehicular traffic facing the signal is thereby warned that the red or 'Stop' signal will be exhibited immediately thereafter and such vehicular traffic shall not enter or be crossing the intersection when the red or 'Stop'

signal is exhibited."

The Court of Civil Appeals of Texas had occasion to interpret this section of the Act several months ago in the case of Bass v. Stockton, 236 S. W. 2d 229 (1951), in which a woman motorist had sued a male motorist for damages arising out of a motor vehicle accident. The woman had lost in the trial court where it was held that she was guilty of contributory negligence.

The plaintiff, while driving her car, had made a sudden stop at an intersection controlled by traffic control signals when the yellow light was illuminated following the green. The defendant, who was driving his car and following the plaintiff about two car lengths behind at an approximate speed of 25 m.p.h., was caught "napping" and crashed into the rear end of the plaintiff's car, causing considerable damage. Besides the usual male complaints about a woman's driving, the defendant contended that the plaintiff could have proceeded through the yellow light, that she could have cleared the intersection before the red light was illuminated, that the law did not require her to stop, and that therefore when she stopped so suddenly without having to do so she was guilty of contributory negligence which should bar her from any recovery of damages from him.

However, the Court of Civil Appeals did not agree with the defendant or the trial court and, in reversing the judgment against the plaintiff, said:

"The statute provides that vehicular traffic shall not be crossing the intersection when the red light which follows the yellow light is exhibited.

"This obviously means that one should not drive his automobile into an intersection having a traffic light unless he can clear the intersection before the red light comes on.

"She simply failed to run the yellow light as Stockton perhaps thought she would. It seems to us that in view of the wording of the statute, as well as for considerations of personal safety, a cautious person would stop on a yellow light, and evidence showing that a motorist did that and nothing more is insufficient to support a finding of

negligence...."

---N.U.T.I.

THE LAW AND THE MOTORIST

Many accidents occur when there are cars in a line traveling in the same direction and one of them stops suddenly and other cars behind are unable to stop in time. It is very difficult in such cases to determine who is responsible for the accident.

Recently such a case was considered by the Louisiana Court of Appeals and we believe that the Court, in its opinion, clearly states the rule that governs in many cases of this kind.

A truck leading a column of cars was racing a truck coming from the opposite direction in an attempt to reach and cross a narrow bridge on the highway, but at the last instant this driver abandoned the race and suddenly slammed on his brakes causing a Chevrolet car behind him to stop suddenly. This caused Gandy, who was behind the Chevrolet, to stop suddenly and place himself in a position to be struck by Arrant, who was behind him and unable to stop.

Gandy sued Arrant and the truck driver for the damage caused to his automobile in the accident. In the lower Court Gandy recovered from Arrant, the driver of the car which struck him from the rear, and the driver of the truck was held to be blameless. Arrant appealed this decision of the lower Court.

The Appellate Court sustained the decision of the lower Court, holding Arrant alone responsible for the damage done to Gandy's automobile.

The Court in its opinion said:

"A prudent person, travelling the highway, who becomes one link in a line of vehicles, must necessarily be on the alert, observing the car ahead and the general traffic situations in front. Had defendant been alert he could and would have observed the stopping of the truck which was larger than the following passenger vehicles. The Chevrolet driver immediately behind the truck must have been alert, as was plaintiff, for they made timely stops. Defendant was guilty of negligence in crashing in-

to the rear of plaintiff's car, and it is of no consequence that the record does not establish definitely whether his failure to make a timely stop was due to his neglect to keep a proper lookout, his neglect to promptly apply his brakes, or to his act in following plaintiff's car too closely in view of his own speed and the traffic conditions generally. The fact that the two following cars, including plaintiff's were able to stop indicates that the action of the truck driver was not so sudden as to precipitate trouble for an alert driver following in the rear."

Case discussed is:

Gandy et al, Plaintiffs, Appellants v. Arrant et al, Defendants, Appelles Louisiana Court of Appeals Second Circuit No. 7593, Feb. 8, 1951.

**OPINION OF ATTORNEY GENERAL RE
SUSPENSION OF OPERATOR'S LICENSE
AS PENALTY FOR JACKLIGHTING DEER**

Opinion addressed to the Honorable Charles F. Kelley, Commissioner of Motor Vehicles, dated at Hartford, November 27, 1951.

*Hon. George C. Conway, Attorney General,
and Louis Weinstein, Assistant Attorney General.*

We are in receipt of your letter of November 19th, 1951 requesting us to construe the following language appearing in Section 1021b (1951 Supplement to the General Statutes):

"If a motor vehicle is used to transport such person to or toward the place where the illegal act was committed, the operator's license of such person shall be suspended by the commissioner of motor vehicles for a period of one year from the date of such conviction."

It should be noted that the above excerpt is a portion of a criminal statute providing a penalty for jacklighting for deer and as such, it should be strictly construed. The ambiguity of the above-quoted language, if any exists, is in the use of the words "such person" in the phrases "if a motor vehicle is used to transport such person" and "the operator's license of such person shall be suspended,"

The word "such" has been previously defined by this department (23 Opinions of At-

torney General 300; 25 *ibid* 229, 262). As applied to the instant case, it means "in the same category before mentioned; previously characterized or specified." (Webster's New International Dictionary). It also means "being the same as what has been mentioned."

Applying this definition to the language of the pertinent statute, it is our opinion that the words "such person" must mean the person who has been convicted of the crime of jacklighting for deer under the provisions of the statute in question. This conclusion is fortified by the sentence preceding the one in question, which provides that the shotgun or rifle in the possession of the convicted person and used by "such person" in "such illegal act" shall be forfeited to the state. It is clear that the words "such person" in this sentence can only refer to the person convicted of the offense prohibited by the statute. No reason exists why the same definition should not be given to the same words appearing in the very next sentence.

The holder of a motor vehicle operator's license has no property right in the continuance of his permission to operate, for the license is purely a personal privilege granted by the state on account of fitness. (Shen v. Corbett, 97 Conn. 141; Cusack v. Laube & Co., 104 Conn. 487)

It is true, as stated in your letter, that no suspension of license can take place unless the motor vehicle is used to transport the convicted person to or toward the place where the illegal act was committed. Therefore, evidence that the convicted person was in an auto which was being driven away from the scene of the crime and after it was committed is not, in and of itself, sufficient to sustain a finding that the car in question was used to transport the transgressor to or toward the place in question.

We therefore advise you as follows:

(a) only the operator's license of the person convicted of the crime stated in Section 1021 b (1951 Supplement) can be suspended under the provisions of said act; (b) it is not necessary to prove that the convicted person was operating a motor vehicle at the time of the commission of the crime, but it is necessary to prove that such person was being transported in a motor vehicle to or toward the scene of the crime. Evidently the legislature intended that the presence of such convicted person in such a motor vehicle was sufficient to warrant a suspension of his driver's license for the period of one year from date of his conviction; (c) it is immaterial who actually drove the motor vehicle at the time in question. We trust that this answers the several questions contained in your letter.

Safety minds

Vox-Cop

November - December, 1951

NAVY MEN FLOCK TO STATE POLICE SAFE DRIVING CLASSES AT SUB BASE

Sailors are interested in safe driving.

This is indicated by large attendances at a four-day series of classes in safe driving concluding recently at the Submarine Base and at a highway safety show the following afternoon at the Dealey center theatre at the Base.

The classes were conducted by State Policeman Wilfred J. Bellefleur of Groton barracks at the request of Capt. Charles O. Triebel, Base Commanding officer.

The show including films on highway safety, was conducted by Bellefleur and Lieut. William E. Mackenzie, commanding officer of the barracks. More than 700 navy men and civilian employes at the Base attended.

Bellefleur's classes were attended each day by 40 to 70 men who heard lectures on safe driving and driving hazards. Examinations were given to those who wished to take them.

Mackenzie, at the show, quoted a study conducted by the Connecticut Safety commission showing servicemen in this area have "a very creditable safe driving record."

He added that in other seaboard states where military installations are located the driving offenses of servicemen necessitated special action by post commanding officers and state enforcement agencies.

Mackenzie described the lectures and the show as the first in a series of efforts boosting safe driving.

---The New London Day

TRAFFIC SURVEY BASIS OF PLEA FOR MORE N. J. POLICE

Last month acting on a report of a

survey which he ordered on New Jersey's traffic death-injury situation, Gov. Alfred E. Driscoll decided to ask the 1952 Legislature for 100 more state troopers to enforce safety regulations.

The Governor's decision stems from the report of H. Norman Schwartzkopf, administrative director of the State Department of Law and Public Safety, who completed a survey of the state's highway injury-fatality situation before undertaking his current investigation of the state's waterfront conditions.

About 500 men are enrolled in the state police now, but fully 100 are detailed to special assignments, leaving only 400 for general highway duty.

Asks Crackdown on Speeders

In another action taken on the strength of Mr. Schwartzkopf's report, Gov. Driscoll has asked municipal magistrates to "crackdown" on offenders to revoke licenses and to impose jail terms in many cases instead of light fines. William J. Dearden, Acting State Motor Vehicle Director, has called for revocation of licenses to take reckless drivers "out of circulation."

Contributing to the mounting toll of highway deaths--617 at the end of September--are more cars and drivers plus more miles traveled. For example, in 1941 there were 1,447,751 licensed drivers in New Jersey. As of Sept. 30 this year, the figure stood at 1,920,581.

"The figures on New Jersey's position among the states, while interesting, do not excuse the terrible loss of life we are suffering on our highways," said the Governor. "We should not be blind to the very real need for improvement."

One way to reduce motor accidents is to build cars so they can't go any faster than the average driver thinks.

PROSECUTOR LACKS CONFIDENCE IN MOTORISTS' WILLINGNESS TO OBEY ROAD TRAFFIC LAWS

After many years as a motorist, as well as an enforcement officer, Prosecutor William M. Foord of the Litchfield Justice's Court has come "to have no confidence in the willingness of too many motorists to obey the law." He says that in many cases heedless indifference overcomes whatever sense of municipal duty there is, and that, notwithstanding all the highway engineering, white lines and warning signs, the dangers of our highways seem to increase.

In commenting Prosecutor Foord said:

"Although neither the town nor the borough of Litchfield maintain any police force, it is obvious that the State Police under Lieutenant Casey, and Officer Angelovich's activity in Bantam affords the locality a very substantial degree of law enforcement. The State Police are, however, unable to cover continuously the area in the Borough of Litchfield. The establishing the "islands" in the Borough has greatly reduced the speed of traffic at the center and has also afforded a refuge for pedestrians at the center of the roads on which the islands have been placed.

"There still exists a very potent danger from the excessive speed of cars on the Torrington Road, North and South Streets and through the Center on Route 25. There is also, in spite of numerous arrests, considerable unheeding of the various "stop" signs. The parking area near the west end of the Borough park frequently produces some stupid driving that will, sooner or later, lead to accidents.

"It is gratifying to note that arrests for passing school busses have been greatly reduced. The vigorous enforcement of a year ago seems to have produced good results and this has been aided by similar activity by the State Police throughout the State.

"But, after many years as a motorist, as well as an enforcement officer, I have come to have no confidence in the willingness of too many motorists to scrupulously obey the law. Slight per-

sonal inconvenience and in many cases, heedless indifference overcomes whatever sense of municipal duty there is. Notwithstanding all the highway engineering, white lines and warning signs, the dangers of our highways seem to increase.

"It is only the presence of a uniformed officer, that compels obedience."

SHOULD WE WRITE-OFF A GENERATION

A public prosecutor must study, as a duty of his office, all of the information which can be gathered on any case to be brought before the Court. In the ordinary course of events, he collects in one year an amazing amount of facts and information about the circumstances surrounding motor vehicle accidents and motor vehicle law violations.

It is depressing, therefore, when a prosecutor of long experience loses faith in the "willingness of too many motorists to obey the law." The Litchfield prosecutor, Captain William M. Foord, has arrived at the sad conclusion, after many years as an enforcement officer and as a motorist, that motorists allow slight personal inconvenience and heedless indifference to overcome their sense of duty.

His experience with violators leads him to believe that in spite of highway engineering, white lines and warning signs, dangers increase, and it is only the presence of a uniformed officer that compels obedience.

Others who have given long service in the work of highway accident prevention and to attempts to reduce the number of violations of motor vehicle laws will agree with Captain Foord. They have seen millions of dollars spent to produce safer highways; they have sponsored educational campaigns designed to reach every person, motorist and pedestrian, who uses the streets and highways and, still, violations, accidents and deaths increase. They will agree also that too many people are unwilling to obey the law.

Disrespect for law in the present generation is not confined to civil and

criminal statutes. Moral and religious precepts are all too frequently disregarded. ---Litchfield Enquirer

DID YOU KNOW?

Detroit, nationally recognized for its firm and effective treatment of drunk drivers, must take a back seat to Johannesburg, South Africa, as far as jail sentences and penalties are concerned. In that city the judges really throw the book at the drunk driver. The penalty for driving while inebriated: \$2,800 fine or ten years in jail or both.

According to the 1951 World Motor Census, there are 68,695,200 automobiles in operation in 149 countries. Of this total, 49,143,275 were registered in the United States last year, according to the U. S. Bureau of Public Roads. More than 70% of the world's automobiles are registered in the United States.

When drivers wave and toot their horns
And you wonder why and what is wrong,
When those afoot all point and holler
And you just sweat around your collar,
Don't get aroused; just keep your seat;
You're headed wrong on a one-way street.
---Maryland State Police Bulletin

HERE'S WORD FROM MAJOR RIDGLEY,
MARYLAND STATE POLICE

"Connecticut's State Police inaugurated a novel scheme for holding throttle-happy Merritt Parkway motorists under the 55 mph limit. So far it's worked like a charm. Maybe when the idea catches on and gets well publicized, Merritt's occasional speed maniacs will mend their ways or take themselves to other race tracks.

"Too, the 55 mph policemen may find their biggest headaches aren't the speeders but the placid folk who prefer to snail along at 35 mph or so, no matter how furious the tooting behind them."

TRAFFICONES TESTED

During the Laurel Races, one of the traffic problems confronting the personnel stationed at Waterloo Barracks each year, was attacked a little differently this racing season using a method to guide traffic without the use of manpower. The articles used were cone shaped rubber objects referred to as Trafficones. With these Trafficones, they were able to channelize traffic at one intersection where formerly three men had been assigned. Further investigation and experimental use will be made in connection with making recommendations for the Department perhaps to buy these Trafficones to assist in helping solve some of our traffic problems.

---Maryland State Police Bulletin

NO TRAFFIC LIGHTS FOR 118 MILES

No traffic lights appear anywhere along the 118-mile route of the New Jersey Turnpike. For there are no crossings of traffic and the lanes of entrance and exit present no problem of conflicting traffic. For motoring purposes, the highway permits travel without impediment.

Though there are no traffic lights on the highway proper, there is ample lighting for motorists who stop for gasoline or food after dark. They will enjoy the "glamour" lighting of fluorescent mercury lamps.

MILLIONTH TRAFFIC DEATH PREDICTED

Dec. 21 will probably go down in history as the day the nation's millionth traffic victim was killed, the National Safety Council predicted on Dec. 1.

If the council's calculations prove correct, "M-Day" will fall exactly fifty-one years, three months and seven days since a pioneer car killed America's first traffic victim in New York.

The council said traffic accidents took 3,760 lives in October and that total deaths to now are 997,300.

AROUND THE CIRCUIT

Vox-Cop

November - December, 1951



The following members of this department are presently in the armed services of our country.

SPW Lucy E. Boland, Groton
Capt. Ralph J. Buckley, Headquarters
Raymond Covey, Headquarters
Earl Elliott, Litchfield
Off. Joseph M. Hart, Danielson
Francis McMahon, Headquarters
Off. Walter P. Stecko, Danielson
Off. Norman E. Winslow, Danielson
Theodore R. Yarusewicz, Headquarters

Our Recruits Read Vox-Cop

Several C.S.P. Recruits in training at Bethany were unexpectedly asked to comment on Vox-Cop's last issue.

"Vox-Cop has several articles of interest to me. I especially enjoyed the summary reprinted from the Boston Post, on State Trooper Alje M. Savela, of the Massachusetts State Police. This is one of the most savage murders I have ever read about. The article 'Please Mister Officer, Always Carry Your Gun', is very timely.

"I also enjoyed the short verse entitled 'Portraits'. It is my belief that this aptly expresses a policeman's wife's feelings.

"'Hat's Off' pays tribute to two trustworthy Connecticut State Policemen. I am glad that honesty is one of the prime requirements of the Connecticut State Police Force. 'Entrapment' is a very enlightening article. After seeing and hearing so much about this via the radio, television and movies, it is a pleasure to be set straight on the subject."---R.P.P.

"Of the articles that I have read in 'Vox-Cop', I was particularly interested in the one entitled 'Entrapment.' We are now studying the rules of evidence, and I can't see how an article could have been more appropriate or could have come at a more appropriate time. I also derived a great deal of pleasure from Officer Henry Kaliss' article entitled 'Police Talk Back.' To me, it presented some of the lighter aspects of an assignment that might be considered by some as being a dull, routine operation."---W.C.T.

"In reading through the current issue of Vox-Cop, I found this magazine to be very educational, enlightening and interesting, especially to those of us who are now striving to become Connecticut state policemen. The following articles of this magazine were especially interesting: The Hats Off Department; Com-

missioner Hickey Warns That Crime Prevention Is Urgently Needed In Nation; What Will You Have, An Honest or Dishonest Officer?; and Cities Called To War On Crime And Graft."---M.E.J.

"The magazine Vox-Cop contains many articles that are of interest to me. It is extremely hard to decide which articles were the most interesting. I think that the new Connecticut Law requiring state-wide registration of laundry and dry cleaner's marks, mentioned in the article 'Cooperation Pays Off', will be a great aid to the department. The article, 'What Will You Have, Honest Or Dishonest Officers?', gives some sound advise to all in the police field. I enjoyed your article on the need for Crime Prevention and the 'dumping' in the probation field. The In-Service Studies on Entrapment was of interest for it fitted our schedule here in school almost to the day."---R.W.A. Jr.

"Vox-Cop is a very excellent and enlightening publication. The articles that were very impressionable in my estimation were: 'Hats Off!!', 'Cooperation Pays Off', 'Crisis In Crime', 'Entrapment', and 'Parkway Tragedy and Patrol'. The above topics are stressed in some way in our training."---J.J.McG.

"I have read Vox-Cop for the last four years and have found it very enjoyable. In the September and October issue I thought the articles, 'Entrapment', 'Cooperation Pays Off', and 'A Crisis in Crime', were most interesting because they deal with subjects that we are having in school, such as Rules of Evidence and Identification."---M.S.P.

"I find the article by Officer Henry Kaliss entitled 'Police Talk Back' very interesting. It tends to bring out some of the excuses we may expect to hear when we go on patrol.

"Another of interest to me was 'Laundry and Cleaner Marks'. It made me feel proud that our state is the first in the country to pass such an act."---R.S.

"Regarding articles of interest in Vox-Cop, it is a hard decision. How-

ever, the one that interested me the most was the one about Officer Joseph Donovan and Albert Powell. I think both men showed their honesty and extreme good judgement in the way they handled their cases. Another, was the one urging officers to carry their guns when off duty. This point has been stressed to us here at the Academy, and the article in Vox-Cop added weight to its importance."---W.P.A.

"It is rather hard to decide which articles are of most interest in the recent issue of Vox-Cop. However there are numerous articles concerning major crimes in the Country of late, and most outstanding of these in my mind is, 'A Crisis In Crime', taken from the Boston Post. The growing wave of crime is shown quite clearly by the most famous of recent crimes cited in this editorial. Perhaps the most constructive idea is mentioned in the last paragraph. 'It is time to let down the barriers between States, and make the fight against lawlessness a national one.'

"The wide publicity concerning your move to restore safety on the Merritt Parkway, apparent by the numerous articles concerning the same, should help to bring the Parkway traffic back under control. Although some were critical, the great majority seemed to fully realize the existing hazard, and to be fully in favor of your measures to check the situation."---C.A.B., Jr.

"The following articles in the September-October issue of Vox-Cop were of special interest to me as they deal with our current studies here at the Training Academy: 'Entrapment', applicable to the Rules of evidence; 'Safety Mindedness', applicable to Public Safety and Law Enforcement; 'Cooperation Pays Off', the Method of Identification of Homicides and Criminals; and 'Hat's Off', applicable to the Character and Integrity of the State Police Officer."---W.R.R.

"I hope, in time to come, that other police departments will be as fortunate as we are in having such a wealth of information distributed within the depart-

ment.

"The articles in Vox-Cop which were unusually interesting to me are: 'Shootingest Girl You'll Ever Meet', 'Cooperation Pays Off', 'Entrapment', and 'Commissioner Hickey Warns That Crime Prevention Is Urgently Needed In Nation.'---F.S.P.

"'Let's Look at The Picture' is an article that was very enlightening to me. It gave me an insight into the organization and functions of the Connecticut State Police Auxiliary which will better enable me to understand the relationship between the regular officer and the auxiliary officer in the performance of their duties."---A.P.J.

"I enjoyed the 'In-Service Studies' section, especially the part dealing with narcotics, as it tied in nicely with a lecture we had on that subject on this date. The articles on 'Crime Prevention' and the 'War on Crime and Graft' were also good reading for one who is entering the police field. On the lighter side I always look forward to 'Around the Circuit' for the activities in the various sections of the State."---W.A.B., Jr.

"The Hats Off article dealing with the conduct of Officers Donovan and Powell, stood out in my mind. It proved once again that despite scandals and pay-offs which have come to light in various places, they fail to gain foothold in our State.

"The conduct of these officers is a fine example of the type of men comprising this Department."---R.G.C.

"It gives me great pleasure to read Vox-Cop.

"This magazine is very helpful, interesting and enlightening."---A.G.L.

"I have been reading Vox-Cop and the article, 'Always Carry Your Gun', is good advice. When it comes to saving your own life or that of some other person, it won't be too heavy to carry!

"Regarding the article on the killing of policemen and the rise of crime in general. This should be cut down just

as quickly as possible if we are to win out against crime and keep the respect of the public."---D.E.M.

"I found many articles in Vox-Cop that were of particular interest to me. 'The Police Chief's Secret' indicates that God can play a very important part in police work.

"'Knowledge Builders' offers many valuable aids to a police officer in regard to investigation."---L.R.P.

"I have read and enjoyed the September-October issue of Vox-Cop.

"The article, 'Connecticut To Require Laundry and Cleaner Mark Registration', shows that Connecticut is first again in the furtherance of crime detection and prevention.

"'Please Mr. Police Officer, Always Carry Your Gun', recalls the Boy Scout Motto, 'Be Prepared.'"---R.C.S.

"In the recent issue of 'Vox-Cop' there are numerous articles of interest, of which, 'What Will You Have, Honest or Dishonest Officers', impressed me as an article that should be read by all law officers. The 'Compliments' to the Department are interesting, and I find myself hoping to participate in these complimentary actions."---J.J.K., Jr.

"The articles on 'What Will You Have, Honest Or Dishonest Officers', by Capt. G. C. Kopp and 'Hats Off', impressed me most because they deal with one of the most important qualifications of a law enforcement agent, 'Honesty', and show the well trained officer, who has pride in his Department and in his office, such as our Connecticut Officers. Then there is the other type who hasn't any honor in himself or in the badge of his office. It is unfortunate that the good deeds of the real police officer cannot be given as much publicity as the rotten deeds of the minority group."---J.W.G.Jr.

In addition two recruits contributed Testimonials to the Training Program.

"It is very inspiring to receive a word of praise from superiors for an effort made to do the job well. Your ex-

pression of confidence in me and your concern for my personal well being and that of the personnel of the Department as a whole is a source of true inspiration.

"My hope is that I may absorb all the knowledge that is being offered by very excellent instructors. It must indeed require a great expenditure of time, effort and funds to present such an excellent curriculum of police education.

"My main desire is to do the job well as long as I am a member of the Department and be a good soldier of the law in the eyes of my superiors, my state and nation."--R.L.F.

"The training we are receiving here is certainly complete. We could not ask for more capable instructors than Lt. Williams and Off. Gedney. Their sincere interest in our getting the most out of the course, and willingness to help us is certainly encouraging.

"The brief contact that I have had with some of the officers that have come to speak here, and their remarks as to the high standards of the department, has increased my pride in being accepted as a member of this department."--R.J.K.

STATION "A", RIDGEFIELD

THE BUNNELL'S INSTALLED AS OFFICERS

Officer "Bunny" Bunnell and his wife, Florence, have made the news in Monroe. They were installed as American Legion Commander and Auxiliary President, respectively, on October 29, 1951, at the Stepney Firehouse. They are attached to American Legion Post Number 176, Sippin-Winspur.

ED McMAHON BACK

Officer Edward F. McMahon has returned to the fold again after being off duty for one month. He looks as good as ever and we are sure glad to see him. Welcome back, Ed!

COOPERATION

Credit goes to Officer Robert Line-

weber, who, on November 4, aided the New York State Police in setting up a road block, while New York State Police were in pursuit of three Massachusetts men who had robbed and beaten a service station attendant.

CLIPPINGS FROM HERE AND THERE

Did you know that another word for autopsy is necropsy?

The Bureau of Labor Statistics reported the food dollar spent in New York City about September 15th would get you about the same amount of food you would have been able to get for about 44¢ in 1935-1949.

The Bureau also said that food prices shot up to a boost of 11% over the last figure quoted in June 1950, before the start of the Korean War.

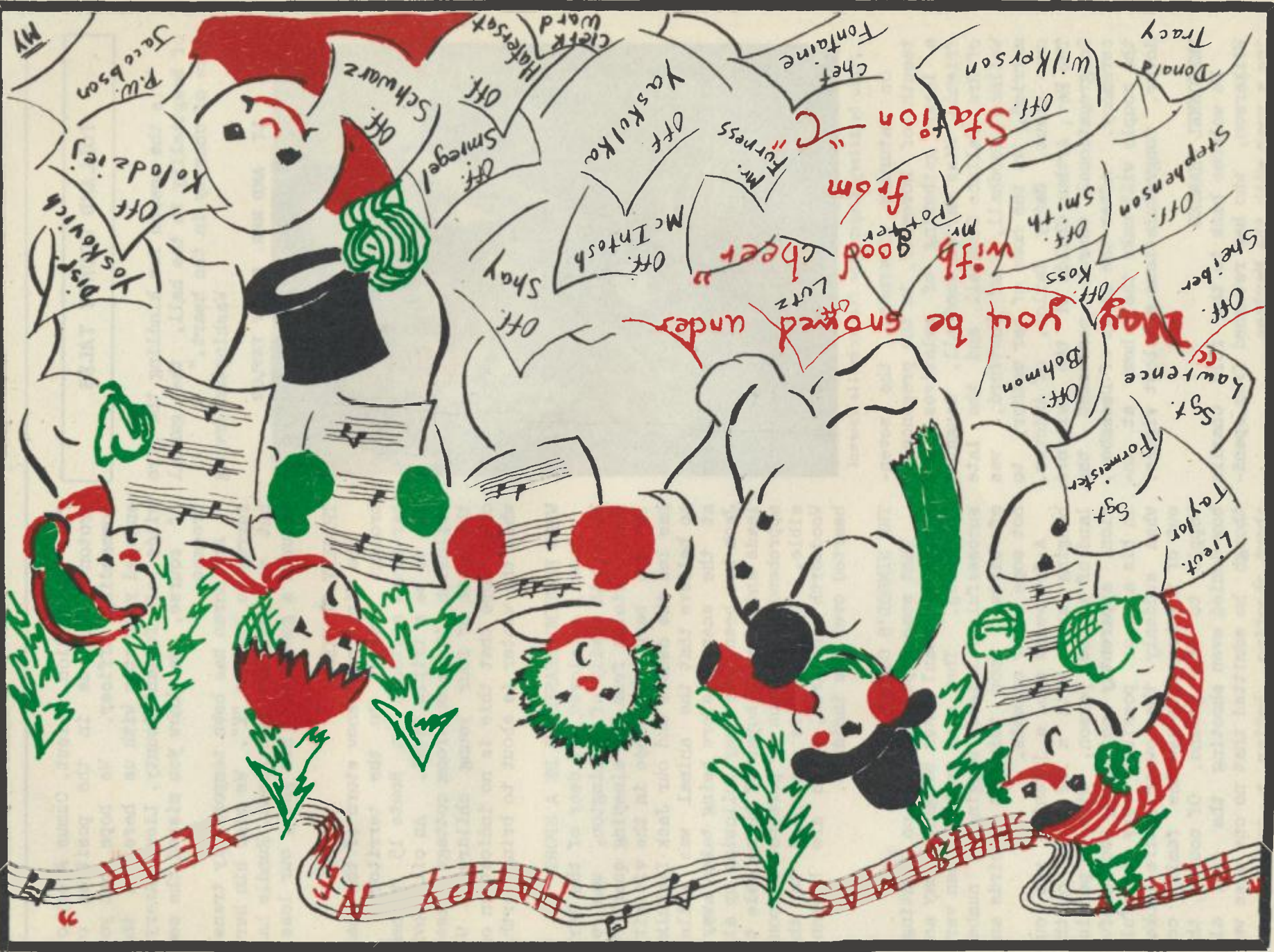
The constant rise in living costs, and the steadily increasing raises granted to private industry definitely leaves the civil service worker "low man on the Totem pole." Some day the wheel will come full turn.

The New York Times for the last few days predicts the cost of food will increase 10% in 1952 over 1951.

An article worthy of reprint is in the Colorado State Patrol, entitled, "How You Can Walk Away From A Smash-Up?" It is suggested that this be printed in our Vox-Cop as it is a worthy article.

John S. Wrorley, professor emeritus, Transportation Engineer of the University of Michigan, has printed an article in defense of trucks. He has made a comparison between the Merritt Parkway and Route #1 and his survey has shown that the Merritt Parkway is broken up and in deplorable condition while Route 1, although much older is in very good condition. Route #1 has been almost exclusively used for trucks. In this article he maintains that the trucks do not break up the highways but that their construction is faulty.

Silent Night, holy night,
 All is calm, all is bright
 Round yon Virgin Mother and Child,
 Holy Infant so tender and mild,
 Sleep in heavenly peace
 Sleep in heavenly peace



MY
Jacobson
P.W.

Off. Kolodziej
Off. Yaskovich
Off. Yaskovich

Off. Schwarz
Off. Smiegel
Off. Hahrsat
Off. Ward
Off. Clark

Off. Yaskoika

Chet
Fontaine

Off. Wilkerson

Donald
Tracy

Station "C"

with good cheer from

Mr. Lutz
Mr. Potter

Off. McIntosh

Off. Shay

Off. Stephenson
Off. Smith

Off. Sheiber

May you be enjoyed under

Off. Koss

Off. Bohman

Off. Lawrence
Sgt.

Off. Formeister
Sgt.

Lieut. Taylor

YEAR

HAPPY NEW

CHRISTMAS

MERRY

TOLLAND COUNTY TALES

"Tis the season for kindling the fire of hospitality in the hall, the genial fire of charity in the heart."

Washington Irving

LT. AND MRS. HARRY TAYLOR



Photo by Ellery Kington for The Rockville Journal

On Saturday afternoon, the seventeenth of November, in the presence of a large gathering of relatives and friends, Miss Marion Goodhall, daughter of Mrs. Wallace Goodhall and the late Wallace Goodhall, of Eastford, was married, at the home of her mother, to our Lieut. Harry Taylor, of Andover. The Rev. Arthur Childs of the Eastford Congregational Church performed the ceremony. After the first of December, the couple will make their home at Andover. Congratulations and best wishes.

PERSONNEL CHANGES

We welcome back to the fold Charlie Wilkerson, who has returned from spending a year with the Marines.

During the absence of Lieut. Taylor

from the station, Lieut. Osmus Avery of Groton visited us in the position of commanding officer. We hope that you enjoyed your stay with us here in the wilds of Tolland County, Lieut. Avery. Of course, we know you missed the sea breezes.

Art Horan has been temporarily transferred to Station "K". We miss him here but we are sure that Lieut. Rundle has secured a good man. His gain, our loss.

TRAGEDY STRIKES

The first real snow storm of the year brought tragedy to the territory. A car-truck accident on Route 15 turned out to be a triple fatal. An oil stove explosion in a one-room cottage caused the death of four young children. We only hope that this is no indication of what the winter is about to bring forth.

WHEN HUNTING CEASES TO BE A SPORT

Bambi, a beloved pet deer of the Earl Woodworth family of Willington, was recently stolen from his sleeping quarters in the barn. Evidence in the vicinity has led the owners and our Jack Yaskulka to believe that the animal was killed at the scene before being taken away. Jack has been very busy following up all leads and tips in hopes of being able to apprehend the person or persons responsible. Sympathy is extended to the Woodworth children, who are broken-hearted over the incident.

THE NIMROD'S CORNER

Want some expert advice on hunting, birds we mean? Ask Bohman, Shay and Kolodziej. They seem to have been very successful of late in bagging a number of birds. Good thing it is birds and not some other animals.

A few weeks ago, a juvenile was out banging away with a .22 rifle on the land of another person, without permission, apparently not being too careful in his aim, or possibly very careful, when suddenly the owner's wife looked out of the house to see the family cow topple to the ground. Of course, the boy denied even shooting the cow, although he admitted that no one else was about shooting. Better a cow than a companion, which too often is the case.



*Everywhere, everywhere, Christmas tonight!
 Christmas in lands of the fir-tree and pine,
 Christmas in lands of the palm-tree and vine;
 Christmas where snow-peaks stand solemn and white
 Christmas, where corn-fields lie sunny and bright.*

A Christmas Carol
 Philips Brooks

STATION "B", CANAAN

Charles Beaumont is only nine years old, yet he already possesses the precious attribute of honesty which guarantees him a future rich in character and brimful of the satisfaction known to all who sacrifice instinct to principle.

Since the beginning of time little boys have had an affinity for fishing poles, puppies, and shallow brooks inhabited solely by pollywogs. Their appetites have leaned heavily toward chocolate cake, peanut buttered breads, and ice cream by the gallon; in fact, their phenomenal cravings have forced many parents (in desperation) to preach the advantage of piggy banks. These never prove satisfactory, however, because they fall ready prey to "Junior's" hammer.

It has always seemed futile to talk the value of thrift to the owner of bare feet that have a natural tendency for leading one through pine-needled woods on a summer afternoon. Logic can

soon lose its meaning when phantoms, secured in tree tops, echo the challenge of a boy and the bark of his dog.

Perhaps the only encouraging factor in a youngster's existence is his search for domestic employment (not tedious, mind you) at the end of an exhilarating day - so that he may have sufficient change for a luxury found only at the corner drug store or soda shop.

All of which leads us to an amazing letter from a Lakeville boy who enclosed a dollar bill found in a field near his home. Explaining that it might possibly have blown from a passing car, he suggested that we find its owner.

Yes, Charles Beaumont is only nine, and no doubt his appetite for sweets is just as great as that of the next fellow, but somewhere in his heart there is a mature understanding concerning the possessions of others and we feel certain that his boyhood will continue to be a happy one and the "Phantoms" who ride each evening breeze will echo a friendly "Thank you" as they pass his home.

Christmas



Greetings

STATION "D", DANIELSON

AL POWELL TRANSFERS TO LIQUOR CONTROL

Off. Albert Powell, who has been a member of this Department for the past 14 years, has left us and is now with the Liquor Control Commission. He was presented with a brief case from the personnel of Station "D".

NEW ARRIVAL

Off. Vincent McSweeney and wife Bridie are the proud parents of a baby girl born in September.

NEW HOME COMPLETED

Sgt. Robert M. Herr and family have moved into their lovely new home on Route 12 in Plainfield.

"J. T." RETURNS TO DUTY

Off. John T. Murphy has returned to work after a prolonged illness.

HOW ABOUT IT?

Capt. Norman Winslow, one of our buddies at "D", is now stationed in Japan. Norm, if you are reading this, how about dropping us a line and telling us about your new position?

JOE HART STATIONED NEARBY

Former Off. Joseph Hart, now Lieutenant Senior Grade, Naval Flyer, and his wife Ann are the parents of a baby born in September. Joe is stationed at Quonset Point, R. I. He drops in occasionally and chats with the boys about the "good old Navy life."

COOPERATION PAYS OFF

Off. John B. Murphy worked on an interesting case recently with Chief George Gardner, of the Danielson Borough Police. On October 23, Wilfred LaFlamme, age 18, of Willimantic, was placed on probation for one year from the Windham County Superior Court. He left the Court in good spirits because he had a five-dollar bill in his pocket that his lawyer had given him. Making his way to the local gin mills, he started to drink and ended up in the taverns in Danielson around 11:00 P.M. His money now being spent, he walked down Main Street, saw a house in darkness and found the door unlocked. He walked into one of the bedrooms, where he saw a pair of trousers. He helped himself to the wallet in one of the pockets which contained \$150.00 in cash. All this while its owner slept peacefully in the bed close by. The following morning he went on a spending

spree and bought a motorcycle and a new outfit of summer clothes. He explained this to Off. Murphy by saying he planned to spend the rest of the winter in Miami, Florida. Off. Murphy and Chief Gardner learned about a big sport spending his money like water around town, traced him to the Willimantic Police Department, where he had been picked up by that Department for operating without a license. They discovered a lump in the lining of his shoe and it turned out to be \$69.00, all that remained of the loot. Wilfred is back in the Windham County Jail, his plans of the "Sunny South" shattered.

BACK TO THE FOLD

Officer Gail Smith, is one of our personnel again, and we welcomed him with open arms. This popular officer was Station "E's" loss and Station "D's" gain. Hope we can keep you for a five-year term, Gail.

IT'S A GIRL

There is much happiness at the home of Mr. and Mrs. Fred Weigle, at this writing. They were blessed with a baby girl born the day after Thanksgiving. Congratulations from Sta. "D". Fred is beaming all over the place and informing us that "It's just what I ordered!"

CAN'T KEEP A GOOD MAN DOWN

Mr. Nick Woyk was under observation at St. Francis's Hospital this past month for a few days. He is back at work once again, however.

POLLUTION - SOLUTION - EXECUTION

Off. Joseph Donovan recently investigated a complaint from a family that they had found white powders around their water pump located in a field. They suspected two boys who live close by. Off. Donovan learned, on talking to their mother, that she recalled cleaning out her medicine cabinet recently and her sons had discussed the contents of a box of white powders which she explained were a powerful laxitive. The boys, thinking it would be fun to see the town bully who sat next to them in school, making a bee line to the little boys' room every five minutes while school was

in session, smuggled the powders out of the house and shook some into the well. How much powder actually got into the well was questionable. The mother of the boys told Off. Donovan that her husband was somewhat of a problem when it came to punishing the boys. When she stepped to the door of the woodshed, where great cries of anguish were forthcoming, accompanied by the whip of the lash, to beg a little leniency for them, she discovered that her husband was beating an empty barrel and the smiling youngster was standing close by emitting howls of pain at the top of his lungs.

VACATIONS

Many have been vacationing at our station; Cora with her new car; Sgt. Dick getting his beautiful gardens ready for next Spring; John B. Murphy golfing for the last time in galoshes; and Officer Fitzgibbons has also been enjoying this lovely Fall weather.

STATION "E", GROTON

IT'S A SMALL WORLD

Situated in the far southeast corner of the New England States, Connecticut is not unknown to distant states. Reading the "Colorado State Patrol" issue for Sept-Oct 1951, we could not help but note six (6) reprints from our Vox-Cop. Factual proof that our magazine is read and noted by our far-away neighbors. Thank you, Colorado State Police.

CHANGING TIMES

Winter is here, and if you don't think so try using the normal summer cruising speed over the Gold Star Memorial Bridge linking Groton with New London. The new speed signs at 25 miles per hour are on every pole for those going East or West. The summer speed limit signs are 35 MPH.

CIVIL DEFENSE ACTIVITY

Officer Gail Smith and five auxiliaries participated in a Rhode Island state-wide civil defense drill in Provi-

dence, R.I., recently.

SAFE DRIVING CLASSES HELD

Movies depicting safe driving hazards, were attended by approximately 700 naval and civilian personnel at the Sub-Base. The program was conducted by Lieut. Mackenzie assisted by Off. Bellefleur, the latter having conducted classes four days prior to the movies.

SLOW DOWN

Perhaps the reason the tortoise is long lived is because it breaks no speed laws.

IT'S A BOY

Officer O'Connor's wife presented "OKY" with a fine baby boy. Congratulations!

DISTRICT CHANGE

Captain Carroll E. Shaw is now in charge of the Southern Division. Welcome to the Thames area, Captain.

LIKE TO TRAVEL? BE A POLICEMAN

Officer P. Hickey made a plane trip to Florida and brought back a prisoner wanted for Breaking, Entering and Theft.

Officer J. H. Smith made a trip to Chillicothe, Ohio and brought back a prisoner wanted for Breaking, Entering and Theft.

A prisoner of the Norwich jail, in the habit of breaking out of his cell, stealing cars and returning before he was noticed broke out and this time didn't return of his own accord. Alarms and searching parties were in effect when the notice arrived that he was apprehended in New York City. Officer P. Hickey escorted the prisoner back to his cell.

AIN'T IT THE TRUTH THO

The telephone which gets so much usage in the business office is quite a wonderful piece of equipment. Did you know it started out with its back against the wall, then developed up to a point where it could stand upright but now has to rest in a cradle.

COMPLIMENTS

The U. S. Attorney for the District

of Massachusetts and his assistant, the Hon. Joseph M. Hargedon, recently sent a letter to Lieutenant Mackenzie complimenting the Commanding Officer and Off. Edward O'Connor for the excellent services rendered in the prosecution of a thief engaged in interstate thefts of automobiles.

When a busy man like Mr. Hargedon in a large metropolitan area such as Boston takes time out to write a trooper, it is worthy of mention and ought to inspire every officer in this department to be on the lookout for interstate stolen automobiles, especially from Massachusetts.

United States Naval Submarine Base
New London, Connecticut

Dear Mac:

I wish to express my appreciation to you and the members of your Barracks, especially Officer Bellefleur, for your splendid cooperation and the able manner in which you assisted in our current special training program. The special abilities, interest, and efforts of Officer Bellefleur in delivering his series of lectures on traffic laws, safety and courtesy; together with the special film showing, has stimulated much interest and has doubtlessly created permanent, valuable impressions. I'm sure much of value will have accrued to this command as a result of your efforts.

It is my hope that this fine feeling of friendship and valuable cooperation may continue to exist, to our mutual advantage.

Sincerely,

C. O. Triebel
Captain, U.S. Navy
Commanding Officer

CHRISTMAS ON THE MAP

Christmas, Fla.	North Pole, N.Y.
Hollytree, Ala.	Santa Claus, Ind.
Mistletoe, Ky.	Snowflake, Ariz.
Noel, Va.	Yule, N.Y.
	---Lester A. Bach

THE
VERIEST MERRIEST
OF
CHRISTMASSES
AND
BEST WISHES
FOR
1952
FROM
ALL OF US
TO
ALL OF YOU



Lieutenant W. E. Mackenzie
Lieutenant O. H. Avery

Sergeant J. Dygert
Officer W. J. Bellefleur
Officer L. B. Cable
Officer H. Greenberg
Officer A. P. Kathe
Officer P. Larizzo
Officer C. Mansfield
Officer J. Skelly
Officer H. Sternberg

Sergeant W. E. Farrow
Officer A. Bickford
Officer J. R. Fitzgerald
Officer K. Hall
Officer J. Kearney
Officer J. Laframboise
Officer E. O'Connor
Officer J. H. Smith
Officer P. J. Hickey

Mrs. E. Starvo
Miss G. Ballestrini

Bernard Girotti
John Phelan
Henry Ladd

Leslie Williams
Frank Losacano
John Larrick

and

All the Station "E" Auxiliaries

STATION "F", WESTBROOK

THINGS IN GENERAL

By H. E. Josten

NO CHRISTMAS PARTY?

It probably hasn't occurred to very many folks in the Lower Connecticut Valley, but the ever increasing number of automobile accidents on the Merritt Parkway, which has already affected all of our pocketbooks in that our automobile insurance rates have gone up, may hit us in another way. The Parkway accident rate may deprive us of the State Police Children's Party, which has become something of a Westbrook barracks tradition during the past seven years, over the course of which a total of more than 30,000 people have been attracted to this annual event.

How can accidents on the parkway deprive us of the Christmas Party? Very simple. You see, the high accident rate has made it necessary for State Police Comsr. Edward J. Hickey to increase sharply the size of the Merritt Parkway traffic control, operating out of the Westport barracks. But the size of the State Police force is limited by law, which means that the parkway patrol can not be increased by adding new men to the force. In other words, increasing the parkway control means reassigning men from stations in other areas to the parkway. Westbrook lost along with the rest.

The situation is this: The Westbrook State Police force is smaller by several troopers than it was a year ago. There are still enough troopers to give proper attention to all normal police duties, but with the station understaffed, the entire Westbrook personnel is kept constantly on the go, and it is doubtful that they will be able to find the time necessary to handle such a mammoth project as the Children's Christmas Party has become in the last few years.

Mind you, this is purely my opinion, based upon my own observations. Lt. Francis J. Mangan, commander of the Westbrook barracks, won't confirm or de-

ny this opinion--yet. There may be a Christmas party after all--the lieutenant hasn't said there won't be--but if there is to be such an affair under State Police auspices this year, the Westbrook troopers will have to pull a few rabbits out of the bag. Christmas is less than eight weeks off, you know.

Perhaps, if the interest in continuing this annual tradition is great enough and the State Police can't handle the party by themselves this year, the Elks or some of the Lions or Rotary Clubs in the area can save the day by offering to co-sponsor the affair with the State Police. Just a thought...

---The New Era

TRANSFERS

We welcome back Officers Gaiser and Cassello after their stint on the Merritt Parkway, and say goodbye for the time being to Off. John Wollschlager, who is replacing them there. Also we bid farewell to Off. Edward B. O'Brien, who after a short assignment, has been transferred to Bethany; and Off. Howard W. Sternberg, who came back to "F" for a brief period before being reassigned to Groton.

VACATIONISTS

Back from vacation - Off. John Dunphy, who toured Florida and sampled the fishing there; Officers John Maroney, Baldwin and Roche.

Pete Puzone is enjoying a two weeks vacation. Pete states that he needs it. The other day he looked out the barracks window and saw a woman walking by with blue hair, just the proper shade to blend with her outfit.

NEW HOME READY

Mrs. Kathryn Haggerty is preparing to move to her new residence at North St., No. Branford.

GOOD WORK

Lieut. Mangan took enough time off from the administration of this barracks to investigate an embezzlement case, which resulted, with the assistance of Mrs. Haggerty, in the arrest of a woman bookkeeper at one of the area printing

plants.

SGT. MIELKE CONVALESCING

Sergt. Dorence Mielke, after an operation at St. Raphael's Hospital, is convalescing at his home. The sergeant's illness, having left a void in our photographic division, Off. Bob Hart has undertaken some of the chores, and reflects the expert tutoring of Sergt. Edward Tierney.

Also aiding in the more technical phases of criminal investigation is Off. John F. O'Brien, who is relentlessly plying his vocation of dusting for prints at the scene of breaks. John developed some excellent latent prints, but unfortunately they were eliminated when either the owners or employees were fingerprinted.



HIGH AND DRY

Butch Conlon's boat, the "Great Gull" is out in dry dock for the winter season, and he is impatiently waiting for the spring when he can resume his patrol of the Conn. River on his time off.

MUCH TO OUR REGRET

The pressure of other business at Westbrook precludes the possibility of the State Police sponsoring the Children's Christmas Party this year. However, this task is ably being taken over by agencies in the respective towns. But the personnel of this station take time out from their tasks to wish one and all a MERRY CHRISTMAS AND A HAPPY NEW YEAR.

STATION "I", BETHANY

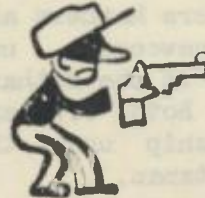
LT. CLARKE ILL

On this Thanksgiving Day (November 22, 1951) the personnel at Station "I" extend their best wishes and happy Thanksgiving greetings to Lieut. Victor J. Clarke and family. We further wish him a speedy and permanent recovery. A serious leg infection has sidelined the

lieutenant for several weeks. We hope it's not too long before the Lieut. will be back on the job.

FAST WORK

On November 8, 1951, at 12:55 A.M., a report was flashed to the Bethany Barracks that the proprietor of the "Old Heidelberg Inn" in the town of Oxford was the victim of a robbery. A description was given of the bold and daring gunman. The "stick-up" was climaxed by several shots being



fired into the ceiling of the establishment. Our ace investigator, Tom Leonard, assisted by Officers Steele, Fagan, and Reardon responded to the alarm. Immediately they rushed to the scene of the crime. A quick and thorough examination of the interior disclosed nothing in the way of bullet holes. It was apparent that the bandit fired blank cartridges. A search for the gunman was instituted in the Valley towns. Within 24 hours Officer Leonard had the gunman in custody. Later, the felon was presented in Oxford Justice Court. Probable cause was found and the accused was bound over to the next criminal session of Superior Court for New Haven County, Waterbury District. This is another important case where around-the-clock investigations, teamwork, and persistence paid off. Acting Commanding Officer Det. Sgt. Anton Nelson and officers take their hats off to Off. Leonard and the officers who participated in this case.

SGT. STRAND CONVALESCING

Sergeant Theodore Strand is also recuperating at his home in Seymour. Recently the smiling sergeant underwent an operation.

SPW WILCOX RETURNS TO DUTY

Policewoman Ruth Wilcox is back in harness from an extended illness. Ruth's expert and thorough knowledge in the stenographic field has been greatly missed. With Ruth back, the typewriter will be buzzing again. Ruth has lost considerable weight, but with Jake's

cooking, it won't be too long before she will get the lost weight back.

TRANSFERS

As a result of recent transfers, Station "I" welcomes Officers Edward O'Brien, Bill Mathews and Warren French, all of whom are seasoned and experienced officers, especially in the handling of traffic problems. Officers Mathews and French are not exactly newcomers, nor strangers to the people in the Bethany Hills and Valley Towns. Both officers served their apprenticeship under the command of Capt. Wm. Schatzman.

CAR CHECK GETS RESULTS

Shortly after the "Old Heidelberg" hold-up, Officers Steele and Fagan had the occasion to check a car containing five suspicious looking youths. The car bore Mass. plates. This check paid off as the occupants were in possession of a car stolen from Wakefield, Mass. Three of the offenders were from Rhode Island, one from Mass., and one from New Britain, Conn. All of the accused persons were turned over to the Wakefield authorities.

STATE-WIDE ALERT ALWAYS TURNS UP SOMETHING

While the state-wide man hunt was on for Fitzgerald and Timms, two desperate and reckless youths wanted for the kidnapping of a police officer, our alert Officers Campbell and Glen Thomas apprehended three men in a stolen car in North Haven. The three occupants hailed from New York City. They were returned to that city for proper police and court action.

REFORMATORY ESCAPEE CAPTURED

Wallace W. Watson, age 17, a Cheshire Reformatory Trusty who had escaped from that institution was captured at gunpoint seven hours later within the town limits by Off. Tom Duma. When apprehended, Watson was found in possession of a stolen truck and was headed for Waterbury.

LOCAL CITIZENS GIVE SIGH OF RELIEF

A few weeks ago a sex crime wave seeped into the fine towns of Cheshire,

Prospect and Orange. Complaints were registered at the Bethany Barracks reporting that a pervert was on the loose and exposing himself to children. Officers Jasonis and John Sweeney were assigned to see what they could do about curtailing the sinister and sordid acts of the person or persons responsible. A few days later, Off. Jasonis arrested a man for these acts in the town of Prospect. Officer Sweeney arrested another pervert in Orange. Congratulations are in order for both officers. Degenerates on the loose are a constant threat and menace to society. The citizens in both of these towns will breathe easier now.

WHAT NEXT?

Off. Tom Duma while on routine patrol came upon a stolen automobile on the Wilbur Cross Parkway bridge over Dixwell Ave., Hamden. It was parked diagonally or almost directly across the inner lane, leaving little space for north-bound cars. There was some fog at the time. Light pre-dawn travel accounted for the fact that no one crashed into it. The act and the position of the car appeared to be the work of a sadist.

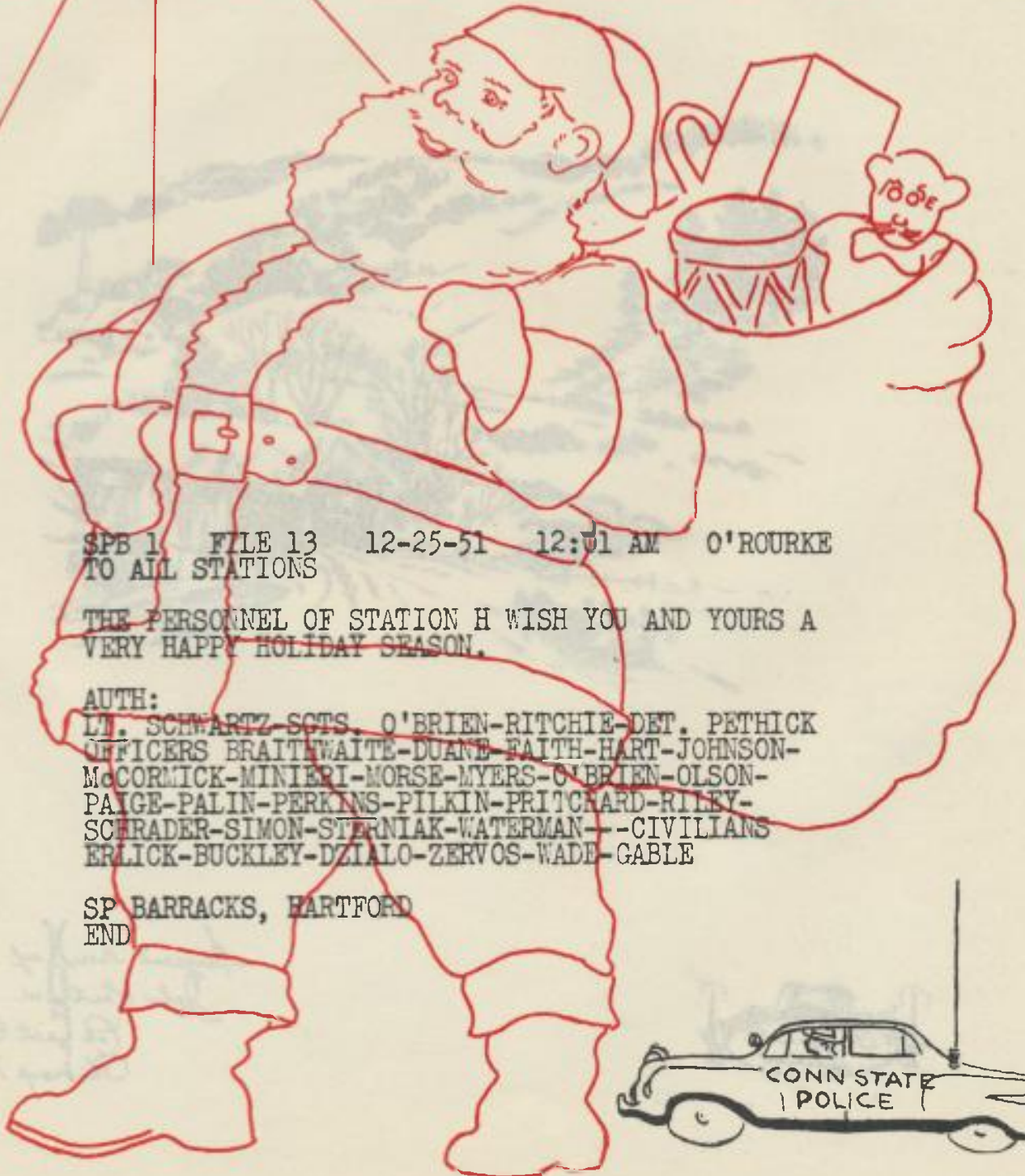
STATION "K", COLCHESTER

The Inter-County Ambulance Association report for the past year discloses that the ambulance assigned to "K" made 223 trips. Further comment in the report indicates the appreciation of the services rendered by "K".

"Of course, without the splendid cooperation of the State Police and the many operational expenses which they assume, this remarkable record could not be achieved. We are indeed fortunate to receive such able assistance."

Nearly twice as many workers die from off-the-job accidents as those that occur during working hours, according to the National Safety Council. Moreover, workers hurt on the job figure in less than 25 per cent of all the accidents in the United States.

GREETINGS



SPB 1 FILE 13 12-25-51 12:01 AM O'ROURKE
TO ALL STATIONS

THE PERSONNEL OF STATION H WISH YOU AND YOURS A
VERY HAPPY HOLIDAY SEASON.

AUTH:

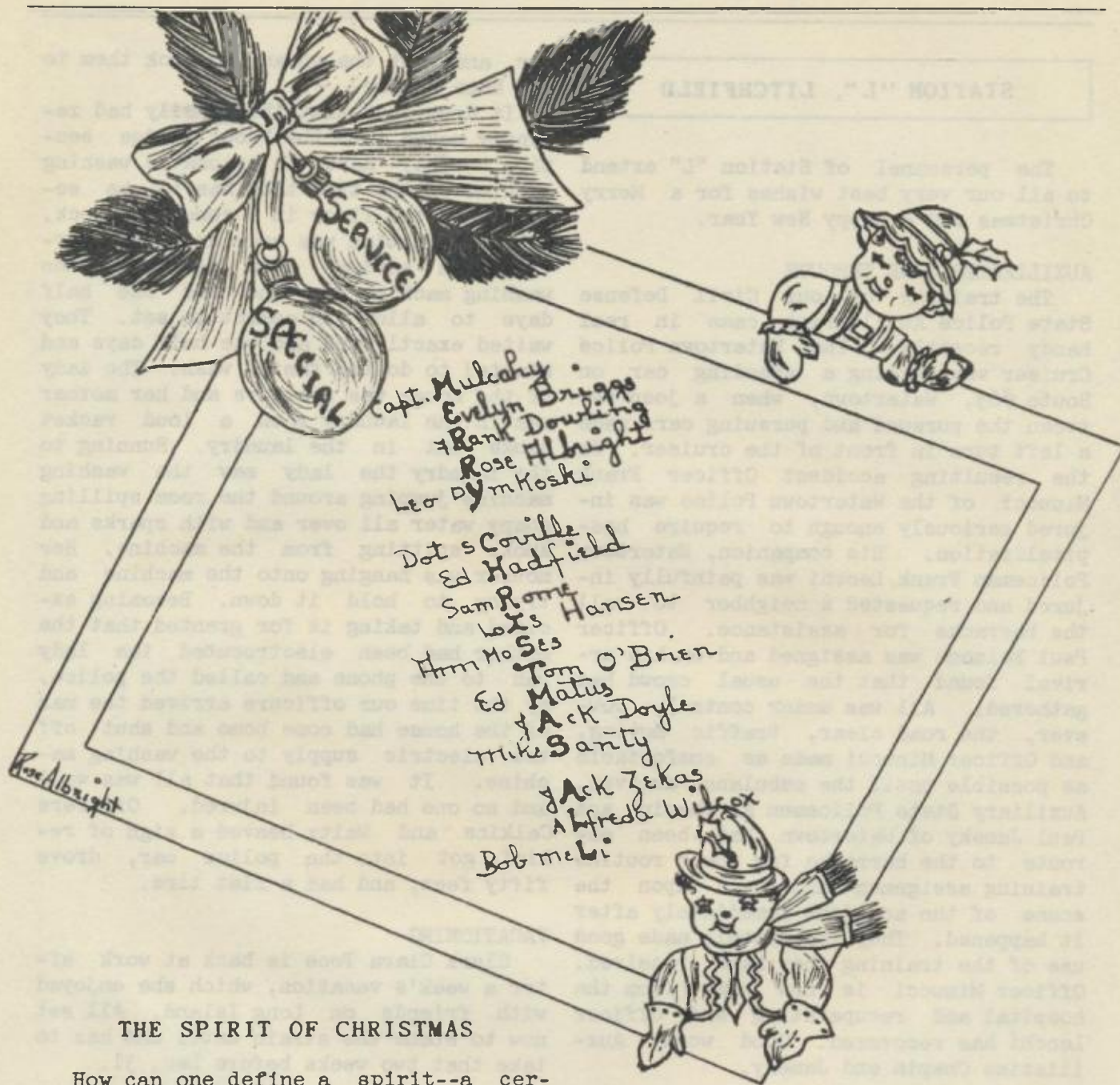
LT. SCHWARTZ-SGTS. O'BRIEN-RITCHIE-DET. PETHICK
OFFICERS BRAITWAITE-DUANE-FAITH-HART-JOHNSON-
McCORMICK-MINIERI-MORSE-MYERS-O'BRIEN-OLSON-
PAIGE-PALIN-PERKINS-PILKIN-PRITCHARD-RILEY-
SCHRADER-SIMON-STERNAK-WATERMAN--CIVILIANS
ERLICK-BUCKLEY-DZIALO-ZERVOS-WADE-GABLE

SP BARRACKS, HARTFORD
END

A Merry Christmas
and a Happy New Year!



Sergeant Tier
John Laut
Capt. Glyn
Philip Repton



THE SPIRIT OF CHRISTMAS

How can one define a spirit--a certain intangible something in the air that tells us all it's Christmas? Everyone is, of course, busy packing gifts, humming carols, and poking exploring fingers into boxes that say, "Do Not Open Until December 25th," and our radios are singing of snow and sleighbells and Santa Claus, but the Christmas spirit is more than these.

An important part of the day we call Christmas is the spirit that motivates us to give gifts to our friends and family, the spirit that makes us send cards of greetings to acquaintances we may ignore during the rest of the year.

Christmas is the time we unite in true brotherhood to express our love for mankind, and to rejoice in the birth of the Christ Child almost two thousand years ago.

Carols, church bells, and Christmas Day services remind us why we exchange gifts and hold festive dinners. Combine the spiritual and the earthly, and we emerge with a joyous holiday, when we all renew for another year our faith and hope and love, when we all echo in our hearts the old song of the angels, "Peace on the earth, good will to men."

STATION "L", LITCHFIELD

The personnel of Station "L" extend to all our very best wishes for a Merry Christmas and a Happy New Year.

AUXILIARIES COME THROUGH

The training of our Civil Defense State Police Auxiliaries came in real handy recently. The Watertown Police Cruiser was chasing a speeding car on Route #63, Watertown, when a jeep between the pursued and pursuing cars made a left turn in front of the cruiser. In the resulting accident Officer Frank Minucci of the Watertown Police was injured seriously enough to require hospitalization. His companion, Watertown Policeman Frank Lecchi was painfully injured and requested a neighbor to call the barracks for assistance. Officer Paul Falzone was assigned and on his arrival found that the usual crowd had gathered. All was under control, however, the road clear, traffic moving, and Officer Minucci made as comfortable as possible until the ambulance arrived. Auxiliary State Policemen Al Chapin and Paul Jamsky of Watertown had been enroute to the barracks for their routine training assignment and came upon the scene of the accident immediately after it happened. They immediately made good use of the training they have received. Officer Minucci is now home from the hospital and recuperating and Officer Lecchi has recovered. Good work, Auxiliaries Chapin and Jamsky.

FIRST, RELIEF--THEN, WHAT A LET DOWN!

Recently we received a call from the Waterbury Police. They had just received a call from a frantic, hysterical woman who informed them that someone had just been electrocuted. Due to her excitement they could not learn her name or address or where the electrocution had taken place. All they could get from the woman was that she would go to the Frost Bridge and await a cruiser. The Frost Bridge being in "L" area, they relayed the call here. Officers Calkins and Waltz made a record breaking run to Frost Bridge with the station resuscita-

tor and met the woman who took them to her home nearby.

It developed that this family had recently moved into the Frost Bridge section. They have an automatic washing machine of the type that has to be secured to the floor in a concrete block. The installation was made and the service man advised them not to use the washing machine for one and one half days to allow the cement to set. They waited exactly one and one half days and started to do the family wash. The lady of the house was upstairs and her mother was in the laundry when a loud racket broke out in the laundry. Running to the laundry the lady saw the washing machine jumping around the room spilling soapy water all over and with sparks and smoke spitting from the machine. Her mother was hanging onto the machine and trying to hold it down. Becoming excited and taking it for granted that the mother had been electrocuted the lady ran to the phone and called the police. By the time our officers arrived the man of the house had come home and shut off the electric supply to the washing machine. It was found that all was well and no one had been injured. Officers Calkins and Waltz heaved a sigh of relief, got into the police car, drove fifty feet, and had a flat tire.

VACATIONING

Clerk Clara Toce is back at work after a week's vacation, which she enjoyed with friends on Long Island. All set now to stand the strain until she has to take that two weeks before Dec. 31.

TRANSFERS

Station "L" welcomes Officer Cleveland Fussenich, of Litchfield, to our Station. We all hope his temporary assignment will become permanent.

We feel deeply the loss of Sergt. Harry Ritchie, transferred to Station "H" from Station "L", also the loss through temporary transfers of Officer John Lombardo, and Officer Ernest Schrader, whom we hope will return to our Station soon.

MRS. HURLEY CONVALESCING

Doubling in Brass is Officer Neil

Hurley. He is housekeeper, nursemaid, and baby sitter, while his wife is in the hospital for an operation. Hurry and get well, Helen.

ONE IS ENOUGH

The other day Officer John Falvey was assigned to see a lady who was upset over the presence of hunters in the vicinity of her home. On arrival, Falvey was told that the lady has two Pekinese and she was worried because their coloring so matches the foliage, she is afraid some hunter will accidentally shoot one of the dogs. After Falvey's doing all he could to calm the ladies fears, a conversation on general topics ensued. The lady stated she was well acquainted with many policemen in New York and was pleased to have made Officer Falvey's acquaintance, as up to this time she only knew one policeman in Conn. and his name was Edward Hickey. Quote Falvey, "That's all that's necessary."

HIS BIG FAT MOUTH

The motorist had been caught in a speed trap, and now he stood before the small town judge with bated breath, awaiting justice.

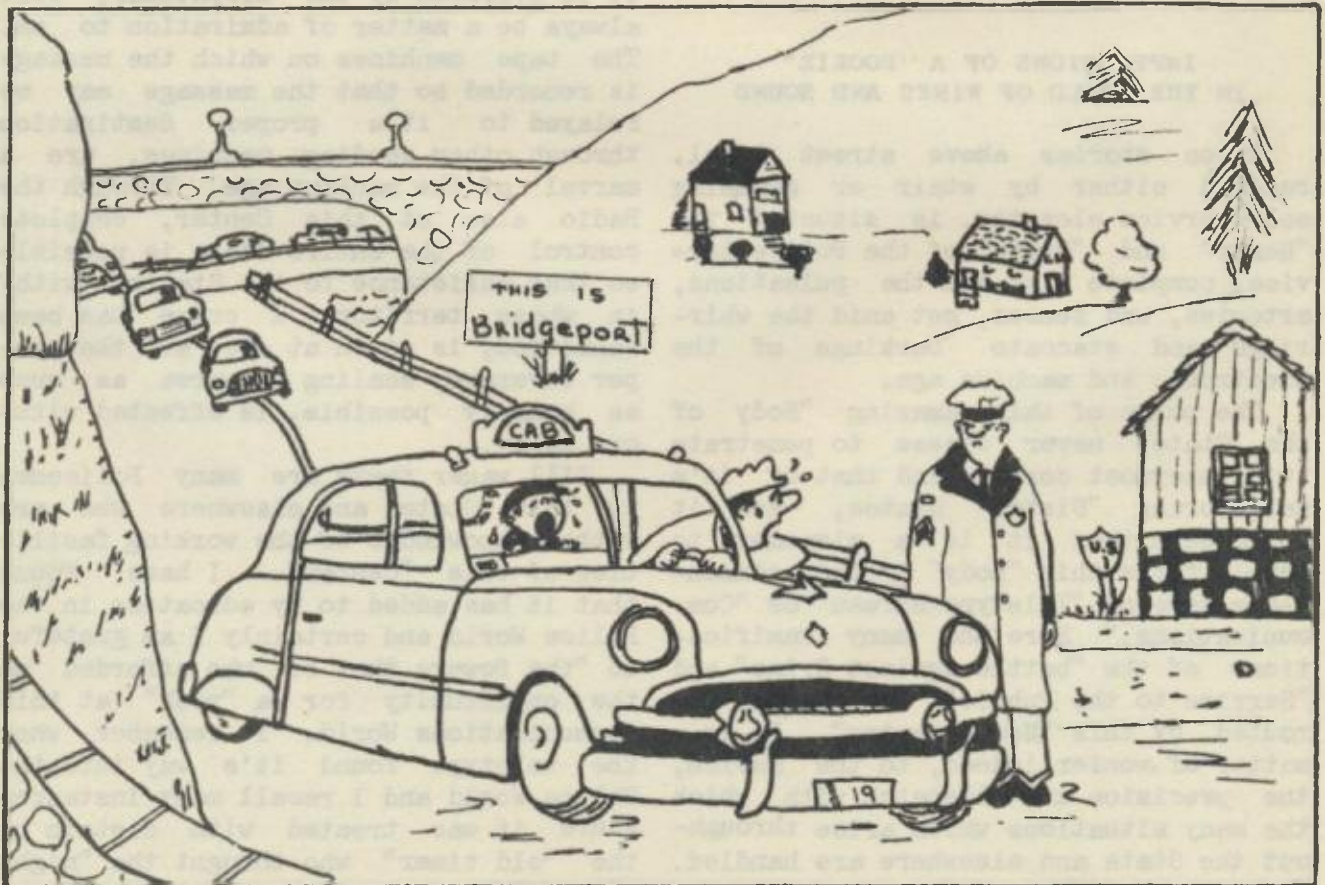
"Our speed limit is twenty-five miles, stranger," the justice told him, "and Constable Perkins here says yer were goin' all o' forty-five!"

"That's a pretty slow speed limit your honor," the accused rejoined, "and, furthermore, there wasn't a single sign posted on the road to warn a fellow about it."

"The's suthin' to what you say," the justice agreed; "so I'll let you off for costs. Thutty dollars, please."

"Thirty dollars?" the astonished motorist retorted. "How did you figure the costs at that amount?"

"Easy, mister," the magistrate replied, "It'll cost all o' that to hev them signs painted and set up!"



"For heavens sake, where do I hit the Merritt Parkway?"

HEADQUARTERS MIRROR

Five hundred young men between the ages of 23 and 32 filed applications last month with the State Personnel Department for positions in the State Police.

Entrance examinations are being conducted by the Personnel Department. Presently, 6 vacancies exist on the force. Twenty-five recruits will conclude the present training course at Bethany. Resignations and retirements may prompt additional vacancies by Spring and a new training class recruited.

Commissioner Hickey in his report to Governor Lodge at the recent Governor's Cabinet Meeting said he had never seen so many candidates seeking state police positions knowing that only six vacancies could be filled.

Old Timers in the service are wondering too!!

IMPRESSIONS OF A "ROOKIE"
IN THE WORLD OF WIRES AND SOUND

Three stories above street level, reached either by stair or groaning self-service elevator, is situated the "Heart" and "Brain" of the Police Service, complete with all the pulsations, arteries, and senses, set amid the whir-rings and staccato barkings of the electronic and machine age.

The pulse of this amazing "Body of the State" never ceases to penetrate it's innermost corners and that of it's neighboring "Sister" States, and it would seem that it is a misnomer to merely title this "Body" by the commonplace name of "Teletype Bureau" or "Communications." Here the many ramifications of the "battle against Crime" and "Service to the Public" is sorted and routed by this "Nerve Center". It is a matter of wonder indeed, to the Novice, the precision and dispatch with which the many situations which arise throughout the State and elsewhere are handled.

Alas, like many similar services such as the telephone, the prodigious load of

work, clearing through this "Nerve Center" is treated indifferently by many who make use of it's many services. It is taken as a matter of course that the teletype and radio facilities are there to render service but not many give credit to the personnel who day after day give their time and knowledge to the business of routing and solving the many problems of communication. I entered this so-called "Nerve Center" and was somewhat bewildered and somewhat abashed by my ignorance, although I have used this Service for many years. It is easy to sit down at your radio and teletype and send messages from one Station but to see what happens to your message and how it is routed to it's destination is a matter of childlike wonder and awe to this writer.

The teletype switchboard with it's many lights and wires, somewhat similar to a telephone switchboard, where the message is at first received and then routed by the operator to the proper machine within the nerve center where it is overseen by the dispatcher, will always be a matter of admiration to me. The tape machines on which the message is recorded so that the message may be relayed to it's proper destination through other sending machines, are a marvel of the machine age. Through the Radio also at this Center, complete control of the entire State is possible so that assistance to the Station within whose territory a crime has been committed, is given at once and the proper coverage, sealing the area as much as humanly possible, is effected without delay.

I'll wager there are many Policemen in this State and elsewhere who are without knowledge of the working facilities of this "Center". I have found that it has added to my education in the Police World and certainly I am grateful to "the Powers that be" who afforded me the opportunity for a "peek" at this Communications World. I remember when the teletype found it's way into the Police World and I recall many instances where it was treated with disdain by the "old timer" who thought the "night stick" was the best means of communication possible, both to rap on the pave-

ment for assistance and also to rap the head of an offender to bring the message speedily home to him also. The Officers and civilian personnel who operate this Center, certainly should be commended and we should be eternally grateful to them for the efficiency and dispatch with which they receive and route our messages, many of which may be the means of saving a life and enable us to give greater service to the Public at large.

In conclusion, don't take Communications as a matter of course, make your messages brief and to the point, and give the boys and girls who operate the Center, the praise they deserve.

P.S. This is not a paid advertisement for the Communications Division, and you will note that I did not receive any technical information concerning the Center.

---G.H.F.

**FITCHBURG EX-POLICE CHIEF 'GLAD'
TO SHOW 'LEADING LADY' IN DISPLAY
WINDOW, DESPITE HER 6000
BEAUTIFUL RIVALS**

Thomas H. Godley, retired chief of police, has a date each summer with "Leading Lady," a "show" type noted for the delicacy of her creamy coloring and her ability to charm in spite of the fact that she has 6000 rivals.

"Leading Lady" with others of her species, is now on view in a window of DeBonis the Florist, 715 Main street, in an exhibit of gladioli grown as a hobby by Mr. Godley.

Following his retirement in June 1946, after a quarter of a century of service in the police department, Mr. Godley turned his attention from enforcing the law to growing "glads." Starting with 50 bulbs he now has 6000 in the garden of his home on Westminster Hill road. More than 30 varieties are now at the height of their bloom and create a rainbow of color.

Samples of leading varieties on view for the next few days in the florist's shop are "Red Charm," the pink "Picardy," lavender "Elizabeth the Queen," and a new "glad" "Spic and Span." Bulbs of the latter variety are expensive and

scarce said Mr. Godley.

Outstanding are the "Connecticut Yankee" pink in color, the white "Florence Nightingale," and "Wedgwood," a lavender. Of them all, "Leading Lady" is the favorite.

Abundant rain this summer has been good for the growth of the gladioli, but like other ladies of the city they feel the heat which tends to soften them.

Nevertheless, Mr. Godley claims that 'gladioli are easy to grow and almost anyone can make a success of them provided the proper care is given.' They need full sun most of the day but do not demand a particularly rich soil. They are not troubled with disease, and their most dangerous enemy, the tiny thrip, may be controlled through the use of DDT.

"A person with a small backyard could grow 100 "glads" and get 10 different varieties," said Mr. Godley, adding, "I recommend growing them and especially pulling the weeds. It's good for your back."

ONLY 7,706 SEEK BOOKIE STAMP

The U.S. Bureau of Internal Revenue, Washington, D.C., announced Dec. 4th, 1951, that 7,706 professional gamblers have applied for the new \$50 Federal gambling stamp and ordered its agents to crack down on those who failed to comply with the law.

The bureau also said it will give local police throughout the nation information on gamblers who have applied for the stamps. Applications reveal the gambler's name and address and those of his partners and employees, including "runners." The law requires that all information so obtained be made public.

**SUPREME COURT DEALS BOOKIES
ANOTHER BLOW**

State Police who seize bookmaking equipment in raids staged without benefit of search warrants may use the evidence obtained in state court trials, the U.S. Supreme Court decided on Dec.

3, 1951.

The tribunal thus reaffirmed--but did little to clarify--the distinction it makes between activities of state and Federal law enforcement officers.

It consistently has held that Federal courts may not receive evidence obtained in "illegal" raids, that is, when the officers lack search warrants. But it has also decided--as it did again by a 7-to-1 vote--that the same rules need not apply in state courts.

The latest decision involved four New Jersey residents whose homes were raided by Newark and Essex County police.

An English law enacted in 1770 read: "That all women of whatever age, rank, profession, or degree, who shall after this act, impose upon, or seduce and betray into matrimony any of his majesty's male subjects, by virtue of scents, paints, cosmetics, false hair, Spanish wool, iron stays, bolstered hips or high heeled shoes shall incur the penalty of the law now in force against witchcraft and like misdemeanors and the marriage under such circumstances shall be null and void."

ALCOMETER TEST RULED INSUFFICIENT

New Haven City Court Judge Harold E. Alprovis has ruled that a positive finding in an alcometer test is not sufficient, without corroborating evidence, to convict a motorist on a charge of driving while drunk.

An alcometer is a device which measures the percentage of alcohol in a human blood stream.

The judge granted a discharge recently to a man who was accused of driving while intoxicated and drunkenness, although the police department's alcometer indicated the man was under the influence of alcohol.

The judge said there was no evidence to support the alcometer's check of the blood of William E. Smith, 22, of New Haven.

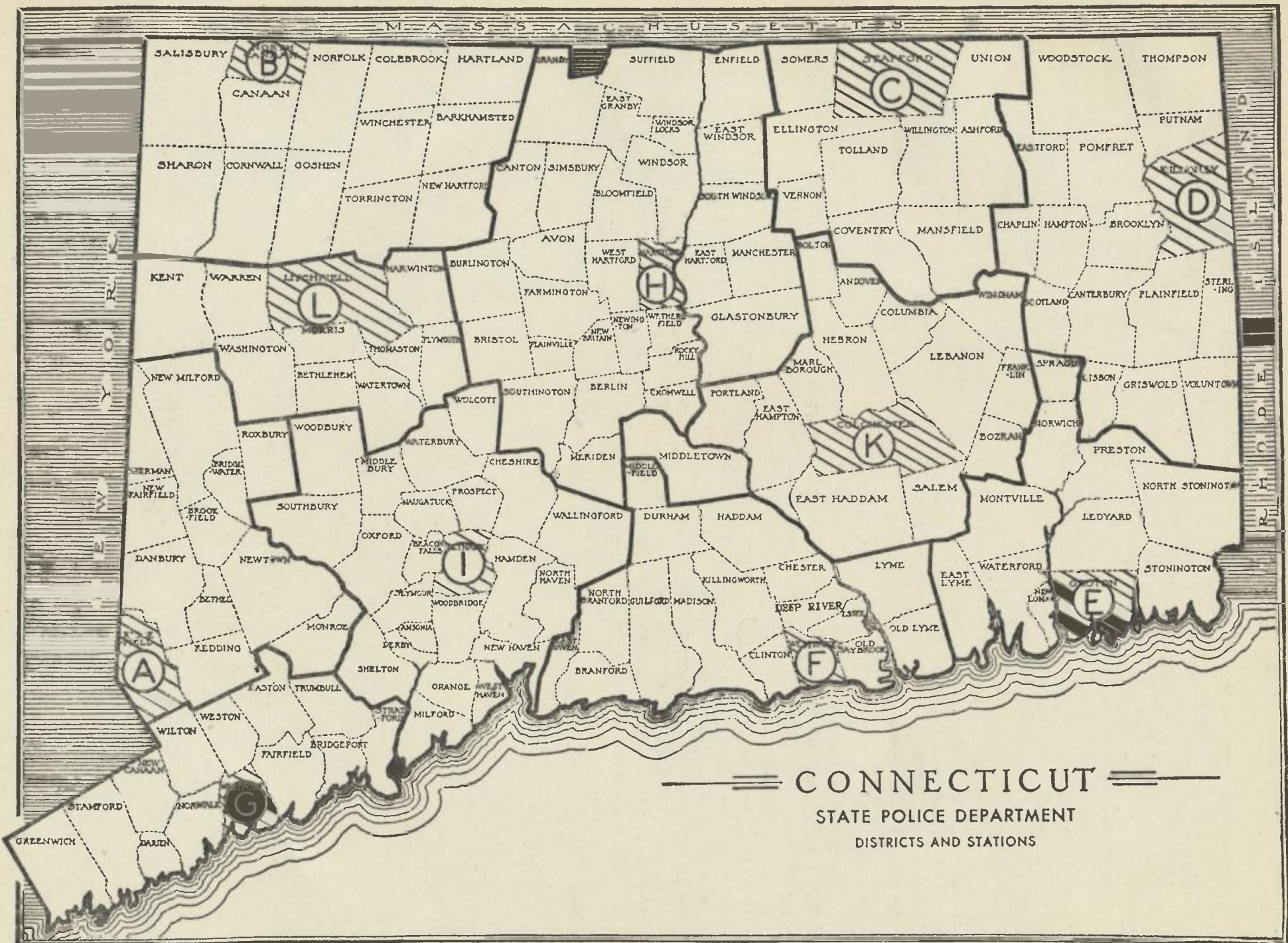
Police reported the alcometer test showed an alcoholic content of .18 per cent in Smith's blood. Police said they considered a driver to be under the influence if the alcometer test reaches .15 per cent.

Arresting police said they would not have made the arrest had it not been for the alcometer reading.

Season's

Greetings





CONNECTICUT
 STATE POLICE DEPARTMENT
 DISTRICTS AND STATIONS

SALISBURY
 CANAAN
 NORFOLK
 COLEBROOK
 HARTLAND
 SUFFIELD
 ENFIELD
 SOMERS
 SEAFORD
 UNION
 WOODSTOCK
 THOMPSON
 WINCHESTER
 BARKHAMSTED
 EAST GRANBY
 WINDSOR LOCKS
 EAST WINDSOR
 ELLINGTON
 WILLINGTON
 ASHFORD
 EASTFORD
 POMFRET
 PUTNAM
 SHARON
 CORNWALL
 GOOSHEN
 CANTON
 SIMSBURY
 WINDSOR
 TOLLAND
 SOUTH WINDSOR
 VERNON
 COVENTRY
 MANSFIELD
 CHAPLIN
 HAMPTON
 BROOKLYN
 TORRINGTON
 NEW HARTFORD
 BLOOMFIELD
 WEST HARTFORD
 EAST HARTFORD
 MANCHESTER
 BURLINGTON
 AVON
 WEST HARTFORD
 EAST HARTFORD
 MANCHESTER
 COVENTRY
 MANSFIELD
 CHAPLIN
 HAMPTON
 BROOKLYN
 KENT
 WARREN
 LYCHFIELD
 WARWINGTON
 BURLINGTON
 AVON
 WEST HARTFORD
 EAST HARTFORD
 MANCHESTER
 COVENTRY
 MANSFIELD
 CHAPLIN
 HAMPTON
 BROOKLYN
 MORRIS
 THOMASTON
 PLYMOUTH
 BRISTOL
 PLAINVILLE
 NEWINGTON
 WATERFIELD
 GLASTONBURY
 ANDOVER
 COLUMBIA
 WINDHAM
 SCOTLAND
 CANTERBURY
 PLAINFIELD
 STERLING
 WASHINGTON
 BETHLEHEM
 WATERTOWN
 WOLCOTT
 SOUTHWINGTON
 BERLIN
 CROMWELL
 PORTLAND
 MARLBOROUGH
 LEBANON
 SPRAGUE
 LISBON
 GRISWOLD
 VOLUNTOUR
 NEW MILFORD
 ROXBURY
 WOODBURY
 WATERBURY
 MIDDLEBURY
 CHESHIRE
 MERIDEN
 MIDDLEFIELD
 MIDDLETOWN
 EAST HAMPTON
 BOZRAH
 NORWICH
 PRESTON
 NORTH STONINGTON
 DANBURY
 NEWTON
 OXFORD
 NAUGATUCK
 PROSPECT
 WALLINGFORD
 DURHAM
 HADDAM
 EAST HADDAM
 SALEM
 MONTVILLE
 LEDYARD
 STONINGTON
 BETHEL
 MONROE
 PLYMOUTH
 WOODBRIDGE
 HAMDEN
 NORTH HAVEN
 NORTH HARTFORD
 GUILFORD
 MADISON
 KILLINGWORTH
 CHESTER
 LYME
 EAST LYME
 WATERFORD
 STONINGTON
 KEDDING
 EASTON
 TRUMBULL
 SHELTON
 ORANOE
 WEST HAVEN
 BRANFORD
 CLINTON
 DEEP RIVER
 OLD LYME
 WATERFORD
 STONINGTON
 WILTON
 WESTON
 FAIRFIELD
 BRIDGEPORT
 FAIRFIELD
 STAMFORD
 NORWALK
 GREENWICH
 DANBURY

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