

Vox-Cop

Vol. 10

ISSUED BY THE

No. 2

CONNECTICUT STATE POLICE DEPARTMENT



JOHN C. KELLY
Commissioner

JANUARY - FEBRUARY, 1954

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 conduct myself so as to uphold the honor of the Department."

Yankee BY THE Clipper

Vox-Cop

January - February, 1954

STATE POLICE MAKE FIRST 50 YEARS OUTSTANDING

Conn. Constabulary Tops In Law Enforcement; Takes Leadership In Modern, Scientific Methods Of Bringing Criminals To Justice

By LYALL H. HILL

State Trooper George Bunnell was chatting with a Superior Court judge he was transporting from one county to another on a pleasant afternoon on June 10, 1950. As they neared the Sandy Hook bridge across the Housatonic River, the police car's radio suddenly came alive with the message that the Woodbury Savings Bank had been robbed of \$11,000 and that all cars were to stand by for further orders.

Trooper Bunnell stopped his car, and within seconds, it seemed, the radio announced that the robbers were headed his way. Shortly a sedan bearing cardboard license plates hove into sight and roared around the turn at the entrance of the bridge. It was the get-away car described on the radio. Sighting the officer the robbers veered their car from the bridge and sped up the River Rd.

Getting into his car and pursuing them, the officer found their abandoned car a mile up the road. But the robbers had fled into the woods.

Bandits Caught

For seven days State Policemen swarmed over the vast wooded area between the Housatonic and Pomperaug Rivers, day and night, and eventually flushed out the bandits, who had stolen a car in South Britain and were speeding along Route 172 when spotted by state policemen. Officers Leo Dymkoski and William Wallace drew near and after an exchange of shots forced the fleeing car off the road and effected the surrender of Fred Rothermel, 51, and his brother Arthur, 47, who are now doing time in state prison. Fred was wounded twice. Officer Dymkoski was slightly injured from flying glass from the windshield of his car.

The foregoing is just another instance of state policemen being alerted by an intelligent headquarters and standing by under fire in an emergency: Risking their lives to protect the person and property of Connecticut citizens. State Police files are crammed with records of bravery and other acts

which make that efficient body of stalwart and well-trained men second to none in the country.

On Sept. 10, 1953, Chester G. Cox, 38, Torrington, with his gun moll, shot Nicholas Greci, a gas station attendant in Hartford, and made off in a car with the paltry \$60 they robbed him of, at the jeopardy of his life. He fortunately recovered.

Within 48 hours they were in custody.

State Policeman Edward A. O'Conner stopped the fleeing Cox with well-placed shots through the car's windshield and into the fugitive's neck, after the car had spun around, and Cox, face to face with the trooper, had drawn his gun to shoot to kill. The fearless O'Conner got his man, with courage and good shooting.

Trooper Killed

On Feb. 13, 1953 Officer Ernest J. Morse was shot and killed by a young car thief he had stopped on the Merritt Parkway. As the trooper, unaware that he was dealing with a car thief, was about to question him for a violation of the motor vehicle law, the thief pulled a gun from beneath the car seat and shot him. Officer Morse was able to give a description of the man and the car to the first officer to reach the scene before he collapsed. He died shortly after reaching the hospital. Within a matter of hours, the assailant was captured.

The foregoing are but a few of the scores of similar instances of the courage and devotion to duty of State Police who are constantly seeking to protect the interests of the citizens of the state.

These valiant officers take their lives in hand every day of the year. But most of their services to the state and its citizens do not involve violence. They do not live the glamorous lives so often popularly connected with the Canadian Mounties or any other fine body of national or state enforcement officers. Much of their work is apparently routine and drab; but in the aggregate results in saving many lives, preventing fires, re-

moving traffic hazards, finding lost people, rendering first aid, finding stolen cars, assisting local police, curbing trade in narcotics and a dozen and one other duties.

As has been stated over and over again, the Connecticut State Police Department is tops in the country. Letters of commendation have been received from high state officials, ordinary citizens and people out of the state courtesy of the troopers.

Letters Of Commendation

Here's a portion of a letter from J. J. Casper, special agent in charge of the FBI headquarters in New Haven, to the late Comsr. Edward J. Hickey:

"During my short assignment in the State of Connecticut I should like to state that it has been most pleasant for me to have such excellent cooperation with the Connecticut State Police, and to have knowledge that your organization is always ready to assist our mutual efforts to combat crime."

From Gov. John Lodge came a letter to Officer O'Connor praising him for the capture of Cox; this portion of which reflects praise on the whole department:

"The courage, alertness, and resourcefulness which you displayed reflect great credit, not only on you, but on the entire Connecticut State Police organization, whose superb traditions you have so ably upheld.

From Jacob Rickert, chief of police of Madison, Conn. portion of a letter written to Comsr. Hickey commending officers of the State Police for rescuing three girls floundering in a rowboat on Long Island Sound.

"The members of this department and myself are extremely grateful for all the aid extended to us by Lt. Mangan and his men. It is comforting to know that when the need arises we can avail ourselves of the assistance of such capable, well trained and well equipped organization as the Connecticut State Police."

Here's a portion of a letter to the late Comsr. Hickey from a

former commissioner for eight years, from 1931 to 1939; Anthony Sunderland:

"Please accept for myself, and for the entire personnel, my heartiest congratulations, and my firm belief that the members of the very best police department in the world wear on their uniforms the proud words, "CONNECTICUT STATE POLICE."

Code Of Honor

This year marks the 50th anniversary of the Connecticut State Police: A half century of valiant service to all the citizens of the state: A service which has become traditional and has given that sturdy body a reputation not only all over the country but abroad, stemming largely from the code of honor to which all members subscribe by deed as well as word:

"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 conduct myself so as to uphold the honor of the department."

The department was organized in July, 1903, by an act of the General Assembly, which authorized not less than five nor more than 10 State Policemen, plus a superintendent and an assistant superintendent. Today it consists of a commissioner, an assistant commissioner, various executive officers with the rank of captain, lieutenant and sergeant and 350 uniformed men and 12 uniformed women, in addition to a substantial staff of civilian personnel.

371 Automobiles

The entire department covering the state is divided into two divisions, the Eastern and the Western, with 11 different stations or barracks. The Eastern stations are located at Stafford Springs, Danielson, Groton, Westbrook, Hartford and Colchester. The Western stations are located at Ridgefield, Canaan, Westport, Bethany, and Litchfield.

Further evidence of the growth of the department and its readiness to serve the public is seen in the fact that its inventory now totals nearly 2 million dollars, which includes land, buildings, furnishings and plant equipment, automobiles and motorcycles and maintenance stores. There are 371 automobiles in this inventory, including emergency trucks, sound cars, and ambulances.

A complete analysis of the exhaustive ramifications of State

Police activities for even one year would fill a large size book. A digest of such activities for the fiscal year ending June 30, 1953 would include such items as:

Complaints handled	16,314
Motor vehicle arrests	11,408
Warnings	27,418
Lectures, demonstrations .	383
Aiding injured or ill	337
Missing persons searches ..	38
Accident investigations ...	5,228
Fingerprint cards	36,626
Rouges gallery photos ..	38,097
Other photographs	15,476
Phone calls	161,448
Teletype broadcasts	26,341
Theater inspections	926
Suspicious fires	192
Accident abstracts sold ..	3,861

Other Services

The foregoing tabulation can give but a meager concept of the many activities of the State Police. They cover the state day and night. Accident and crime prevention are as much a part of their job as detection and apprehension. The department has received many awards for highway and pedestrian safety. It has been cited as the first in the nation to develop FM radio transmission; the first to use radar; the first to use police women; the first to use helicopters and the first to use wire photos.

Included among their many other services, their usefulness to control crowds of people at state fairs, unusually large funerals of prominent state figures, football and other games. Outstanding has been their leadership in conveying caravans of automobiles connected with visitations of distinguished persons to the state. Notable among such services were the visits of Candidates Dwight Eisenhower and Adlai Stevenson during their 1952 presidential campaigns.

In appreciation of such services the two candidates later wrote laudatory letters to the late Comsr. Hickey praising him and the entire State Police Department. They follow:

From Eisenhower

Dear Commissioner Hickey:
My warm personal thanks and congratulations go out to you and your men for the outstanding work you did in connection with my visit to Connecticut. The efficient manner in which your excellent arrangements were carried out contributed in large measure to the very real success of the occasion.

With kind personal regards,
Sincerely,
Dwight Eisenhower

From Stevenson

Dear Commissioner Hickey:
I just want you to know how very grateful I am to you and the Connecticut State Police for taking such wonderful care of me and my party during my trip

through Connecticut on September 18 and 19.

I expect to be back in Connecticut late this month and I hope that I shall have the opportunity of seeing you again.

With every good wish, I am
Sincerely yours,

ADLAI STEVENSON
Governor.

WATERBURY SUNDAY REPUBLICAN
DECEMBER 27, 1953

STATE TROOPER

By V. C. Kelso, Maj., MPC

*He patrols his district night
and day;*

*Carefully watchful, along the
way.*

*To correct the careless, ad-
vise the meek,*

*Conquer the criminal, protect
the weak.*

*State highways and byways, he
rides alone.*

*Boundaries of the state en-
close his home.*

*No fear of corruption, nor
bribery has he,*

*The voice of his people keep
him free.*

*Rain, wind and snow, heat and
cold,*

*Provide a temptation for the
bold,*

*Yet he shirks not his duties
as he rides along,*

*His mind is alert, and his
body is strong.*

*Efficient in duty, his mission
completed,*

*A mistake once made, is never
repeated.*

*The first to aid someone in
need,*

*Is a job to do—not a glorious
deed.*

*One who enforces the laws of
the land,*

*Evaluates the privileges for
which they stand.*

*Respected by those in the en-
forcement field,*

*Who live by the code of their
shining shield.*

--The Police Chief

SECRET SERVICE JOBS

By Jim Butler

When one remembers that General Dwight D. Eisenhower enjoyed freedom of movement in two shooting wars in which he was the eagerly-sought target of professional killers, it is somewhat incongruous to see Ike today, boxed in by husky Secret Service men whenever he appears in public, ill at ease, and doubtless conscious that for a large part it is pure pageantry.

It's true that Presidents Lincoln, Garfield, and McKinley were assassinated; Theodore Roosevelt was shot while campaigning, Franklin D. Roosevelt was the object for a madman's gun which blazed away in Florida just before FDR was inaugurated, and an attempt was made to break into Blair House while Truman was living there, to do him in.

HAVE BEEN SHOT

But judges, legislators, policemen, and just plain citizens--including reporters--have been shot, and none of them exposed himself to the crowds a President must wade through, shake hands with. Anybody of reasonably normal appearance and stage presence could do a President harm. Of course there would be no plea of insanity, or other escape; there'd be nobody to go to trial!

There is a fiction, and it's nothing more, that the President's movements are controlled by the Secret Service; that he cannot emplane without its consent; must travel when and by what medium the SS says. That police organization has the constitutional duty to protect the President and members of his family, and to safeguard the currency (counterfeit cases). Ike has an undisclosed number of them at the White House and on trips --probably about 20 working in shifts and about that many whenever he leaves the Executive Mansion. He could transfer all of them to other assignments, fire their chief, go his own way with nobody to question his wisdom.

STANDS UP

Of the recent Presidents, Hoover, Roosevelt, and Truman sat while talking

with the press. Eisenhower stands. Newsmen admitted to the conference have undergone security investigation, have been cleared by the Secret Service, mugged and fingerprinted. But they aren't "frisked" as they enter the conference room; none is more than 30 feet from the standing Chief Executive. When the President speaks in public, cameras are focused to show him like Ajax defying the lightning. Actually the crowd is peppered with SS men, he's surrounded by a corps that can pop up, create a human shield. The cameraman is the only one who could get a "bead" on the President and, if he tried, somebody else would pack his mechanical birdie at the end of that assignment. There would be flying of a different sort where the lensman would be when the smoke cleared.

RESENTMENT

Presidents have expressed their resentment at the close bodyguard. Few of them had the reason Woodrow Wilson had: He was courting the lady who was to become the second Mrs. Wilson and the presence of guards, sworn not to let him out of their sight, cramped the President's style. Especially so because Wilson, despite his granite exterior, liked to clown and SS men weren't allowed to laugh even if his imitation of George Cohan amused them.

Coolidge was a window shopper. Secret Service men breathed in relief when he would return from one of those expeditions. Hoover liked speeding cars, instructed his chauffeurs to outdistance the guard. Finally they placed one car in front of the President's, another behind it. FDR, driving his specially-equipped automobile raced to "lose" his bodyguard in the roadways of Hyde Park, so familiar to him.

During World War II, Princess Juliana (now Queen of the Netherlands) took refuge in the United States bringing her two little daughters with her. A Secret Service agent was assigned to protect the children while they romped in a Washington park. Asked what his current assignment was, the agent replied in obvious disgust: "Baby sitter."

---New Britain Herald

THE HUMAN TOUCH

By Bob Zaiman

PROSE FROM A PRISON PEN

It has long been my opinion that a person who retains his sense of humor can endure almost any hardship or extended confinement. Such a person is currently serving a ten year sentence at the Enfield Prison Farm, and he has composed an opus for the institution's monthly literary publication that smacks of Damon Runyon at his best.

Entitled "FOR WHOM THE BULLS TOIL," his essay struck me as funny enough to warrant wider circulation. Hence I am taking the liberty of lifting a few portions of his quaint prose. The author who must remain anonymous, carries on thusly:

"Sometimes I think this enforced seclusion is indeed a rugged go for short dough, as one does not have the opportunity to dally with the dollies or to nudge a noggin of nectar or grog whenever the mood is on to partake of these denied delights. And, when I find myself in such a mood, I decide that there are too many minutes in an hour, too many hours in a day, and too many days in a year. And what to do when a jaundiced judge has told you to take a number from one to ten and to be sure to get on the heavy end of it.

"Not long ago I made my annual appearance before the board of denial, which in this case is also the dispenser of paroles. I figure there is no harm in trying, for unless a kind fate intercedes, I will still be among those who have their noses counted daily when the snowballs begin to fly. I give out with my usual elocution but seemingly to no avail as I wind up in the same old basket.

No Nudge Toward Outside

"The chief honker opens this clambake and in a voice with more rumble than an opera baritone with a bellyache asks me by what method of reasoning do I figure

that they should give me a nudge toward the open road.

"I immediately call for a recount as he spills over with verbiage and verbosity to the extent that I am too befuddled to skin my hole card and to determine if I should call any bets.

"It is this way," the middle man of this terrible trio tells me. "We do not feel that you have traveled enough on the rocky road to a ten year detour for us to give you the green light for full speed ahead. For one thing you are too much addicted to the grape and you have always shown aversion to manual labor."

"That is strictly a matter of opinion," I retort. "I can hug the jug or pass it by, according to my moods. But you are giving me a bum rap entirely as I have never met this Manual Labor character. However, I do not know too many Mexicans; so it is no wonder that his name does not score in my memory."

"Have you anything further to say before we give the usual bum's rush?" they ask me.

Bites the Sour Apple

"Gentlemen," I begin, "In the name of faith, hope and charity I hope you will reconsider, I bite too often on the sour apple of disappointment, and I have too weak a ticker to hang on through many others."

"What is this faith, hope and charity routine you are giving us?" queries the main gaffer.

"In the matter of faith, I have lots of it in you to accentuate the positive which will allow me to eliminate the negative between me and my home, which is many miles distant."

"You are putting your faith in the wrong committee," they tell me. "You would do better to contact Father Time on this angle."

"Now let us take up the matter of hope," I plead.

"The only hope we can extend you is to listen to a comedian by the same name. We understand he is on the air as often as Arthur Godfrey.

"Speaking of air," I comment, "how about giving it to me."

"Only as far as the nearest cell house," they concede.

"But what about charity?" I persist.

"You will find it on page 140 of Webster's latest dictionary," they conclude.

Back to the Beans

"I now fill the draft quota for the bean battalion and take my place in the mow and grow side of life. One day while hitting a very hot lick with a plow, I look up and see the Deputy, who is casting a sardonic eye on my duel with nature as I am at the moment encountering some very stubborn sod whilst clipping this turnip tract.

"I really cut a fine furrow, do I not?" I ask by way of making conversation.

"Do not cut it too deeply," returns the Man. "If you get too far in the ground you might be mistaken for a gopher."

"That is a very uncouth and unkind remark," I bleat, "Especially since you have marooned me on this atoll."

"What do you mean, atoll," he storms.

"In this place there is no freedom atoll," I answer. "Further there are no movies atoll and no fun atoll. In fact, on this rhubarb reservation there is nothing atoll but a lot of fertilizer, the makers thereof, and nothing atoll but work from the first rooster crow to snore off time.

"Right now I am in doubt as to my tomorrow's status, for the Man immediately goes into one of his Coca Cola trances. These usually wind up in the pause that depresses and at the moment I am no better than even money to remain on a full diet.

Some day I'll learn to close the gap in my yap long enough to get this ten years done."

---Hartford Courant

BAY STATE GIVES
BLOODHOUNDS TO VERMONT

By Henry Minott

Bloodhounds are getting ready to play their greatest role since the ice-crossing scene in "Uncle Tom's Cabin."

For there's been a 300 per cent increase in the four-legged branch of the Massachusetts State Police Department. And from here out these canine sleuths are going to put their keen noses to a lot more trails than in the past.

Up to now, Workman of White Isle and his "wife" Sadie have handled all this detective work on a sort of Mr. and Mrs. North basis. Workman of White Isle, better known by his nickname Lt. Sid, has a record as long as his ears in the business of locating lost or wanted persons.

However, last August Sid and Sadie had a litter of nine pups--Sire, King, Trooper, Major, Boot, Queen, Duchess, Trooperette and Princess. And these little bloodhounds have now completed their obedience training and soon will start their trail training. After that they'll be ready for action.

Housed At Andover

Sid and Sadie have their headquarters at the Andover barracks. Two of the pups will stay with them. Two have been sent to the Rehoboth barracks and two to the Northampton barracks. Two others will go to the Vermont State Police and the ninth to another state.

Thus, eight strategically assigned bloodhounds, instead of only two will be available for manhunts in Massachusetts.

Trooper Russell A. Gosland of the Vermont State Police has spent some time at Andover getting tips on bloodhound handling. He'll have charge of the two dogs to be sent to Vermont.

The bloodhounds live in special kennels and travel deluxe in special trailers, some of which were built by convicts serving time at Bridgewater.

State Police have developed a high regard for Lt. Sid's ability as a man-hunter. They cite several cases, such as the roadside restaurant that was robbed. Sid sniffed around the cracked safe for a couple of minutes, then headed for a nearby swamp. Just 90 minutes later he had the culprit firmly by the britches.

If sad-faced Sid could talk, he probably would have said:

"Elemental, my dear Watson."

POLICEWOMEN SHOW MANY GIRLS
THE WAY TO BETTER LIFE

By William E. Brennan

Thousands of now happy wives and mothers not only in Massachusetts but throughout the country are living examples of the sense of appreciation to a group of women who saved their lives from ruin.

Each Christmas at the crime prevention bureau at police headquarters come several letters. Most of them enclosing pictures of children of girls they had formerly set on the right path. Each with a warm note of thanks for the helping hand extended to them by these sworn female minions of the law.

Acting Sergeant Mrs. Margaret McHugh, who has guided the destinies of the force of policewomen, agrees that all of the women in the bureau are highly appreciative of these notes. As she says, it is proof that their time has not been wasted.

It was back 33 years ago next April that six women were appointed as the first policewomen in Boston's history. Since that time they have spent day and night visiting all public places, dances, playgrounds, parks, licensed amusement spots, dining rooms where liquor is sold, etc., with the main thought in mind of protecting young girls from themselves and others.

Mrs. McHugh, a chief telephone operator at Brighton exchange when she first joined the force, was one of the first six policewomen. For years she has handled the desk work directing the activities of those under her command.

Others of that first group were Mrs. Agnes J. Callahan who reached the retirement age of 65 years this week. She was the widow of a Joy St. police officer when she joined the force.

OTHER PIONEERS

Miss Irene McAuliffe, whose father was chief of police in Weston for many years, is another of the original policewomen group. The others have long since retired. They are Mrs. Irene Lynch Bohmback who found romance on the force and wed Sergeant Frank Bohmback,

then of the detective bureau, and Mrs. Lillian A. Taylor, a widow when she joined.

From that initial group in 1921, no more appointments of policewomen came until 1943. Mrs. Dorothy Coleman Rourke since wed in a police romance, and daughter of Officer Peter Coleman, on duty at City Hall; Mrs. Laura Costa Gup-till, now a widow; Mrs. Theresa Connelly Madden; Mrs. Feware Healey, Mrs. Josephine Lally Donelan, all found romance after they became policewomen and wed. They are still on the job as is Mrs. Margaret E. Johnson, a widow.

The following year three others joined. They are Mrs. Margaret Foley, whose husband is an officer at Hyde Park station; Miss Dorothy E. Harrison, whose father, the late Dr. Columbus, was a widely known South End doctor, and Miss Marie E. Wall. The latter has been pensioned for injuries received in line of duty.

Through these many years the one object of these policewomen was to rescue young girls who had strayed from the straight and narrow path. Working in close cooperation with the Juvenile Adjustment Board, school principals of Greater Boston and school attendance officers they have saved thousands of girls from court records and set them to right living.

It is estimated by Mrs. McHugh that in the past 32 years more than 30,000 girls, most of them now respectable wives and mothers, were saved by the work and kindly handling by policewomen.

The work concerning women and young girls is not confined to residents of Boston alone. Girl runaways, etc., from other cities are picked up. In cases of girls there had been countless cases where a telephone conversation with a school principal sent the girls back to a normal life. No one but the policewomen and the schoolmaster and parents knew that anything had been wrong. This Mrs. McHugh says, played a big part in rehabilitating the girls involved.

SMALL GROUP PROBLEM

Most parents are entirely cooperative with the policewomen in their work to straighten out these delinquent girls

who they find in down town spots, liquor drinking places or just runaways. It is the smaller percentage who are antagonistic to police efforts that are the biggest problem for the women police.

"This smaller group don't seem to be able to see until it is too late that their child could be wrong. They are ready to blame everybody but themselves or their children," Mrs. McHugh said.

The acting sergeant, who also holds a rating as first grade detective, said she and her policewomen are great believers in the Biblical admonition, "As the twig is bent so shall grow the tree."

No child, she said, is basically any better or any worse than anyone else. In her candid opinion 90 per cent of the fault for juvenile delinquency rests squarely on the shoulders of parents.

Truancy is the start, she says, of most juvenile delinquency. Unless it is caught and halted it generally leads to other more serious conditions.

"The main trouble my experience has shown," said Mrs. McHugh, "is because we cannot see our own children's faults through the eyes of impartial but still highly interested observers. We can, however, readily see and recognize the same faults in the children of our neighbors that we refuse to admit in our own. Therefore, the responsibility lies on the shoulders of the parents no matter how much they may weep afterward and try to dodge the blame.

"The problem is theirs and it will never be fully solved until the day the parents realize it is basically their job to see their children behave. All other agencies can only help. The good child that becomes a good adult must be taught respect for parental discipline, respect for the law and order and the rights of others. Until then we will never be rid of juvenile delinquency."

---Boston Sunday Post

Connecticut is one of the most highly suburbanized states in the Nation, with practically all of its area suburban either to the cities of the state or large cities beyond its borders.

BASIC CRIME PREVENTION

It is an all too common experience to read about acts of juvenile delinquency done with a viciousness and disregard of life that would be shocking even in a hardened criminal of only prison experience. The immediate reaction of a reader often is to regard such boys as so lacking in all elements of decency as to be incorrigible and deserving of severest punishment. Yet sociologists and psychologists know that in every case a cause exists for the antisocial conduct, and the horror of the criminal act may reflect terrors which lie deep in the mind of the perpetrator. Very often these causes can be found and corrected, and seemingly hopeless boys who appear destined for lifetime criminal careers can be rehabilitated and set straight. This is being done every day at the New Hampton Annex of the New York State Training School for Boys, Warwick, N. Y.

The public has not heard much about this school during its seven years of existence. But Governor Dewey described its success in his budget message recently as "spectacular," and an article in the Herald Tribune has given a convincing picture of how it is restoring to acceptable standards of society a worthwhile proportion of boys whose misdeeds have been so serious as to make them ineligible even for ordinary reform school training. Highly trained counselors, everlasting patience and understanding and a special school atmosphere help in the saving of the very worst of these problem boys. The cost, as the Governor acknowledges, is high--about \$3,200 a boy. Yet in asking the Legislature to replace this temporary annex school with a permanent training center, he deserves fullest support. Not only is the cost a cheap price for society to pay to save boys from far more costly careers in crime but humanitarian considerations alone make the expenditure worth while. ---New York Herald Tribune

Twenty-nine percent of U. S. automobile drivers are women.

SOUTHERN BELLE, 3, CASTS
HER SPELL OVER "UNCLES"

By Gerald J. Demeusy

State Policemen at the Hartford Barracks were so busy warming up to a little bit of the South one recent Monday they forgot all about the cold wave.

"Cynthia Rose Russell is mah name," announced the blonde southern belle as she arrived at headquarters. During her four-hour visit, police were hardly able to get a word in edge-wise.

Cynthia is three. She said she was nine, but troopers got suspicious when they noticed she was no higher than their puttees.

The button-nosed miss came into police hands at Charter Oak Bridge. She was turned over to State Policewoman Marjorie Cappell by a bus driver.

Cynthia, her mouth wreathed with cookie residue, fished in her tiny red purse and handed Mrs. Cappell a note. It disclosed Cynthia's mother placed her on a bus in North Carolina Sunday afternoon.

The child would be picked up at the Hartford Greyhound terminal, the note went on, at 8:05 p.m. Monday by Eric Miller of Burlington, her grandfather.

Something went wrong, apparently, in New York. Cynthia was transferred to a Boston-bound bus that didn't stop in Hartford. But the alert bus driver knew what to do.

As State Policeman Roy Paige tried unsuccessfully to reach Eric Miller by telephone, Mrs. Cappell entertained Cynthia.

The first thing noticed was that Cynthia had had an "accident" on the bus. Her wet jumpers were taken off to be washed and she was wrapped in a turkish towel.

"I have no panties on," Cynthia explained as she toured the barracks with Mrs. Cappell.

Cynthia soon was calling Mrs. Cappell "mommy" and the troopers "uncles."

"There's Uncle Louis," she lisped, pointing to Lt. Adolph Pastore. He's got a moustache," she giggled.

The only "uncle" Cynthia had a complaint about was "Uncle Eddie," Sgt.



Off. Roy Paige and Cynthia

Edward Tierney.

"He called me Susie," she said, pouting.

Cynthia's favorite seemed to be "Uncle" Frank O'Rourke, a dispatcher.

"You'd think this was her home," said Paige as he watched the youngster conversing in the dining room.

As Mrs. Cappell pressed Cynthia with questions about her family, she talked about "Nana," "Flynn", "my good daddy", "Santa Fe" and "Uncle Freddy."

"There's Uncle Freddy," she suddenly exclaimed, pointing to a wall poster that pictured a man wanted for murder.

It was while Cynthia was watching Howdy-Doody on television that Paige located her grandparents. They were in the Hartford Bus Terminal.

"We've been meeting every bus from New York since 1:30," Mrs. Miller said. "I was worried sick. I thought she had been kidnaped."

The grandparents explained that their daughter, Mrs. Dorothy Russell sent Cynthia north to visit with them.

Her arms loaded with toys, candy and cookies she had been given by bus passengers, Cynthia walked out of headquarters with her relieved grandparents.

The delegation of troopers that saw her to the door was rewarded. Cynthia blew them a kiss goodbye.

---The Hartford Courant

POLICE INTELLIGENCE

Some interesting things are happening down at New York City Police Headquarters. The new Commissioner, Francis W. H. Adams, has moved James R. Kennedy from Chief Inspector to First Deputy Commissioner. Mr. Kennedy's job is to get after "the big shots of organized crime" and also to be on the lookout for "corrupt practices" within the department. This is a new concentration of power and one assumes that an absolutely free hand is given. If so, then this is very much of a promotion for Mr. Kennedy, even though he takes a cut in salary from \$13,000 to \$10,500 for the time being.

The new First Deputy has a long reputation as a tough and incorruptible policeman; he was one of the few in the high command whom Harry Gross could not touch. How the assignment will work out remains to be seen, but the stated objectives are excellent. Commissioner Adams seems to appreciate that the most menacing criminality has to be dug out beyond the overt act on the patrolman's beat--that every racket is full of higher-ups. Then there is also the very practical consideration that no administration can survive a police scandal.

On the face of it, the new Commissioner--just like his predecessor, Mr. Monaghan--appears determined to run a "tight" department. As further indication that no loosening is in prospect, Commissioner Adams has reached far down the chain of command and named former inspector Stephen F. Kennedy as the new Chief Inspector in charge of uniformed police. This breaks with the idea that top jobs should go by seniority, but tradition can be very much of a handicap. Perhaps some other important changes are in the wind. They will be watched with the greatest interest, for the Police Department, above all others, is the spot in city government where weakness is fatal.--N.Y. Herald Tribune

California has the most automobile drivers, with New York ranking second. Nevada has the least.

FORMER LOCAL MAN.
WELL KNOWN SLEUTH.
DIES IN ITALY

A former Norwich man, who was lauded for his work while serving with the state police department in tracking down two murderers, is dead. Word was received of the death in Catanzaro, Italy on Dec. 26 of Anthony T. Tomanio. He was 75 years old.

It was Hugh M. Alcorn, while serving as state's attorney of Hartford county in 1922 who lauded Mr. Tomanio for his detective work in tracking two murderers, a year after the crime was committed. At the time Mr. Tomanio was a state police detective working under the direction of Superintendent Robert T. Hurley

A native of Gingliano, Italy, he was born Jan. 1, 1879. He came to this country when 14 years old and engaged in the prosaic trade of stone-cutting in New York city. While there he cultivated the trait of patience and improved his opportunity to view the detection of crime in the greatest American city. While he plied his trade, hour by hour, he formed his own deductions of mysteries that baffled the great metropolis from time to time, and the processes of thought which he developed there were the basic ones that he employed in tracking down the slayers. From New York, he went to Boston to engage in the real estate business. Leaving Boston, he went to Waterford, to re-enter the stone-cutting trade and from there he came to Norwich in 1914. He remained in Norwich until 1920 when he went to Torrington.

Mr. Tomanio was a member of the Connecticut state police for a number of years and later county detective for Litchfield county.

Last September he went to Italy for a visit and was due to return to this country next spring when he was fatally stricken and passed away a day after Christmas.

Among his survivors is a brother, Joseph Tomanio of 85 School Street, one nephew and three nieces in this city and other relatives in Newton, N. J. and New York city.

---Norwich Bulletin

COMPLIMENTS

Vox-Cop

January - February, 1954

ELECTRIC BOAT

DIVISION OF GENERAL DYNAMICS CORPORATION



GROTON, CONNECTICUT

January 25, 1954

Commissioner John C. Kelly
Department of State Police
100 Washington Street
Hartford, Connecticut

Dear Commissioner Kelly:

In behalf of the Electric Boat Division of General Dynamics Corporation, I want to take this opportunity to express our appreciation of the excellent work performed by the Connecticut State Police on the occasion of the launching of the submarine NAUTILUS on Thursday, January 21st at Groton.

Invaluable assistance rendered in planning pedestrian and vehicular traffic control and coordination of Coast Guard, Navy and E. B. Plant Protection personnel in the task of crowd control, played a vitally important part in the entire operation which could not possibly have been successful without the assistance of the State Police.

I recommend special commendation for Captain Robert Rundle and Lieut. Osmus Avery, both of whom played key roles in the event. I hope you will also express our appreciation to all other members of the force who so ably rendered assistance.

Again many thanks.

Sincerely,

ELECTRIC BOAT DIVISION
General Dynamics Corporation

R. B. Chappell, Jr.
Industrial Relations Manager

RBC:mam

C O M P L I M E N T S

December 28, 1953

Dear Commissioner Kelly:

This is a letter that I feel I must write to you. I have a great regard for the State Police, and the thing that happened to me on Christmas night really brings that regard closer. You see Sir, I wanted so much to go to New Haven on that night, and on the way to New Haven I had quite a bad flat. That may not sound like much to some people but to me it meant a lot. Even though I am a good driver and try to be a very careful one, I was really frightened. The traffic was very heavy and as is well understood many drivers on holidays are not at their best but what I want to tell you is this. No sooner did I pull to a stop than a car came to a stop behind me. A state policeman stepped out of his car. To me it seemed like an answer from Heaven. He took the bad tire off and put another tire on for me. He directed me to a gas station where I had air put into the tire so that I could get home safely with my little girl. The officer was State Policeman Charles Sanga, his badge number is 272, of the Hartford Barracks.

I want you to know Sir how grateful and happy the people who travel and those who do not should be, of the grand folks like our State Police officers who are there all the time guarding them, looking out for their welfare, and seeing that they reach their destinations safely.

We, the public, know that the State Policemen treat everyone with courtesy, kindness and they watch to see you go safely to wherever you may be heading. I have learned a lesson that will always be valuable to me, that the State Police are friends of the road and that they are God's helpers trying to save your life. Please Commissioner Kelly won't you please tell Officer Charles Sanga, badge 272, that I thank God for men like him.

Thank you kindly Sir,

Mrs. Julia Genovese
East Hartford, Conn.

UNITED STATES DEPARTMENT OF JUSTICE
IMMIGRATION AND NATURALIZATION SERVICE
HARTFORD 1, CONNECTICUT

December 17, 1953

Dear Commissioner Kelly:

May I take this opportunity, both in an official and personal capacity, to express my sincere thanks to you and your staff for the many courtesies and splendid cooperation received during the past year.

New legislation has required the application of greater efforts in the effective administration of our immigration and nationality laws. The investigative personnel of this office and I are cognizant of the fact that efficiency in our operations has depended to a large extent upon the assistance extended by other law enforcement agencies throughout the State.

Your Department has demonstrated on a number of occasions a willingness to cooperate with this Service and to render every assistance possible to our officers which has facilitated the efficient discharge of our duties and responsibilities.

Please accept my personal thanks for the able and generous service so cheerfully provided.

It is with great pleasure that I extend to you and the members of your staff the Season's Greetings with Best Wishes for a Very Happy 1954.

Cordially yours,

D. T. LONGO
Officer in Charge

Dorchester, Mass.
January 20, 1954.

Dear Sir:

This letter is a little late but I am going to write it just the same. We had an accident in Norwalk on Sunday December 27 and one of your men was so wonderful to us that we simply cannot get

C O M P L I M E N T S

over it.

His name is Benjamin Davis. I have never in my life met a more courteous, kinder or more efficient officer in my life. He surely is a credit to the Police Force and a man you may be very proud to have in the State Police Dept.

He made us feel good just to know him. He took all the fright of the accident away from us and did everything in his power to make us comfortable. We will never forget him.

Sincerely,

Irene Weingarten

SECRETARY OF THE ARMY
WASHINGTON

30 December 1953

Dear Commissioner Kelly:

Yesterday I flew from Washington to Hartford to attend the funeral of a very dear friend. I had planned to land at Brainard Field but an overcast denied this and it became necessary for my plane to put down at Bradley Field. Because I was operating on a very tight schedule, it appeared my trip would be in vain. However, due to the consideration and prompt assistance given me and my party by Sergeant A. H. Kimball of the Connecticut State Police, my visit was imminently successful.

Sergeant Kimball happened to be at the airfield when my plane landed and when I approached him with my problem, he unhesitatingly provided me and my aide with transportation to Hartford. This action in itself, when compared with the many responsibilities of the Connecticut State Police, is relatively insignificant, but as Secretary of the Army I well know that one can depict the spirit of an organization by the manner in which it handles little things, especially if unanticipated.

Again let me express my gratitude for the assistance given me by your organization. I would appreciate it if you would convey my compliments to Sergeant

Kimball for a job well done.

With highest personal regards, I am

Yours sincerely,

Robert T. Stevens
Secretary of the Army

Dear Sir:

Please be advised that I had occasion to visit your State as a result of a serious motor vehicle accident which occurred on January 9, 1954, at or near Westport, Connecticut, and in the course of my visit in my professional capacity, I had occasion to speak to one of your troopers, William Quaintance, #145 of the Westport Police Barracks.

I cannot help but inform you that after more than twenty-five years of experience in dealing with police departments in various parts of our country, I found that this officer was cooperative, kind and understanding, and exerted his best efforts to the care of my clients who were seriously injured.

I feel that this officer is worthy of commendation from your department and typifies a credit to you which reflects with most favorable praise by the public.

Sincerely yours,
Irving Perlman

STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY

December 28, 1953

Dear Commissioner Kelly:

I want you to know how much I appreciate the courtesies of the Connecticut State Police who were assigned to the detail in the course of my visit to Hartford. Each of them was most courteous and helpful and made the trip an exceedingly pleasant one.

With kindest personal regards,

Sincerely yours,

Thomas E. Dewey

STYLES IN CRIME

Vox-Cop

January - February, 1954

HUGE 5-STATE LOTTERY CRACKED IN NEW BRITAIN

New Britain police January 28 said they had broken a huge lottery ring which had headquarters in New Britain and extended through other parts of Connecticut, Massachusetts, Vermont, New Hampshire and Canada.

George Smith, 67, of New Britain, was booked on charges of pool selling and sale of lottery tickets and was placed under \$1,000 bond.

Detective Walter Kulak called Smith the leader of the ring. His case was continued to Feb. 18 by Police Court Judge Andrew J. Kata.

Others booked were Leo J. Fortier, 40, and Vincent Golewski, 43, both of New Britain. Both were charged with policy playing and were placed under bonds.

Michael Mozzoski, 43, of Thomaston, was booked there by State Policeman Neil Hurley on a policy playing charge.

In Torrington, Jack Clark, 46, was booked by State Policeman Charles Sedar on a policy playing charge.

Hundreds of tickets were seized in New Britain. In addition to the places mentioned, lottery activity in connection with the case was alleged in Hartford, New Haven, Bristol, Kensington, Litchfield, New London and Rockville.

Tickets seized included the names of "Irish Sweepstakes," "Lucky Play" and "Five Day Play." Also seized, he said, was a ticket listed "St. Joseph's Parish Social Club, College Brige, Canada."

The latter, was on a monthly basis with prizes of \$30,000, \$20,000 and \$10,000.

Connecticut State Police checked the latter ticket with Canadian authorities and found it to be fictitious. Some people listed as "winners" in the local records said when contacted that they had not won.

Confronted with this information, Smith admitted that the St. Joseph lottery tickets came to him from a man he named in Williamsville, Vt.

State's Atty. John S. Burgess at Brattleboro, Vt., was later given information with which he could proceed against the gambling operators in his state.

Det. Sgt. Samuel S. Rome, State Police, said Smith also gave investigators a list of five names of men he termed among his big agents.

THE "YELLOW" CRIMESTERS

The two wretches who kidnaped Leonard Moskovitz in San Francisco recently kept him bound and gagged while they tried to collect ransom from his father, threatened him with mutilation and death, and acted pretty tough. But, when police burst in and rescued their victim, his captor was so afraid he shook and trembled violently, and could hardly talk.

The best word to describe such creatures is the one police coined for them long ago, "punks." It is a term of utter contempt, and well deserved. These criminals could speak and think lightly of death and torture for another, but when faced with danger to their own precious skins they "turned chicken," as the expressive phrase goes.

Not only is there only no honor among thieves, but seldom any courage, either.

---Danbury News Times

BANK ROBBERY AT 20-YEAR PEAK

Bank robberies rose to their highest level last year since the 1930s and the robbers were bolder and more violent, the Federal Bureau of Investigation reported recently.

In a special report, the bureau said there were 418 bank robberies, burglaries and larcenies in 1953, an increase of 27 per cent over the 1952 figure and the highest total since passage of the Federal Bank Robbery Law in 1934.

The number of bank robberies alone--

crimes in which force or intimidation is used--reached 248 in 1953, an increase of 45 per cent over the previous year.

Federal crime experts were at a loss to explain the sudden upsurge in bank crimes, except that it reflects the general rise of crime. They noted, however, that the rise in robberies compared with burglary and larceny shows bank robbers are becoming more daring and dangerous.

The Bank Robbery Law, which lets the F.B.I. investigate such robberies, was passed to curb the activities of bandit gangs that sent robberies soaring to more than 600 in some years in the early 1930s. The number of robberies fell sharply during the late 1930s until they averaged less than 100 a year during World War II. The upsurge began in 1946 and has been increasing ever since.

LOCK YOUR CAR!

Many motorists believe that, because their car is insured, it is not necessary to lock it. Yet, 500 cars are stolen and 2,000 are ransacked in the United States every day in the year.

It takes just 15 seconds to steal a car with a "jumper" if the car is not locked. Locking the car discourages the would-be thief, for he'll have to spend five to 25 minutes trying to get into the car before he can use a "jumper."

Lock your car--against the professional thief as well as against the temptation of an otherwise respectable lad to take it for a joy ride.

Stolen car chases frequently result in tragedy. Lock your car. You may even save a life.

---Highway Safety Bulletin

REBUKE MADE OFFICIAL

A Seattle police officer figured there was nothing unusual about a pickup truck to which he was about to give an overtime-parking citation in a truck-loading zone.

Then the officer found a note on the

windshield that evidently was intended for the driver of the vehicle.

It said: "You are illegally parked, of course. If I believed in government by informer, I would turn you in, but I don't. Nevertheless, a certain amount of personal integrity and self-discipline on the part of each citizen is an essential of self-government.

"Please try to do better. There was an open space, just two cars behind you, which you ignored, to take advantage of your car type. This was not worthy of you."

The note was unsigned, said the officer. He left it under the windshield wiper, but added an overtime-parking ticket. ---Sheriff and Police Reporter

FIGURE OUT WAY TO CONTROL PRISONERS

Plainclothesmen Philip O'Brien and Thomas Cagney had a problem on their hands at New York City.

They had just raided a card game, nabbing 17 persons. However, there was no telephone available for calling the nearest station house for reinforcements. And the two officers figured one of them could not watch the prisoners alone while the other went for help.

They thought a bit, then forced the 17 to hand over their wallets, announcing:

"If you want your wallets back, come to the station house."

Without further word, the 17 followed the officers a block and a half to the nearest station house.

There, the officers returned the wallets and handed each person a warrant of arrest on disorderly conduct charges.

WHAT NEXT?????

Walter Blake told Philadelphia police it was easy for him to cash stolen money orders.

Blake, an ex-convict, said he proved his identity with his criminal registration card.



Commissioner Kelly Makes Promotions

SHAW APPOINTED TO HEADQUARTERS POST
3 OTHERS ADVANCED

State Police Commissioner John C. Kelly December 30 announced the appointment of Capt. Carroll E. Shaw to the post of headquarters captain, one of the highest positions in the State Police organization.

Kelly also disclosed that Lt. Robert Rundle, commander of the Colchester Barracks was promoted to captain and will succeed Capt. Shaw as commander of the State Police eastern division.

State Police Sgt. Joseph McAuliffe has been named as temporary commander of the Colchester Barracks. All appointments were effective January 1.

Kelly, in a fourth move, designated Capt. Leo J. Mulcahy of the State Police Special Services Division as third in command of the department. Second in command is Maj. George Remer who recently was promoted to executive officer from the post of headquarters captain.

All of the promotions made by Kelly represent rank advances made possible by the elevation of Remer into the executive officer post vacated by Maj. Leo F. Carroll more than three months ago when he was appointed by Gov. Lodge as state liquor control commissioner.

In his new capacity as headquarters captain, Capt. Shaw has command of the State Police licensing and inspection division.

Shaw, 49, joined the State Police December 21, 1929, and was assigned to the Stafford Springs Barracks. He was promoted to the rank of sergeant in 1939 and to lieutenant December 1, 1941. Eight days later, he was assigned as assistant director of the State Police training academy at Bethany.

Shaw's advancement to captain came April 1, 1951, when he was named commander of the State Police northern district, later redesignated as the eastern district. He lives in Essex.

Rundle, who is 43 and lives in Durham, has been a State Policeman since March, 1936. He was made a sergeant in 1945 while assigned to the special services division. He was promoted to lieutenant in 1946 and has commanded the Colchester Barracks since.

In his new post, Rundle has the command of five barracks in the State Police eastern division.

Sgt. McAuliffe has been with the department since June, 1938. He is 45 and lives in Middletown.

Capt. Mulcahy, a resident of Lyme, has been a member of the department for the past quarter century and has commanded the headquarters special services division since 1949.

GOOD MAN

It couldn't have happened to a nicer guy...nor one better qualified in our opinion!

To say we were delighted to hear of the promotion of Carroll E. Shaw, a captain in the State police, to fourth in command of the department, and his transfer to headquarters in Hartford, is to put it mildly.

This area has a special kinship with Captain Shaw. It was hereabouts that he established his reputation as a cracker-jack cop. For a number of years he com-

manded the Westbrook Barracks and during his tenure there he did both a highly efficient and completely unique job. As a captain he commanded our whole section of the state from headquarters in Colchester, and in this highly responsible position he further enhanced his reputation and lived up to the added faith that the then commissioner, the late Edward J. Hickey had in him. Furthermore Carroll Shaw and his attractive wife have been residents of Essex for a number of years and have been prominent in civic activities there. So you can see why Captain Shaw's promotion has been especially pleasing to us, who have had the opportunity to watch his work and his progress at close hand.

First, last and always Carroll Shaw is an ideal police officer. Impeccably honest, he has done his duty without favor to anyone--yet he has never been one to "throw his weight around". Preferring to go about his duties quietly, and doggedly.

But the attributes which have made Carroll Shaw stand out from other efficient police officers in the State Police, have been in fields where he has developed completely unique programs almost entirely on his own...for instance in his work among the youngsters. In this field he has been superb. Going on the theory that it is better the growing generation have respect for the State Police rather than fear of them, he endeavored in a number of ways to bring about the relationship he desired between youth and his organization.

His SPORT intermediate baseball program was an example of this successful effort--but most to be remembered were the Christmas parties he gave for youngsters. Parties that grew in size each year until it finally became completely impossible to hold them in one place, so that simultaneous parties were finally given at the Barracks and at the Saybrook Theater and in the open along Old Saybrook's Main Street in order to accommodate the thousands of youngsters from far and near who flocked to the State Police parties.

And Carroll Shaw's abilities along another line shouldn't be minimized either. He is an excellent public re-

lations man. By that we mean he appreciates the value in his work of the proper sort of publicity--so that people in general will understand the aims, objectives and, yes, some of the problems of the State Police work, and therefore, be more sympathetic to it. While we don't want to imply that he seeks publicity as such for his department nor for himself, we believe his sense of public relations has been most helpful in obtaining for the State Police, the sort of respect and understanding which makes police work the more effective.

For these reasons (and because we like Carroll Shaw personally, too) we believe Commissioner Kelly has picked wisely and well, in picking Shaw to work closely with him at the state headquarters. ---Deep River New Era

SERVANT OR MASTER

I am your constant companion. I am your greatest helper--or your heaviest burden. I will push you forward or drag you down to failure. I am completely at your command. Half the tasks you do, you might just as well turn over to me and I will be able to do them quickly and correctly. I am easily managed. You must merely be firm with me. Show me just exactly how you want something done and after a few lessons I will do it automatically. I am the servant of all great men--and, alas, of all failures as well. Those who are great, I have made greater. Those who are failures, I have made failures. I am not a machine, but I work with all the precision of a machine plus the intelligence of a man. Take me, train me, be firm with me and I will put the world at your feet. I am HABIT.

"When nothing seems to help, I go look at the stone-cutter hammering away at his rock, perhaps a hundred times without as much as a crack showing. Yet at the hundred and first blow it will split, and I know it was not that blow that did it, but all that had gone before." ---Jacob A. Riis

STATE POLICE

During our experience with the State Policemen of Litchfield Barracks we have found the officers there to be particularly courteous. Many Litchfield citizens have told us that they have had the same experience.

So we dropped in to see Lieutenant William T. Casey, commanding officer of the Litchfield Barracks, the other day to find out if there is a special reason for this thoughtfulness on the part of the officers in dealing with people who come to the barracks on business and in the handling of offenders.

"There are various reasons for our emphasis on courtesy," Lieutenant Casey said. "In the first place, it is drilled into us when we take our three months of training at the State Police Academy in Bethany in preparation for our work as state patrolmen.

"We learn there, before we become patrolmen, that thoughtfulness accomplishes much more in dealing with offenders than does harsh treatment."

Stern measures, when they are not necessary, only cause resentment, Casey believes. If a man commits a minor violation and the officer who apprehends him points out the error of his ways in a gentlemanly way, the offender will be a better citizen from then on. But if the officer is rough and overbearing, the offender at once becomes resentful, his respect for the law is lowered, and he is not helped to become a better citizen.

"Of course we're here to maintain law and order," said Lieut. Casey, "but it's just as easy to do that in a gentlemanly manner as it is to be tough about it, and it's much more effective."

The trait is all the more admirable on the part of our patrolmen when we consider the amount of time they spend on the job. Each patrolman has a scheduled shift, but that means nothing. He is really subject to call twenty-four hours in the day. He may have completed eight hours' work and be sound asleep in bed, when he is called out by his superior on an emergency. He may be in the middle of a moving picture show to which he has taken his wife, when a call

for him is flashed on the screen.

The patrolman has to deal with many people who are under the influence of liquor, and intoxicated people are not always easy to handle. These same people when they have sobered up and appear in court next day, may be refined and gentle. But liquor makes many of them violent and abusive. The patrolman has to take this in his stride and still be a gentleman.

Another matter that we should take into consideration, we believe, is the active part that these patrolmen take in the affairs of communities in which they live.

Patrolman Cleveland Fuessenich, for example, has been serving for some time as Safety Chairman for the Litchfield Parent Teacher Association, and he has recently been appointed Chairman of the Town of Litchfield's Safety Committee. Many of his hours when he is off duty are spent at this work.

Officer John J. Wilcox, also a Litchfield citizen, spends much time off duty instructing young people in the proper use of firearms.

Patrolman Paul Falzone, whose home is in Waterbury, is active in Boy Scout work there.

Lieut. Casey, who lives in Warren, serves on the Warren Volunteer Fire Department.

Many members of the staff spend off-duty time in giving talks to various organizations.

All this, we think, serves to show the caliber of the officers at Litchfield Barracks.

We think it would be well for any of us who has to be stopped by one of these officers on the road, to respond with the same kind of courtesy that the officer will show.---The Litchfield Enquirer

STATE PATROLMEN MAINTAIN ORDER WITH SMALL NUMBER OF ARRESTS

"Many people seem to have the idea that the purpose of State patrolmen is to make trouble, but that's a fallacy, they really want to be helpful," Lieut. William T. Casey, Commanding Officer of

Litchfield Barracks, said in an interview at the Barracks recently.

Another false impression that many people have is that the patrolmen are expected to make a certain number of arrests in the course of a month. On the contrary Lieut. Casey explained, they are to make as few arrests as possible.

Arrests make for complications. They cause a citizen to be resentful, and they take a lot of the arresting officer's time. He has to appear in court to testify against the person he has arrested, keeping him away from his other duties.

Litchfield Barracks has the responsibility of maintaining law and order in the ten towns of Litchfield, Kent, Warren, Harwinton, Washington, Morris, Bethlehem, Watertown, Thomaston and Plymouth and in the territory around these towns, Lieut. Casey pointed out.

This work requires a sizeable staff.

Next in command to Lieut. Casey at the Barracks is Sgt. Harry Ritchie of Bristol.

The patrolmen are Cleveland Fuessenich and John J. Wilcox, Litchfield; Robert Waltz, Kent; Wilbur E. Calkins, Harwinton; William Carty, Bristol; John G. Swicklas, Terryville; Harold Neville, Trumbull; Neil Hurley and John J. Kenny, Watertown; Frank Duren, John J. Falvey, Jr., Paul Falzone and Alden Thompson all of Waterbury.

Besides these patrolmen there are 100 Auxiliary Police upon whom the patrolmen can call in emergencies and who function under the Civil Defense Act.

Also on the staff at Litchfield Barracks are two radio dispatchers, Miss Marjorie Grohs of Torrington and John Carroll of Bristol; a clerk, Miss Clara Toce of Torrington; a house man, John Maloney and a chef, Sinclair Jennings, who prepares three meals a day, at 8 a. m., 12 noon and 4:45 p. m.

Lieut. Casey is at the Barracks all of the time except when he has to go out on emergency cases. Sgt. Ritchie receives the calls that come in, and he and Lt. Casey get as much information as possible from persons who telephone in. Then Lieut. Casey assigns patrolmen to cases by way of radio and gives the of-

ficers advice as to how to handle the cases.

There are three shifts at the Barracks, with five men to a shift, but these shifts overlap and the men do not hold to these hours. They stay on a job until it is completed. The first shift is from 8 a. m. to 6 p. m., the second from 4:30 p. m. to 1 a. m., and the third from midnight to 8:30 a. m.

Motor vehicle patrol and enforcement occupies a good deal of a patrolman's time, but his work runs the whole gamut of criminal violations, burglary, breaking and entering, breach of peace, rape, assault, forgery, fraud (obtaining money or goods under false pretense). Fortunately there have been no murders in this area recently.

The patrolmen are also called upon to make investigations in cases of untimely deaths when the exact cause of death is unknown. They aid the coroner in establishing the cause of death.

They aid the Highway Department, the men on patrol reporting road conditions to highway supervisors.

The Barracks plays a big part in control of fires and in fire prevention. It has three fire phones, for Litchfield, Bantam and Morris. When a person puts in a fire call, the Barracks receives that call and puts in an alarm. The first fireman to arrive at a firehouse calls the Barracks, which gives him information as to where the fire is.

Obviously, a man must have many qualifications before he can apply for duty as a patrolman. He must be in excellent physical condition, between the ages of twenty-three and thirty-one, must be not less than five feet nine inches tall and not over six feet three inches. He must pass strict oral and written Civil Service examinations. He has to have established a good record as a citizen. The department requires that each man take training lasting three months at Bethany Police Academy.

The Enquirer publishes this account of Litchfield Barracks and the work of the patrolmen in the hope that our citizens will have a more complete knowledge of this important organization for the maintenance of law and order.

---The Litchfield Enquirer

Safety minds

Vox-Cop

January - February, 1954

LET'S FACE THE FACTS

The cause of traffic safety was delivered a near-paralyzing blow the first time a collision between two motor vehicles was referred to as an "accident." Since the word, itself, generally connotes an event about which nothing can be done, the idea was implanted that traffic smash-ups were "unfortunate happenings" beyond human prevention. So far as the public was concerned, the term "accident" was ideal.

As the problem worsened and death tolls mounted higher and higher, it was not enough simply to call them "accidents"; we had to find reasons for them. By that time, however, engineers were building cars capable of high speed and so "speed" became Public Enemy Number One on the highways. Even this was not enough. In the early 30's prohibition was repealed, providing us with a new goat--the drinking driver. Then came the prosperous 40's; motor vehicle registration skyrocketed, and we had another reason for "accidents"--traffic congestion which, of course, resulted from inadequate highways. In case every other excuse failed, we could always rely on that old stand-by, the weather.

Traffic experts have long known that these so-called reasons for accidents were only excuses invented to placate the irresponsible drivers. Unfortunately few if any of the experts have had the nerve to publicly say so. Instead, they have gone on parroting what people want to hear--"speed kills," "if you drink, don't drive," etc.

It is time we faced the facts; in almost all cases there is no such thing as an "accident" in traffic. What we mistakenly call accidents, for lack of a better word, are actually examples of human failure caused by wrong attitudes.

So, what are we going to do about it? Can we change human thinking? Not overnight, certainly; and not ever unless the so-called experts wake up and start calling a spade a spade. One thing is certain: we could make no better start in changing the public's attitude toward the entire problem than to rid ourselves of the misnomer "accident," and to coin a new word which places the blame where it belongs.

Speaking of the accident problem in the United States, J. Dewey Dorsett, General Manager of the Association of Casualty & Surety Companies, commented: "There can be but one answer to this situation--only one underlying reason for such a spectacle in a nation which shows great concern for the welfare of all mankind and which has attained a degree of civilization we label the "American way of life." Even with the facts and the techniques at our disposal we have not yet convinced the individual of his personal responsibility to work safely, to drive safely, to think safely and to live safely--We must "sell" individual responsibility. That's our greatest problem. ---Oregon Traffic Speaker

You wouldn't let anybody lead you around by the nose, would you? No sir! Not even your wife or mother-in-law.

But don't fool yourself about this: If you lazily and short-sightedly follow the vehicle ahead and do what it does, without watching the real signs and traffic conditions (like some drivers follow another vehicle through a yellow light without slowing and watching the signal)--then you are being led by the nose into trouble. ---The Safe Driver

LOOKING AT LIFE

By Erich Brandeis

Every year the automobile industry is making progress. The 1954 cars are out in all their glory. More power. Easier steering. Automatic gearshifts for faster operation. Streamlined bodies for more speed.

Technologically the automobile manufacturers have done a splendid job.

But what have they done to improve the DRIVER?

When we look at the auto of 50 years ago we laugh at its imperfections. Twenty horsepower cars were almost a miracle in those days. A trip of 300 miles took 10 days in 1900. A car that could make 30 miles an hour was considered the acme of man's ingenuity.

But how about the driver? That is what Paul H. Blaisdell, an executive of the Association of Casualty and Surety Companies would like to know.

Almost everybody has learned HOW to start, steer and stop an automobile, he said in a recent speech, but comparatively few people know WHEN to do so.

What good is it, he asked, to make engines ever more powerful and speedy, when with it does not also come a more careful and more intelligent driving public?

"Our social maturity has failed to keep pace with our technological attainments and, until we can bring both sides of the equation into balance, there is no prospect for sustained sanity on our streets and highways," he said.

You have all read the terrible highway statistics. There is not a day that a number of people don't get killed, crippled or permanently injured in automobile accidents.

Only the smallest possible percentage is due to defects in the automobile. The vast majority of accidents is due to defects in man's make-up.

"As if human engineering were not enough of a general problem," said Blaisdell, "we have so misled the thinking of today's driver that HIS INFLATED EGO distorts his judgment and has given him a SUPERMAN COMPLEX which believes it can operate a car of today at

a sustained high rate of speed and still escape the possibility of disaster."

Before additional billions are spent for fast highways, faster automobiles and other technical advancement and research, our scientists should find out WHY drivers exceed the speed limit. They should discover the peculiar quirk in human nature that insists on drinking and driving, and what there is in the human mind that makes it want always to get ahead of the other fellow.

And that is true not only of driving automobiles. The same thing applies to the daily rat-race for success; for social prominence; for political power; for greater possessions.

What good does it do for medicine to have done away with so much disease when a new, just as terrible disease has been added to the book--a mania that destroys whatever it touches and causes death, heart failure, nervous breakdowns and insanity?

It is much better to equip cars with SAFE DRIVERS than with a lot of chromium.

And a balanced MIND is even more valuable than a balanced BANK BOOK.

I'M JUST A STEERING WHEEL

I'm just a wheel--a steering wheel--and you're my captain.

Behind me, you're the lord and master of a miracle. You can make me take the kids to school. You can turn me down the sunny road to town. With me you can guide your goods to market...you can rush the injured to be healed...you can go, in minutes, to places that once were hours away. You can do magic.

I have several controls over me. I am controlled by you. I am controlled by the State Department of Motor Vehicles. I am controlled by the law. And at times I should be controlled by ordinary courtesy and common sense.

Despite these controls, and in the blink of an eye, or in the tick of your watch, I can turn deadly killer. I can snuff out the life of a child vibrant with life--maybe your child.

I can twist a smile into tears. I

can wreck and I can cripple and I can destroy. I can deal out death like the plague.

And I'm no respecter of persons... a child, a grandmother, or even you... it's all the same to me.

I'm sensitive. I respond instantly to the hands you give me. Give me calm hands, steady hands, careful hands . . . and I'm your friend. But give me unsteady hands, fuzzyminded hands, reckless hands...then I'm your enemy, a menace to the life, the happiness, the future of every person, every youngster riding, walking, playing within my murderous path.

I was made for pleasure and usefulness. Keep me that way. I'm in your hands.

I'm just a steering wheel. And you are my captain. Behind me you're the lord and master of a miracle...or a tragedy.

My fate and your fate are up to you.

Comm. Charles F. Kelley
MOTOR VEHICLE DEPT.

TEN SECONDS!

He pushed his sleeve back, held his wrist close to the lighted speedometer, squinted to read the time. A little after nine. Five, ten minutes after. Ought to be home in a half an hour.

If he'd known he had only ten seconds to live, he might have checked the time and weather conditions more closely. He might have done several things differently.

Ten seconds to live. He massaged his eyes with thumb and middle finger, trying to rub out some of the sand.

Nine seconds to live. He'd driven almost eight hours since lunch, and was beginning to feel it. It's getting colder and starting to sleet.

Eight seconds to live. Lousy driving in the rain, just beginning to freeze. Light from your headlights just seems to soak in along the rain and snow.

Seven seconds to live. Probably need a new windshield wiper blade. Old one just spreads the water around instead of

wiping clean. Get one tomorrow, or next time it rains.

Six seconds to live. It's really slippery now. Road is a stretch of glare ice. Should slow down and put on tire chains.

Five seconds to live. He gripped the wheel tighter, striving to maintain control. Car started to "fishtail."

Four seconds to live. At only 20 m. p.h., a car without tire chains skids over 200 feet on glare ice, after putting on brakes. At 30 m.p.h., about 450 ft., and at 40 m.p.h., over 800 ft.

Three seconds to live. Something looks wrong through blurry windshield. A jam at the brakes starts skid. Forgets to pump brakes, goes out of control as he finally sees a truck ahead.

Two seconds to live. Panic moves in. Turn to the left. No, car coming. Headlights too close. Can't stop. Turn to the right. Skidding out of control.

One second to live. Horror numbed everything into slow motion. He was floating through the air. He opened his mouth to scream! ---Stafford Press

PLAN CURVES TO MAKE OHIO TOLL ROAD SAFER

Constant curvature, even where the road could be made ruler-straight, will be a feature of the 241-mile toll turnpike to be constructed across Ohio from Pennsylvania to the Indiana border. Purpose of the curvature is to help keep the drivers alert at all times.

The turnpike, expected to be completed about June, 1955, will connect with its Pennsylvania counterpart and will have other features besides curvature to help make it safer. For example, the median strip dividing opposing lanes of traffic will be a minimum of 56 feet wide, as compared with the 10-foot strip of the Pennsylvania turnpike.

The new Ohio toll road will run in a northwesterly direction, passing near Cleveland and Toledo. Just south of the Michigan state line it will reach the Indiana border, where it will connect with an Indiana turnpike now under discussion. ---AAMVA Bulletin

DEATH WALKED WITH 8,600 LAST YEAR AND ANOTHER 165,000 MET INJURY

Eight thousand six hundred times last year, death was walking with Americans as they crossed the street. In another 165,000 cases shock, pain and misery resulted from pedestrian vehicle mishaps.

In commenting on these recently released horror statistics, Charles Ray, vice president of Markel Service, safety affiliate of the nation's largest truck and bus insurers, warned all drivers, commercial or otherwise, to be wary of the pedestrian while rolling along the highways.

While statistics show that the commercial or "professional" driver has a far better record than his passenger car driving counterpart, especially insofar as fatalities are concerned, he said, "Strict attention to the problem must be paid by anyone who gets behind a wheel."

The rules for pedestrians are known to everyone, according to Ray, but they "Are not heeded, obviously, or these tragedies would not occur so often. If pedestrians are negligent, then the only improvement in this situation will come from special precautions taken by the drivers of vehicles."

What are the pedestrian faults that a driver should always watch for? For the benefit of the thousands of drivers of commercial vehicles operating under the safety supervision of Markel Service, Ray listed the following:

People walk out into traffic from between parked cars.

The pedestrian doesn't feel as obligated to obey a traffic signal as a motorist does; watch out for him even though the light is green.

Keep an eye out for people running across a street diagonally.

Look out for the fellow who has checked traffic from one direction, he may walk right out in front of you since you're going the other way.

Pedestrians often walk in front of or behind a bus after they've gotten off. Slow down when passing a stopped bus.

Watch out for children playing in the street. At their age the football or baseball seems more important than their lives or limbs.

Winter clothing is usually dark and at night very hard to see until you're upon it. Slow down for anything shadowy that just "might" be a person.

Many people are distracted, don't have the right glasses, or are jaywalking. If the driver is alert, he can avoid an otherwise serious pedestrian mishap.

In the last category, Ray said, the revealing fact is that older people fell victim to pedestrian traffic deaths over 3,000 times last year. This was by far the largest age group. The remainder of the breakdown of pedestrian traffic fatalities for 1952 by age groups is: 900 of those killed were under 5 years of age, 1,100 were from 5-14, 450 were from 15-24, 1,050 were from 25-44, 2,100 were from 45-64.

In a breakdown of the total of deaths as to location, 5,450 pedestrians died in cities and towns while 3,150 died in rural areas.

Principal causes of death in rural areas was walking between intersections which accounted for 1,400 deaths. Next came walking in the roadway which resulted in 700 deaths.

In cities the principal site of pedestrian fatalities was at intersections. While this can be attributed to the fact that most people still do cross at intersections, the large number, 2,450 pedestrian deaths, seems to indicate that either the pedestrian or the motorist was not watching the light, watching where he was going, or in some way not giving his full attention to what he was doing. Only 550 people were killed while crossing with the signal indicating motorist's blame for the accident.

Louis E. Spohn, 69, argued in Denver recently the light was green when he drove into the intersection.

Then Patrolman George Eberle played his trump--a photograph he had made at the time with colored film. The picture showed Spohn's car and also showed the light, bright red.

Judge Gerald McAullife decreed a \$15 fine.

MONOXIDE DANGER IS EMPHASIZED

**State Department Lists Precautions
Against Deadly Gas**

The State Health Department recently warned against carbon monoxide poisoning.

During the period 1951-53 there were 130 deaths attributed to accidental carbon monoxide poisoning: 44 during the warm months, April-September, and 86 during the six colder calendar months.

Escaping illuminating gas from ovens, stoves, hot water heaters and leaking gas pipes was the cause of 33 of the 46 carbon monoxide deaths in 1952, while an additional four deaths were caused by incomplete combustion in lighted burners.

Carbon monoxide is a gas and a deadly poison capable of producing unconsciousness and death even when present in the air in very low concentration. It is not readily detectable by sense of smell or taste because when it is pure it is colorless, odorless, tasteless and non-irritating.

The health department suggests the following precautions against carbon monoxide poisoning:

When driving leave one car window open, no matter how cold it is outside. Turn off the air intake blower when stopped in traffic. Have the exhaust system of the car examined for holes and broken fittings and never run an engine in a closed garage.

Heating equipment should be checked for any defects or improper operation. Flue pipes and chimneys should be checked for defects.

Gas burning equipment should be inspected for defects and should be used with caution.

The only remedy for carbon monoxide poisoning is plenty of fresh air. A doctor should be called.

---The Hartford Courant

OPEN AUTO TRUNKS SUCK IN CAR FUMES

Club member Mrs. Arthur R. Nichols of Waterbury called an interesting matter

about open car trunks to our attention and Fred Russel backed up her findings.

Mrs. Nichols reported she was traveling in her 1949 Ford sedan with a chest of drawers in the trunk so that the lid was partly open. When she drove slowly or went uphill there was a strong odor of exhaust gasses that lessened when she went faster. As a result she had to drive with open windows.

In commenting on it Mr. Russell said, "What happens when the trunk lid is left partially open is that there isn't the normal movement of air over the rear of the car's body, with the result that exhaust fumes are swirled back into the car. Normally there is a point of swirling a safe distance behind the car, although this may be disturbed by holes in a corroded tail pipe.

"I have had many complaints from owners of station wagons who find that when the tail gate is raised in hot weather exhaust fumes come into the car."

---Connecticut Motorist

VERMONT CHECKS FOR CARBON MONOXIDE

In an effort to determine to what degree carbon monoxide affects motorists and to what extent such concentration of the deadly fumes may contribute to traffic accidents, by reason of drowsiness, weakness or slowed reaction, the Vermont State Police conducted a survey of vehicles being operated on Vermont highways.

In January 1953, Commissioner of Public Safety William H. Baumann assigned two state troopers to work with the state pathologist, Dr. Joseph W. Spelman in detecting that unsuspected but deadly enemy, carbon monoxide.

Working on bitterly cold days when motorists were driving with windows closed and heaters operating at full capacity, the troopers and Dr. Spelman halted moving traffic and tested the vehicle interiors with carbon monoxide indicators.

The results showed that of the 114 vehicles tested, four had concentrations of 0.1 per cent, which is considered dangerous, and 13 contained concentrations of .005 per cent and over. Vehi-

cles checked included passenger cars, busses, trucks and tractor trailers. Of the four vehicles found with dangerous concentrations, one was a 1952 model sedan, one a 1937 model sedan equipped with a manifold heating system, and two were tractor trailer trucks.

Further tests will be made under varying conditions. ---AAMVA Bulletin

MEMO FOR SPEEDING DRIVERS

In one of the dozen states which still permit a driver to travel at any speed so long as it is considered "reasonable and proper," a motorist recently faced a charge of speeding at 90 miles an hour. A state highway policeman had clocked him at that speed, yet the driver was freed by a judge who ruled that under good driving conditions 90 miles an hour was "reasonable and proper" as defined in that state.

Common sense alone should tell all thinking Americans - lawmakers and judges included - that speeds of 90 miles an hour are obviously unsafe on public highways. Such speeds are, nevertheless, witnessed every day on the highways of any state, even in those which have clearly defined speed limits.

It is fortunate, indeed, that this was an extremely isolated case, but the court's ruling does help it center attention on the fact that even judges are included in the millions of misguided Americans who have been sold the false bill of goods that high speeds can be safe speeds. The truth is that all speeding cars are potential "traffic tornadoes" when they go out of control. They wreak death and destruction in larger measure year after year because speeding drivers are roaring along the highways in record numbers. In 1952 alone, about 13,500 persons were killed and nearly 600,000 injured in accidents where drivers were exceeding speed limits.

If any one doubts that more drivers are traveling faster on highways everywhere, their skepticism can be quickly dispelled by official studies of the U. S. Bureau of Public Roads showing that

average speeds are hitting record highs in every section. In the East, 28 per cent of all traffic on rural roads exceeded 50 miles an hour during 1952; in the central and western sections, 54 per cent exceeded that speed, which is considered relatively safer than faster paces under the best driving conditions. Compared with 1949, all drivers exceeding 50 MPH increased seven per cent, those going over 55 rose five per cent, and drivers hitting more than 60 went up three per cent. Percentages of drivers traveling faster than 55 and 60 increased even more sharply in the central and western regions.

Must drivers learn only the hard way that speed is the No. 1 killer? That the typical driver is not adjusted physically or emotionally to speeds in excess of a mile a minute? The sooner he learns that truth, the better for him and the nation at large.

---Torrington Register

FROM THE BACK SEAT

Back-seat driving has unnerved many a man. This kind of unasked advice, coming from a woman, and particularly when it comes from the driver's wife, has made many a man see crimson. But back-seat driving can unnerve a bus driver, too.

It happened in Toledo, Ohio, the other day. A woman on the back seat of a bus was jittery as the vehicle slid and skidded on an icy street. "Drive slower," she yelled at the driver. "Keep more to the right." Moreover, she yelled with terror every time the bus slid an inch or two.

Finally the bus came to a full stop at the curb, the driver climbed out, saying to the passengers: "I can't take any more. I'm quitting," and walked away. There the bus remained until they sent out another driver to guide it.

Incidentally, the driver who quit was a woman. Maybe a woman driver can't take much from a woman back-seat driver. Neither can many a man, but he has to.

---Danbury News Times

IF YOU DRINK, DON'T DRIVE

Highway Toll From Over-Indulgence
Is Appalling

The Era pledges to do its part to bring about a realization of the menace of the drunken driver. During the coming year we plan continually to reiterate the Safety Council slogan "If you drink, don't drive; if you drive, don't drink."

The record of traffic accidents which can be directly attributable to drunken driving in this area between Christmas and the first week of this month (Jan.) was both discouraging and terribly alarming...and what's more utterly disgraceful.

Lt. Francis Mangan, commander of the Westbrook Barracks, asked us early Christmas week, if we wouldn't "put something in the Era" about being especially careful over the holidays regarding driving after indulging. His special plea was that the so called "office parties" were a genuine menace. We wrote an editorial in which we attempted to point this out. Unfortunately, though, we're afraid we didn't make ourselves emphatic enough...no perhaps the screed wasn't broad enough.

It's difficult too, to know what to suggest as far as curbing the driving after drinking menace. We doubt if there's any legislation which could be enacted which would help much to haul the drunk driver from in back of the wheel...it's really a question of education, and of appealing to a man's sense of what is right.

We've made up our mind that one of the genuine efforts of this newspaper during the coming year will be to prevent, in every way we can possibly do so, any chance of repetition of automobile accidents which can be laid to alcohol. We plan to run the National Safety Council's slogan as often as we can, beginning with this very issue--here 'tis for the first time---you'll see it often in this paper during the coming year ---

"If you drink don't drive; if you drive, don't drink." ---The New Era

LEARN TO TAKE IT EASY

For some years now the nation has witnessed the sad results of "super-speeds" on the rural highways in the "super-accidents" they cause. Deaths have mounted in rural areas consistently while in urban sections fatalities have remained at about the same levels or declined.

The only valid reason seems to be that motorists, who definitely are not "super-drivers" and therefore cannot control the "super-speeds" of their vehicles, are having far more accidents on the open road than in the days before the "horsepower race" began.

Thomas N. Boate, accident prevention department manager of the Association of Casualty and Surety Companies, who has watched this situation closely, believes there is a direct relationship between excessive speeds on rural highways and the rising tolls of death and injury in rural areas. In his opinion, a downward turn from the present steady upward trend cannot be expected until average speeds on rural highways diminish. "Drivers must learn to take it easy on the open highway if they want to live longer," he declares.

What happens to the speeders, as related by Mr. Boate in the experience of one south-western state with "plenty of wide open spaces" and a 60 mile speed limit, provides some arresting facts for sober reflection on the benefits of "taking it easy." Of all rural fatal accidents in that state nearly 70 per cent can be traced to the speed factor. Twenty-eight per cent were head-on collisions which occurred when one or both drivers lost control at high speed, another 29 per cent were vehicles that ran off the roadway, four per cent more overturned on the highways and another eight per cent resulted from hitting a fixed object. Evidently the price of super-speeds, like supercars, comes very high!

But fear of an accident alone won't reduce the death toll. When the average driver is deterred from traveling at excessive speeds because he also fears loss of his driving license or severe punishment in the courts for this major

offense against public safety, general improvement in the rural accident situation can be hoped for, according to Mr. Boate. Now, he adds, too many drivers "go along" in the tide of speeders and are carried beyond their depth in the perilous moments of split-second emergencies. So, if you want to live, slow down!
 ---Deep River New Era

STATES ADOPT HIGHWAY SAFETY LAWS

Reckless drivers are being curbed by state laws designed to increase highway safety.

In Mass., the American Municipal Association reports that accident-prone drivers and those who violate motor vehicle regulations will be penalized by having to pay boosted insurance premium rates. The bill is designed to promote highway safety by reducing the insurance rate charged to operators with good driving records. All motorists in Massachusetts are required to carry compulsory personal liability insurance. Under the new plan, insurance rates will be based on a point or demerit system and points are charged against licensed drivers for all accidents and traffic violations other than parking violations. Points will also be charged against the registration of cars involved so that car owners who do not drive their own machines also will have a responsibility.

North Carolina recently adopted a new financial responsibility law that requires a driver involved in a wreck causing death, personal injury or property damage of \$100 or more to post security or produce an insurance policy covering the damage for which he is liable.

A financial responsibility law was also enacted by South Dakota.

Oregon's legislature doubled the minimum amount of insurance required under the motorists' financial responsibility law.

The Indiana legislature established a state wide speed limit of 65 miles per hour for automobiles, 55 miles per hour for busses and 45 miles per hour for

trucks of gross weight over 5000 lbs.

Nevada increased penalties for drunken driving. After the first conviction the offender's license is to be suspended 30 days to one year. On subsequent convictions a two years suspension of the driving license is required.

New York now requires that motorists suspected of drunken driving submit to a chemical blood test or forfeit their license.

Tennessee has also increased penalties for driving under the influence of intoxicants or drugs, and made chemical blood test admissible as evidence.

---Law and Order Magazine

AAA EXPERTS STATE NIGHT VISION WORSE AS ONE GROWS OLDER

Your night vision gets poorer as you get older, according to recent findings by the American Automobile Association. Middle-aged and older motorists aren't "just naturally cranky" about night driving and the glare of oncoming headlights. The fact is, they can't see as well at night as younger drivers can, the Three-A tests show.

Night vision and glare resistance--the ability to see objects at night when a glaring light is directed at the viewer--get progressively poorer as one gets older. You won't notice it much until you're 45 years of age or slightly older. But, then it starts to rise rapidly to 65, and thereafter becomes very rapid. The effect is generally the same, both for persons with normal eyesight and for those who wear corrective glasses.

Therefore, according to the Three-A safety experts, few people realize what is happening to them. A man of 55 who is proud of his 20-20 vision seldom realizes he will need twice as much light to distinguish the same object at night that a teen-ager with 20-20 eyesight needs.

Nothing can be done about the situation, say the Three-A experts, except to warn older motorists of the added dangers of night driving because of their impaired visibility.

When asked why the oculists and other eye specialists don't tell people about this phenomenon, one medical man pointed out that they've known about it for years, but since people generally come in to be examined for reading under good light condition, the oculists don't check their sensitivity to light. All that's required is a simple test device consisting of a darkened box in which varying degrees of light can be focused on a target.

The AAA manufactures one such testing device which is used in connection with Three-A driver training programs in high schools and colleges.

---Connecticut Motorist

RED STOP SIGNS

The State Traffic Commission has approved red as the "stop" color for reflectorized roadside signs, in place of the black-on-yellow signs now in use. Already experimental installations have been made on Mountain Road at Albany Ave., Hartford, and at the intersection of routes 175 and 176 in Newington.

Without having seen these installations, we are of the opinion that it was a good move. For red is the color which through long usage, is best suited to convey a message of immediate urgency. It is not necessarily the most readily visible color. An artist knows that a bright, greenish yellow is the most attention-compelling color in the scale.

But the fact that other state roadside signs will remain yellow, as at present, will give the red signs an added advantage. They will stick out like a sore thumb. Thus their message should gain added emphasis.

Eleven other states have tested red stop signs, and the reports are favorable. The tests made in Connecticut have impressed all observers with the desirability of the change, the Traffic Commission states. The American Automobile Association furnished a clincher for the commission's decision by reporting that its own survey showed one driver in five obeying the yellow sign, while 50 per

cent of vehicle operators came to a full stop for red.

Motorists should keep their eyes open for the new signs. They'll be spreading fast, now that the commission has made up its mind. That 50 per cent obedience record, good as it is, ought to be improved. If it could be raised to 75 per cent, or even higher, a lot of intersection accidents would be prevented.

---Meriden Journal

FIRST NINE MONTHS SHOW GAIN IN STATE TRAFFIC ARRESTS

Arrests for motor vehicle violations in Connecticut for the first nine months of 1953 showed an increase in every category except speeding, reports State Motor Vehicles Commissioner Charles F. Kelley.

Kelley said there were 48,029 such arrests, an increase of 3,909 for the same period of 1952. The commissioner also said that an even greater increase was posted in the number found guilty by the courts, with 26,944 in 1953 as against 22,584 in 1952. Not guilty findings were handed down to 505 drivers in 1953 as compared with 622 operators in the previous year. Other drivers in both years forfeited bonds, had judgment suspended or received nollees. Fines paid increased by \$65,000 during the first nine months of 1953.

Kelley said that most arrests in 1953 were for disobeying traffic signals, 12,750 as against 10,694, and for violating rules of the road, with 12,006 as against 11,394. Other charges also showed increases, but speeding dropped to 7,708 from 8,634. New London and Windham Counties showed slight decreases in their total arrests, but the other counties had more. ---Connecticut Motorist

Connecticut's farm population now constitutes only about 4% of its total population, or about 80,000 people. With the exception of a rise in 1946, it has declined continuously for the past thirty years.

WINTER'S HAZARDS

Driving can be extremely hazardous in winter, as all of us know. Due care will help, although at times the very best thing to do is to leave the car in the garage, if its use is not absolutely essential.

One of the times for great caution is when the thermometer is just above freezing, and it begins to rain.

The motorist may be driving along a road that is comparatively clear of ice and snow. He may have driven several miles in ease and comfort. The rain starts and he thinks, "That's good--take away a lot of the snow and ice on the side streets and near the driveways" So he just drives along.

Suddenly and without the slightest warning his car skids. If he is lucky nothing happens. He may skid a fairly sizeable distance before bringing the car under control. Then he gets away over to his right, drives very slowly, with his right wheels perhaps digging safely into the soft shoulder.

If he is unlucky in his skidding, he may fetch up against a wall, a tree, telegraph pole, fence, or possibly another car.

Or his first warning of a slippery road may come when he sees another car skid. Or, far worse, when it skids into his vehicle.

Strangely enough, when the temperature and road conditions are just right, the rain will not freeze on the windshield, but will on the roadbed. If the rain froze on the windshield the motorist would know that the time for great care had arrived. When it doesn't he has no warning.

When it rains as you drive in the winter months--look out!

---Danbury News Times

FOLLOW THESE RULES FOR NO SKIDDING

By L. W. Hagerup

Skidding days are here again. With inclement weather and adverse road conditions, every driver is confronted with

the hazards of slippery roads and a skidding vehicle.

When the tires slide on the road either because of locked brakes or because of centrifugal force on a curve, we call it skidding. Obviously, there are many factors responsible for a skidding vehicle. Among these are:

1. The condition of the road surface varying from the most perfect state which is dry, brushed concrete, to the most hazardous which is slightly wet, glare ice.

2. The second most important factor is the speed of the vehicle. Momentum increases with the square of the speed. Therefore, a vehicle traveling 20 miles an hour should slide nearly four times as far as one traveling 10 miles per hour.

3. Unequalized brakes may be responsible for a skid because one or two wheels will lock before the others, thus throwing the vehicle sideways. Hydraulic brakes require periodic tests to eliminate this possibility just the same as mechanical brakes.

4. At times, a washboard road will cause a skid because the brakes will lock wheels when they hit only the high spots. Loose material on the road surface, such as wet leaves, mud or loose gravel, have been contributing factors also.

5. Skidding may result when a car is (1) braked while going in a forward direction, (2) started up with too much power applied too quickly and (3) rounding a curve.

To compensate for adverse road conditions, the following safe driving rules are offered:

1. Speed should be greatly reduced when skidding conditions are likely to be encountered. Tendency to skid increases in ratio with the square of the speed.

2. Distances between vehicles in traffic should be increased greatly to compensate for the decreased traction.

3. Special attention should be given to the known hazardous traffic situations, such as at intersections, on hills and on curves.

4. On each type of slippery surface, there is a point where the brakes will

lock, permitting the tires to slide. The point should be approached but not reached by pumping the brakes.

5. The speed of the vehicle should be reduced still further after dark to avoid slippery stretches otherwise un-noticed.

6. Steep grades and congested traf-fic areas should be reduced still furth-er after dark to avoid slippery stretch-es otherwise unnoticed.

7. Second gear may be used to start on icy roads. Passing other vehicles on narrow streets should be done slowly to avoid sidewise skidding.

In conclusion, remember, only slight skids can be controlled by turning the front wheels in the direction of the skid. After a real skid once starts, there is very little that can be done until the momentum of the vehicle has been dissipated. Only Lady Luck can be of any help then.

---Kemper Insurance Magazine

AUTOMATIC WEATHER WARNING ON PENNSYLVANIA TURNPIKE

The Pennsylvania Turnpike Commission has announced the installation of a new and experimental electronic device de-signed to further promote safety on the 327-mile super-highway.

It is known as a "weather sensing" sign.

This pioneering device, 7½ by 11 feet in size, and mounted on steel channel uprights just beyond the shoulder of the highway, tells Turnpike patrons what kind of driving conditions to expect a-head of them so that they may limit their speed to existing conditions.

Automatically operated, this sign in-stantly translates unknown advance driv-ing conditions into adequate, illuminat-ed warning displays for oncoming traf-fic.

Three warning lines are provided, each individual line furthermore allow-ing any of three different wordings--providing in all the following five dif-ferent word combinations in letters one-foot high and readable for 200 yards:

DANGER FOG

SLOW ROADWAY WET
DANGER SNOW
CLEAR ROADWAY
ROADWAY FREEZING DANGER

Automatic operation is attained by a master sensing device which controls the word formation appearing on the dis-play sign by means of three sensing ele-ments:

(1) A highly developed electric eye, a photo cell with the sensitivity of its threshold circuit so adjusted as to give the motorist a display sign warning of a fog condition ahead at the first sign of obscuring fog or smoke;

(2) A precipitation pickup detecting rain adjusted to give the sign a display reading "SLOW ROADWAY WET"

(3) A sensing element translating the temperature into the proper impulse in conjunction with the other two ele-ments to indicate on the sign that the roadway condition ahead is freezing or that there is snow on the roadway.

When conditions of the roadway in the vicinity of the sensing device are nor-mal the sign displays the message read-ing "CLEAR ROADWAY."

The condition signals from the master sensing element do not necessarily have to be restricted to any one display sign. It is possible by radio link, to flash road conditions by sections to a sectional maintenance building, thus alerting the foreman to conditions ex-isting within his district. ---AAMVA

CHAINS, SPECIAL TIRES REQUIRED IN WASHINGTON

Snow with a foundation of ice under-neath made Washington, D. C. motorists subject to arrest Jan. 11 if they got stuck on main streets without chains or special tires.

A traffic emergency was proclaimed under an ordinance adopted last year.

There is no prohibition against driv-ing without the special equipment. But the driver who takes that chance and ob-structs traffic because he can't move faces a fine of unspecified amount.

There were no early reports of any-body arrested.

**IT WAS A LONG, DARK ROAD
WITH EARLY-DAY HEADLAMPS**

Early motorists, if they drove at all after sundown, mounted kerosene lamps on their vehicles to let other drivers know they were coming. The lamps did little to show where cars were going.

The first revolution in automotive lighting came in 1903, with introduction of self-contained carbide gas lamps. The lamps were soon equipped with fender-mounted tanks that furnished a larger fuel reserve.

Acetylene lamps, a 1904 development, combined with the carbide burners to dominate the field from 1905 to 1911. The brilliant beams of these gas lamps gave drivers a first taste of after-dark mobility, but brought a new problem--how to avoid blinding oncoming drivers. Efficient dimming had to await development of electric headlamps.

That started in 1908, when Vincent Apple founded the first company to make the new lights. His firm sold "hundreds" of units to private owners in 1909. The next year, the Peerless made them standard equipment. Electricity also made stop lights practical for the first time. One accessory maker dramatized their value by offering a free collision policy with each unit.

The variable-resistance dimmer was an early attempt to solve the problem of headlamp glare, but the biggest stride along this line came in 1915 with the introduction of tilt-beam headlamps and the prism lens.

These early bulbs had to be focused each time they were replaced, and separate bulbs were used for upper and lower beams. Two-filament fixed-focus bulbs in 1924 furnished a more stable light source.

Foot dimmer switches and dual tail lights gave 1929 drivers added safety at night.

The greatest advance, however, was chalked up in 1940. In that year, after long research, engineers of the automotive firms and lamp makers came up with the first sealed beam headlamps. With their reflectors and filaments hermetically sealed inside a glass envelope, these lamps were, in effect, one big

light bulb.

Not only did they offer a powerful beam of unvarying focus, their field of coverage was carefully tailored to driving needs--and they would not dim with time. Dirt and moisture could no longer dull the gleaming finish of reflectors. On older lamps, this often happened so gradually that lighting efficiency dropped below the danger point before motorists became aware of their loss.

An improvement of the sealed beam principle, greeted enthusiastically by the American Association of Motor Vehicle Administrators, will be available to drivers when tooling is completed and necessary changes can be made in state laws and regulations.

The new lamps will provide greater light intensity, give better illumination to curbs and road shoulders, and penetrate fog and rain to better advantage. Addition of a filament cap is largely responsible for the latter gain.

---Automobile Facts

**STRICT ENFORCEMENT
OF TRAFFIC LAW URGED**

A seven-point traffic enforcement program has been proposed by Manning W. Heard, first vicepresident and general counsel of the Hartford Accident and Indemnity Company.

Mr. Heard told a meeting of the Connecticut Chapter of the Society of Chartered Property and Casualty Underwriters recently:

"Strict traffic enforcement, not compulsory automobile insurance, is the solution to today's automobile accident problem."

He described compulsory insurance as being "a remedy for the symptom not a cure for the disease."

Mr. Heard's suggestions included: An increase in the number of state and municipal traffic officers commensurate with local needs; a schedule of fixed minimum penalties; permission to operate a vehicle be withdrawn after a third penalty; specific laws to curb "ticket-fixing," and uncompromising administration of traffic laws.

**ILLEGAL DRIVING HERE
BY MANY OUT-OF-STATERS**

State Motor Vehicles Commissioner Charles F. Kelley observed recently many out-of-state motorists living or working in Greater Hartford are driving illegally because they lack Connecticut licenses or registrations.

Generally, under state law, an out-of-state motorist must obtain a Connecticut license and registration as soon as he, or she, begins living or working here.

Only exception to this is the case of an out-of-state motorist who works here but maintains a legal residence in his home state, meanwhile rooming here temporarily, in which case Connecticut grants a six-months period of grace.

When a driver from out of state registers his car in Connecticut, he also must obtain a Connecticut driving license. Out-of-state motorists using their home-state license or registration while living or working here are subject to arrest on charges of driving without a license, or operating an unregistered motor vehicle.

The single exception to this is the out-of-state driver who works in Connecticut but commutes daily to, and from, his home in another state, Commissioner Kelley said.

Because the Motor Vehicle Department began driver license examinations by appointment on Nov. 30, in this area, Comm. Kelley urged out-of-state motorists to register their cars, which first must pass inspection by the department, and make appointments for taking the driving license test as soon as possible.

"If out-of-state motorists wait until their home-state certificates expire at the end of this year, they can be prosecuted for violating our state laws and, if they escape being caught, they will face delays in obtaining Connecticut licenses and registrations.

"The appointment system will make it impossible for such motorists to come in large numbers during the final days of the year, since the time already will have been allotted to persons having made previous appointments," he said.

**VEHICLE INSPECTIONS MADE
ON PENNSYLVANIA TURNPIKE**

In an effort to halt the increasing number of serious accidents, the Pennsylvania Turnpike Commission recently announced that all vehicles entering the superhighway are being inspected to determine whether they are safe for operation. Turnpike employees have been instructed to check all lights--especially those on the rear of the vehicle--to see if they are in proper working order. Trucks are also inspected to determine whether loads are properly secured to prevent shifting.

All vehicles found on inspection to be improperly lighted or in other ways failing to measure up to the turnpike safety rules are refused entry to the toll road. In the case of dirty headlights or tail lights, the driver is ordered by the inspector to clean them before he is permitted to enter the turnpike. In the case of faulty or improperly maintained equipment, it must be replaced or repaired to the satisfaction of the inspector before the vehicle is allowed to enter.

---Traffic Digest & Review

SCAPEGOAT FOR TRAFFIC DEATH

An editorial by Forst Lowery in the October news letter of the Greater Minneapolis Safety Council is reprinted here in slightly condensed form as one council manager's answer to a trend in thinking that has become a thorn in the side of many who have been working and thinking seriously about our traffic problems.....

American motorists are rapidly getting drunk on a heady new concoction they have brewed for themselves.

It's only an idea, but it's an idea that can be as deadly as more literal drunken driving. If you've acquired the taste and abandoned yourself to it, it can cost you your life!

Here it is -- take a big gulp, but spit it out right away!

"IT'S THE SLOWPOKE DRIVER WHO CAUSES

THE MOST ACCIDENTS!"

Believing that, and driving cars with that philosophy, is going to kill people by the thousands as long as we let it. The camel's nose is under the tent and unless somebody kicks him in the teeth pretty quick we're going to have to live with a very smelly camel for a long time.

THE DRIVER WHO BLAMES THE SLOWPOKE FOR ANY SIGNIFICANT SHARE OF OUR SHAMEFUL TRAFFIC DEATH TOLL IS LOOKING FOR A SCAPEGOAT AND IS TRYING TO SALVE HIS OWN CONSCIENCE FOR HIS DRIVING BEHAVIOR.

In effect, he pleads that he, or any driver coming to grief trying to pass a slow moving vehicle, should be excused on the grounds of temporary insanity and that the cause of his lapse, the slowpoke, should be forthwith thrown into the pokey.

I DON'T OBJECT TO AN OCCASIONAL BLEAT ABOUT HOW IRRITATING GRANDMA CAN BE, GOING 25 MILES PER HOUR IN HER 1923 FRANKLIN, BUT I DON'T LIKE TO LISTEN TO SOME 40 YEAR OLD TEEN-AGER GIVING GRANDMA CREDIT FOR ALL THE TRAFFIC DEATHS.

The tragedy is that these people think they are right and that they have discovered a great truth. And the notion, which is as easy to take apart as a tinkertoy ferris wheel, is getting more and more popular.

The sloppy thinking of the driver who would make the slow driver the scapegoat proceeds in three jumps. First he is irritated at a delay. Then he blames the cause of that delay for being the cause of a possible accident. Third, he decides that the slowpoke is the cause of "most accidents."

The result: such often heard and read statements as, "A safety-minded and unusually law-abiding motorist is often goaded into taking desperate chances to get ahead of such a roadblock."

DOES A "SAFETY-MINDED" PERSON TAKE "DESPERATE CHANCES?"

OR, PUT THE OTHER WAY AROUND, IS A PERSON WHO TAKES "DESPERATE CHANCES" REALLY "SAFETY-MINDED"?

IS A PERSON WHO IS "USUALLY LAW-ABIDING" THE SAME PERSON WHO IS "OFTEN GOADED" INTO SOME LAW VIOLATION?

The excessively slow driver violates the law and impedes traffic. He is

guilty of that alone. He should be blamed for that alone, and punished for that alone.

But two wrongs never make a right, and when the impatient driver is "goaded" into some improper, dangerous passing he should be saddled with the blame for the act and for the consequences of the act.

The entire traffic accident problem is so complex that it is much like a serious disease calling for complicated diet, rigid self-discipline, possible hospitalization, and even some careful trial and error doctoring. There isn't any miracle drug to treat our traffic accident disease. Even those medicines which most often work the most good are costly, slow-acting and very bitter to the taste.

Under these conditions, here's what happens: Somebody comes along peddling a delicious patent medicine. It's called "slowpokes are the real menace." The fact that continued neglect of a medically effective treatment can eventually kill him doesn't stop the patient from lapping up the nostrum that tastes good and makes him feel like a million--for the moment.

So here goes the American automobile driver; refusing the medicine the doctor offers, brewing his own brand of Hadacol, and selling it to all his friends. They buy it because it tastes so good. Pretty soon a few of the dull-witted among the "doctors" are peddling it, too!

Speed isn't the only factor in traffic accidents, of course. In fact, to be a factor at all, speed must often be coupled with some other driving mistake.

YET THE CLASSIC AMERICAN TRAFFIC DEATH IS STILL THE HIGH-SPEED CRACK-UP IN GOOD WEATHER, ON A GOOD ROAD, IN A GOOD CAR.

I hope we will not have to hear much more of the drivel about "slowpoke drivers are the ones who cause the most accidents."

THOSE WILL SOON BE CLASSIC FAMOUS LAST WORDS. ---Today's Traffic

Enthusiasm: Confidence in action.

Between



Ourselves

Vox-Cop

January - February, 1954

Undermanned And Overworked

One reason why speeding drivers and other law violators on the highways are causing so many fatal and serious accidents out on the open road becomes clearer in the light of a statement by a noted traffic safety authority that state police and highway patrol forces generally are sadly undermanned and overworked.

On rural highways, where speeders are tempted to ride fast and furiously, these guardians of the public's safety should be out in sufficient numbers to discourage excessive speeds and apprehend the lawbreakers.

But the sad truth is that they are not. "When the cat's away, the mice will play" is one way to describe the state highway patrol situation in many states. But these "mice" -- the speeders -- play very dangerously. Far too often they kill others, if not themselves, before they are caught in the act of speeding or driving recklessly.

It should be noted that the laws against speeding are observed by the majority of drivers, but there are still far too many millions of motorists racing along highways at excessive speeds. Public opinion must help to persuade them to obey speed limits. There also must be sufficient police manpower to enforce the laws against those who cannot be induced to slow down to a safer pace.

The President's Highway Safety Conference took cognizance of the prevalent "penny-wise, pound-foolish" policies regarding state police forces when it said: "Lack of manpower and of selective enforcement, plus excessive speed, are undoubtedly some of the reasons for the

continuing increase in traffic fatalities in rural areas."

Thomas N. Boate, accident prevention department manager of the Association of Casualty and Surety Companies, is much disturbed by specific facts: That only three states have a 40-hour work week, that only 11 have even a 48-hour work week for state police, that in other states they work from 50 to 100 hours, and that 5,000 to 7,500 more men are needed on state police forces to begin to give the public adequate protection against speeders.

The public must wake up to these facts in the states that are woefully behind the times. It must demand, and not rest, until its own state police or highway patrol force is strong enough to wage a winning fight against the speeding evil. If it does that, the public's chances of safer travel on rural roads will be increased as the number of speeders decrease.

---Deep River New Era

MORE POLICE IN RURAL AREAS MIGHT LOWER ACCIDENT RATE

Highways would be far safer if undermanned and overworked state police and highway patrol forces on rural roads were expanded to proper strength to cope more adequately with speeders and other law violators whose accidents claim the majority of motor vehicle victims, a traffic safety authority contends.

Thomas N. Boate, accident prevention department manager of the Association of Casualty and Surety Companies and him-

self a former Pennsylvania State Police captain in charge of traffic, summed up the vital need for strengthening the nation's enforcement arm on the highways by citing the extremely long hours worked by state police officers on patrol duty in the majority of states.

Only 13 states have a work week of 48 hours or less for their state policemen, he declared. The work week for state policemen in the other states surveyed ranges up to nearly 100 hours a week, as follows:

One state has a 96-hour week for its state policemen.

Seven states have work weeks ranging from 70 to 76 hours.

In 12 states the state police work from 60 to 69 hours a week.

Nine other states have work weeks for these officers of from 50 to 57 hours.

"How can any state begin to deal effectively with increased numbers of speeders and other violators of traffic laws if its state police are called upon to work up to twice as long as other workers do on the average?" asked Mr. Boate. "It is evident that many states are behind the times in coping with the increased needs of road patrol duty with forces of men that are inadequate in strength and greatly overworked from the standpoint of hours of duty. Only three states have a 40-hour week and 11 a 48-hour week for state police.

"The public needs and wants more protection from the lawbreakers of the highways who menace their safety. As one direct step toward the goal of greater safety on the rural roads where the speeders exact the biggest tolls of lives and maimed victims, civic and safety organizations and influential citizens should demand, and not rest until they get, state police forces of sufficient manpower. In the states where long tours of duty exist for state police or highway patrol officers, normal work weeks should be instituted to help increase the efficiency of the forces."

According to Mr. Boate, state police personnel enforcing traffic laws are averaging only one arrest or warning for every 118 miles traveled by patrol cars in rural areas. If the rural highways were adequately patrolled, he pointed

out, "traffic contacts" should average one for at least every 40 miles patrolled, as estimated by the International Association of Chiefs of Police. A "traffic contact" means either an arrest or a warning for a traffic law violation. Only 10 states have met this standard, he added.

Mr. Boate said it has been conservatively estimated that from 5,000 to 7,500 more highway patrolmen are needed in the nation as a whole to protect the public more adequately against accidents caused by drivers violating traffic laws. He emphasized that any personnel added to these forces should be assigned entirely to rural highways, "where they will do the most good" in reducing accidents.

The former state police captain, who has been a leader in the fight against excessive highway speeds as the cause of most rural accident fatalities and serious injuries, also called attention to the importance attached by the enforcement section of the President's Highway Safety Conference to the problem of insufficient manpower to enforce traffic laws on rural roads: Its report said in part:

"State (police) departments still are plagued with the hardy perennial--insufficient manpower to do a completely satisfactory job of traffic supervision on their highways. Lack of manpower and of selective enforcement, plus excessive speed, are undoubtedly some of the reasons for the continuing increase in traffic fatalities in rural areas."

---Farmington Valley Herald

WHEEL SPINS JURIES

A gambling wheel spins out about 200 "winners" every other week at Denver in Colorado's only legalized lottery. The 50-year-old confiscated wheel is used to pick jury panels for Denver district court. It is kept locked in a large safe in the city and county building. Under law, it is brought out only in the presence of the presiding judge of district court, clerk of the court, jury commissioner and his deputy and the clerk and recorder.

GOV. LODGE PRAISES STATE POLICE DURING RECENT BROADCAST TELECAST

The third in the series of Governor Lodge's Administrative Reports presented January 20 featured a report on the State Police Department.

The program scheduled each Wednesday evening at 6:15 from WNHC-TV is also seen at the same time on Channel 53, Waterbury. Radio Stations WTHH, Hartford; WHAY, New Britain; WNAB, Bridgeport; WSTC, Stamford; WATR, Waterbury; WNLC, New London and WTOR, Torrington, also carry the program during the evening.

The third program with Governor Lodge as master of ceremonies featured State Police Commissioner John C. Kelly, State Policewoman Dorothy Scoville and Officer Henry Kaliss.

OUR STATE POLICE BOW TO THE PUBLIC

That was a gracious gesture State Police Commissioner John C. Kelly made the other night in crediting the Connecticut public with a major share of responsibility for the high standing of our Connecticut police organization. The people of Connecticut should feel flattered. They should be appreciative. But they should also be humble, realizing the weight of responsibility that thus has been placed upon them. And this is a responsibility they should gladly and actively accept.

As many TV viewers and radio listeners well know all this came about during one of Governor Lodge's "report to the people" programs. The Governor commented on the fact that the State's crime rate is one of the lowest in the country--for which our residents may be duly thankful. He laid the credit for this in major share at the door of our State Police, holders of a well-earned worldwide reputation for efficiency and excellence.

In modest reply Commissioner Kelly attributed both the high rating and high departmental morale in major degree to the "support" and "respect" given by the people of the State.

Connecticut's citizens, all of them, have, in complimentary but telling manner, been put on notice that their own safety and welfare is in their own hands perhaps far more than they had been aware. The kind of law enforcement they get, now and in the future, will be measured in terms of their own respect for the law--and those whose duty it is to enforce it. And it also will be measured by their support of the law--and of the enforcement officer.

---New Haven Register

STATE POLICE'S SPEEDPHOTO WORK IS FEATURED IN MAGAZINE ARTICLE

The Connecticut State Police were mentioned twice in an article "We're Phoning You a Bandit" in the Jan. 2 issue of the Saturday Evening Post.

The article, written by Post staff man Robert M. Yoder, deals with the relatively new police Speedphoto system, a network similar to that used by press wire services to transmit news photos via telephone lines.

At present the Connecticut State Police Dept. is one of six state police agencies tied into the photo network. A number of large municipal departments are also equipped with the \$3,000 transmitter-receiver which enables police to transmit pictures, fingerprints and descriptions of wanted men anywhere in the country in about nine minutes.

The article cites several instances in which Speedphoto has been useful in identifying bodies. One of the first transmissions came from state police barracks in Hartford in 1950 when the body of a man was found in Farmington River.

Transmission of fingerprints from Boston to Hartford barracks enabled Connecticut police to identify the body within a few hours. Without Speedphoto this might have taken days.

The second case in which Connecticut State Police took part involved identification of Ronald Blueler, who is now serving a sentence for the holdup of Ermond Pola and his wife at the Pola Brick Yard, South Windsor.

Blueler had been arrested in New York on a description furnished by the victims. If troopers had not had Speedphoto Mr. and Mrs. Pola would have been taken to New York to watch Blueler in a line-up.

As it was, New York police transmitted a photo of the suspect, and in less than an hour the Polas had identified Blueler as the culprit.

Speedphoto was installed by Connecticut State Police under the late Commissioner Edward J. Hickey, an advocate of progressive methods of police work. The local department was one of the first to install the system.

LEGAL SAFE CRACKERS WORK WITH POLICE

By Donald Johnson

Sixteen expert safe crackers are practicing their art right under the noses of the police.

Time for an investigation? No. These are legal safe crackers working in cahoots with the police, doing what they can to drive that art right out of business.

The light-fingered experts are all graduates of a new and lawful "Crime College" at Rochester, N. Y., believed to be the first of its kind anywhere. Having earned their diplomas, they now boast a talent for opening a safe by manipulation without any knowledge of the combination, or use of tools.

With this ability, acquired through an exclusive five-day course given here by one of the world's leading lock companies, the locksmiths hope to assist local law enforcement agencies in solving safe and vault robberies.

Officials of Sargent & Greenleaf, Inc., sponsors of the school, theorize that a safe cracking job can best be analyzed by an honest safe cracker thoroughly versed in the Jimmy Valentine Art. They explain that a well-trained locksmith can almost always determine whether a lock was opened by a burglar or by someone who knew the combination, like a dishonest employee.

The first school was conducted recently and was considered so successful that the lock company intends to repeat the course at frequent intervals.

The student locksmiths came from all over the country. They were carefully screened, and most of them held police cards or licenses in the cities where they work.

They attended lectures and demonstrations given by Sargent & Greenleaf instructors, led by Harry C. Miller, president of the company and widely-known lock expert. The sessions covered the history, manufacture and design of locks, and instruction in cracking safes by feel, sight and hearing, without the aid of tools.

Carroll L. Lowe, general sales manager of the company, points out that the company dared attempt such a school only because it had a lock which counteracts the present day skill of burglars in opening locks by manipulation.

The students tried to crack this "manipulation proof" lock, but all were unsuccessful. There is a standing \$1,000 reward for opening it consecutively by manipulation after 20 hours work.

They were not dismayed, however. At graduation, they felt they knew more about opening safes than the legendary safe cracker Jimmy Valentine did in his prime. ---The Waterbury American

POLICE TO TRY LINE-UP ON TV

The N. Y. Police Department will begin experimenting with the use of television for crime detection on Feb. 8. If the test is successful there may eventually be a TV set in operation on a closed circuit in every station house.

The initial test will televise the daily line-up of suspects at Police Headquarters, 240 Centre St., to Brooklyn Headquarters, 485 Bergen St. The idea is to do away with the necessity of detectives having to be present at the line-up, but watch it on TV instead from their own squad rooms throughout the city. In addition, pictures of wanted suspects and missing persons would be transmitted to all stations.

IN-SERVICE STUDIES

Vox-Cop

January - February, 1954

Policy Playing

Supreme Court Of Errors

November Term, 1953

STATE OF CONNECTICUT V. JERRY JOHNSON

Information charging the defendant with the crime of policy playing, brought to the Court of Common Pleas in Fairfield County and tried to the court, Swain, J.; judgment of guilty and appeal by the defendant. No error.

Edward G. Burstein, with whom, on the brief, was Bernard Green, for the appellant (defendant).

James J. O'Connell, prosecuting attorney, for the appellee (state).

QUINLAN, J. The defendant was charged in the information with making, manufacturing or keeping, or being the custodian of, slips, tokens, papers, records or registers of bets or wagers, in violation of Section 8675 of the General Statutes. The court found him guilty and he has appealed. The questions raised are (1) whether the court erred in admitting expert testimony as to the nature and purpose of slips of paper found on the defendant; (2) whether the court was warranted in concluding beyond a reasonable doubt that those slips were records in connection with the playing of policy or the numbers game; and (3), if they were, whether the defendant's possession of them was a violation of the statute.

In support of its charge the state introduced evidence from which the court found the following facts: About 7 a.m. on December 20, 1952, three police officers were near the gate of the Bassick Company plant in Bridgeport looking for a Buick car with numerals 417. When it came out of the factory yard through the gateway and stopped for a signal light, one of the officers entered the car and asked the defendant operator if he had

any "slips" on his person. Upon receiving a negative answer to his question, the officer began to search the defendant who then suggested that they both go to police headquarters. There the defendant was thoroughly searched. In one pocket of his trousers were found several dollars in nickels, dimes and quarters; in another were found two cards. Written on the cards were several five digit numbers, each with a dash between the third and fourth digits. When interrogated about the cards, the defendant replied that they were job cards of the previous night and that he had written the numbers appearing on them. The officer then remarked, "Well, there they are, there's the number and the dash and the amount played." To this statement, the defendant made no reply.

In order that the court might have some evidence upon which legally to determine the meaning of the numbers on the cards, the state called to the stand Lieutenant Halpin of the Bridgeport police department. After he had been qualified as one having expert knowledge of the mechanics of the "numbers game" so-called, he was asked to express his opinion as to the significance of the numbers written on the cards. The objection then raised by the defendant was that any answer which the witness might give would, in effect, be a usurpation of the function of the court to determine what significance, if any, should be attributed to the numbers. The objection was overruled and the witness was permitted to express his opinion as to the meaning of the numbers. From the testimony of the officer the court found these additional facts: An individual desiring to gamble on the "numbers game" as carried out in the case at bar se-

lects any combination of three digits. He tells a collector what his selection is and the amount he desires to bet. The collector then writes on a paper, which he retains, several digits, the first three, representing the selected combination, being separated by a dash from the remaining digits, representing the amount bet. The winning combination is determined by taking the last whole number of the amount of money bet on the first three races at the most prominent race track then in operation, as the first digit of the winning combination; the second digit is the last whole number of the amount of money bet on the first five races at that race track; and the third digit is the last whole number of the amount of money bet on the first seven races on the given day.

That Halpin was an expert on the subject matter of the "numbers game" was conceded, although his qualifications were also proven. In such an event, the court had a wide discretion in admitting his testimony. Rogoff v. Southern New England Contractors Supply Co., 129 Conn. 687, 691, 31 A.2d 29; Wray v. Fairfield Amusement Co., 126 Conn. 221, 224, 10 A.2d 600. Only through an expert's opinion could the court intelligently make a finding as to the purpose, if any, of the writings. The situation was of that nature which required an expert to express an opinion on the precise question upon which the court ultimately had to pass. Lentine v. McAvoy, 105 Conn. 528, 533, 136 A. 76; St. George Pulp & Paper Co. v. Southern New England Telephone Co., 91 Conn. 563, 570, 100 A. 358. The court did not abuse its discretion in admitting Halpin's testimony.

In addition to that evidence there was the fact of the presence on the person of the accused of a large amount of nickels, dimes and quarters. Also there was his statement in reply to one of the officers that the cards he had were job cards; and there was his failure to respond to the same officer when he said "Well, there they are, there's the number and the dash and the amount played." From the circumstances, and in view of the previous statement of the accused that the cards were job cards, the court

was warranted in concluding that when confronted by a characterization of them, he not only heard but understood and comprehended the meaning of the characterization and preferred to remain silent when naturally a reply was to be expected. State v. Bates, 140 Conn. 326, 329, 99 A.2d 133. Not only was his statement that the cards were job cards uncorroborated, but the defendant himself did not take the stand. There was sufficient evidence for the court to draw such fair and reasonable inferences as made out a prima facie case. At that stage of the case, the court was permitted to draw from the defendant's failure to testify an unfavorable inference against him. State v. McDonough, 129 Conn. 483, 487, 29 A.2d 582. On all of the evidence the court clearly was warranted in finding beyond a reasonable doubt that the defendant had on his person slips which were records made in connection with the playing of policy or the numbers game.

The defendant's remaining contention is that even though the papers found upon him were records made in connection with the policy playing, he did not come within the prohibition of Section 8675 of the General Statutes under which he was convicted. That section is entitled "Policy playing; gaming by use of lottery slips or tickets." After prohibiting a long list of acts done in connection with the making of bets or wagers upon the result of a drawing in any lottery or of the drawing of any numbers by chance, the statute provides that any person who "shall make, manufacture or keep, or be the custodian of, any slips, tokens, papers, books, records or registers of bets or wagers....shall be fined" The defendant argues, first, that there was no evidence that he was a custodian of the slips and, second, that the statute in the particular phrase quoted does not prohibit the custody of records in connection with policy playing but only of records of bets or wagers made upon the result of a drawing in a lottery or the drawing of numbers by chance.

To have custody of a thing means to have temporary physical possession of it. It does not necessarily involve a

domination over the thing. Hancock v. Finch, 126 Conn. 121, 123 9 A.2d 811. Plainly, on the facts found, the defendant was the custodian of the slips.

The basis of the defendant's further argument concerning the interpretation of the phrase quoted from the statute is that whereas at several other points the statute speaks of "bets or wagers" or "wagering or betting," these terms are used in association with the words "upon the result of any drawing in any lottery, or in any drawing of any numbers by chance." The defendant also points out that the other references in the statute to wagering or betting upon the result of a drawing are often used disjunctively with the word "policy" or the phrase "business, scheme or occupation, commonly known as policy," as if to distinguish "policy" from wagering or betting upon the result of a drawing. From this he argues that his custody of the cards was not covered by the statute since they were cards used in a game of policy rather than in wagering or betting upon the result of a drawing in a lottery or any drawing of numbers by chance. That argument is not **convincing**. Policy playing is a form of gambling by betting as to what numbers will be drawn in a lottery or otherwise determined by chance. State v. Carpenter, 60 Conn. 97, 102, 22 A. 497. The statute "does not make policy playing a distinct crime but treats it only as one form of gaming within the broader field covered by the statute." State v. Mola, 128 Conn. 407, 410 23 A.2d 126. The words "bets or wagers" as used in the statute are broader than such words as lotteries or policy playing or numbers games but they include such forms of gambling. When a person plays policy or the numbers game, he makes a bet or wager. Consequently, a record of a bet made in the playing of policy or the numbers game is the record of a bet or wager as the term is used in the statute.

The court was not in error in concluding that the defendant was guilty of the crime charged, beyond a reasonable doubt.

There is no error.

In this opinion the other judges concurred.

ENTRAPMENT

By Lieut. Leslie Williams

Defense attorneys have raised the issue of "entrapment" in two cases tried recently in Hartford Courts. Both cases were concerned with evidence obtained by investigators in conjunction with alleged liquor law violations.

Such a defense is not new and has arisen in criminal prosecutions over the years. It is well, however, that every police officer have a clear understanding of this defense and that he avoid every situation which might bring a valid defense of entrapment to the rescue of a law violator.

Briefly, entrapment has been defined as "the act of officers or agents of the government in inducing a person to commit a crime not contemplated by him for the purpose of instituting a criminal prosecution against him". (Black's Law Dictionary)

It is a valid defense where the police officer or other representative of the government or the state is the procuring cause of the crime and puts the unlawful design or intent in the mind of the accused.

The entire crux of the matter is in the origin of the unlawful design or intent. This can not arise in the mind of the officer or a claim of entrapment will end the state's right to prosecute the accused.

In a recent case in this state, our Supreme Court of Errors said, "The defense of entrapment is available only to a person who is not engaged in criminal activities and who would have committed no crime had it not been for the inducement of a police officer."* A conviction in such a case would be contrary to public policy and the courts will not lend their aid in the punishment of persons thus lured into the commission of a crime.

To further develop this idea, we will now present material from various legal sources before returning to the conclusions of our Supreme Court of Errors in the case already quoted above.

Wharton in his "Criminal Law" says in part, "when the decoy ceases to be a

detective, and becomes the apparent originator of the crime, then one of two consequences follows. If he was not employed by the government, then he becomes a co-conspirator liable to the same punishment as his associates, on the same principle as that which makes a person who appropriates lost property for the purpose of getting a reward indictable for larceny. If on the other hand, he was employed by the government to cause the offense to be committed, the government is precluded from asking that the offenders thus decoyed should be convicted. They are associates with the government in the commission of the crime, and the offense being joint, the prosecution must fail. If that which one principal does is not a crime, the other principal can not be convicted for aiding him." (p-149)

"A sound public policy requires that the courts shall condemn this practice by directing an acquittal whenever it appears that the public authorities, or private detectives, with their cognizance, have taken active steps TO LEAD the accused into the commission of the (criminal) act. It is perfectly legitimate and proper, however, to adapt devices and traps for the purpose of detecting crime and securing evidence, provided the device is not a temptation and solicitation to commit it." (Clark and Marshal - Crimes - p-199)

"Human nature is frail enough at best and requires no encouragement in wrongdoing. If we cannot assist another, and prevent him from committing crime, we should at least abstain from any active effort in the way of leading him into temptation." (38 Mich. 218)

How far then can an officer go in detecting crime and still not be guilty of illegal entrapment?

Again we refer to the rulings of our Supreme Court of Errors. "It is a well known fact that criminals usually work in secrecy and that some unlawful practices are encouraged and protected by a large class of citizens, so that it often becomes necessary to resort to various artifices to enforce the law and punish violations.

"Therefore lest our decision in this case be misconstrued as an undue cur-

tailment of the activities of enforcement officers, we give this assurance: the principle referred to as entrapment places no limitations upon the right of officers of the law to obtain evidence of any crime originating in the mind of another."* (State vs Marquardt - 139 Conn.)

"It is not 'entrapment' where the criminal intent 'originates in the mind of the accused', that is, where defendant himself conceives the crime; it is entirely proper for police officers to set a trap to catch would-be criminals. So an officer may 'make everything ready and easy' for the crime, 'afford the would-be criminal the amplest opportunity to carry out his purpose', furnish 'opportunity for the execution of a plan.' In other words, the officer may 'present opportunity to one intending or willing to commit crime'." (Arrest, Search and Seizure, by Dax and Tibbs p-85)

"Police officer should not 'solicit' or 'suggest' commission of a criminal offense; should not 'prompt', 'urge', 'lead', or 'originate' the offense." (Ibid-p-86)

It is possible in an act of "entrapment" that some one of the necessary elements of a criminal act may be removed. In that case no crime would be committed. An owner of goods may make it possible for a thief to steal his possessions by placing them where such items can readily be taken. If, however, the owner by his acts consents to the taking then one of the essentials of the crime of larceny is removed and there is no theft. For example: In a case in Wisconsin a meat dealer allowed one of his employees to deliver some of his stock into the hands of a thief who had previously consorted with other employees in such acts. The courts of that state refused to allow a conviction on the grounds that the goods were not taken without the owners consent.

Most of the cases which bring difficulty to officers and charges of entrapment from defense counsel are those cases dealing with liquor law violations and gambling. These type cases are the ones the Supreme Court referred to as violations "encouraged and protected by

a large class of citizens". They afford extreme difficulty in many instances and witnesses to the illegal design are not willing to identify themselves and testify in court.

In liquor cases, the illegal act is sale of alcoholic liquor during period when such sale is forbidden. The possession of the liquor does not constitute an offense as the possession of opium would, and so the violation must be carefully considered.

"Where the accused is suspected of being engaged in an illegal business practice, officers should act only as ordinary business customers. They should not resort to extended arguments or unusual promises or appeals to human sympathy in order to cause a person to commit an offense which he would not otherwise have committed. The function of the police is to detect crime, not to cause it." (Arrest, Searches and Seizures - p-91)

In most instances the police officer should not be an active participant in the criminal act itself. A detective who enters into a criminal conspiracy already formed for the purpose of exploding it is not an accessory before the fact. The detective or officer does not have a criminal intent to violate the law and is acting in good faith in an effort to apprehend those engaged in a criminal act. He must be very careful as to how far he allows his participation to run. If there is any danger to innocent persons in such a design, it must not be allowed to proceed to the point where there is actual endangering.

As a true accessory to a crime; one who shall assist, abet, counsel, cause, hire, or command another to commit any offense, the officer would be charged as a principal. (Sec. 8875 Gen. Statutes) If the officer is merely entering into the criminal design already formed and is doing so in good faith as an officer of the law, he is in no way an accessory.

In some gambling cases, the officer enters into and engages in gambling operations so that he may have evidence of the operation and to learn who is operating the illegal enterprise. He in no way originates the idea and is not

the cause of the operation. An officer should, however, only participate to the extent which is reasonably necessary to obtain the proper evidence and no further. When the evidence has been obtained the arrest should be made as soon as possible.

It is best to have corroboration of the evidence and proof of the extent of the officer's operations in all such cases to defeat the possible claim of entrapment by the defense.

In the case of State v. Marquardt the Supreme Court of Errors did not say that the officer's actions constituted entrapment. The case was reversed because the claim of entrapment by the accused was not allowed to go to the jury as a question of fact to be determined by them.

In closing may we repeat the words of our highest tribunal in that decision: "...the principle referred to as entrapment places no limitations upon the right of officers of the law to obtain evidence of any crime originating in the mind of another."

CITATIONS OF INTEREST -- RE "ENTRAPMENT"

1. "The fact that a detective or other person purchases LIQUOR from a dealer for the purpose of prosecuting him for selling in violation of the law is no defense in such a prosecution." (288 Fed. 12)

2. "It was held that a person charged with selling intoxicating liquors in violation of the law could not escape liability by showing that public authorities furnished the purchaser with money to buy the liquor." (50 N. E. 204)

3. A criminal was held guilty of theft from person "when a constable disguised himself, feigned drunkenness and lay down in an alley for the purpose of detecting thieves and that he was conscious of the act when the accused took the money, and remained passive, with view of arresting and prosecuting the accused afterwards." (18 Pac. 425)

4. "The fact that a government inspector uses decoy letters to detect a person in mailing obscene matter is no defense." (165 U.S. 311)

5. "That the patient is a decoy is no defense to an attempt to perform an unlawful abortion." (74 N.E. 1122) back, and arrested the thieves as they were attempting to sell it." (1 S. W. 2nd 619)
6. "Same is true when police officer used his own auto as bait for car thieves while concealing himself in the (All cited taken from Clark & Marshall "Crimes" pp-195-200)

PHOTOGRAPHING PREPARED AND CHANCE IMPRESSIONS

By Sgt. Edward P. Tierney

The Graflex fingerprint camera is especially designed and constructed; its use does not fall into the classification of general police photography. It is designed specifically to permit the police photographer to take photographs of fingerprints which have been developed or found at the scene of a crime accurately, in exact size. The lens has a fixed aperture and focus, it produces a 1 to 1 ratio on the film, and is located about the center of the camera. A hinge located in the middle of the camera permits opening it to replace batteries and bulbs. It is a very servicable instrument in police photography in that it can be used to photograph signatures, tool marks, handwriting and small pictures.

As the fingerprint camera has its own built in lighting, the police photographer is not dependent on any outside source of light when using it. Just behind the metal front door, which is open during use, four electric lamps are located. They are automatically lighted during an exposure and give brilliant illumination to the fingerprint or other object. The fingerprint camera is the simplest type of camera to operate. The only variable factor the photographer has to consider is the length of exposure time. It will vary, depending upon the type of film being used, the colors and contrast of the object being photographed and the age of the lamps and batteries. The variations in exposure time called for by these factors can be learned only from experience. Naturally, as batteries and lamps get old, their intensity weakens and longer exposures are needed. Slow films require longer exposure than fast films. These things

effect exposure time just as the other factors do. Before taking a photograph with the fingerprint camera, the police photographer should test the batteries for voltage, and see that the four lamps are lighted, replace any burned out or weak bulbs and check the fingerprint or other object through the ground glass view.

The fingerprint camera is an essential aid to the crime investigator and its usefulness and ultimate aid is often overlooked. It is not necessarily the tool of an expert, yet for some reason many investigators shy away from using it in any number of cases where it could be used to advantage. Photography is responsible for the general use of fingerprint evidence. It makes it possible to copy fingerprints on objects that cannot be brought into court, it will bring out faint fingerprints which cannot be studied by the naked eye, but often are of great value for identification purposes. It can be used to magnify any fingerprint to almost any extent desired, it makes possible the side by side comparison of magnified fingerprints.

Fingerprints that can be brought out by photographic means, may be latent or visible. Latent prints are those so faint that they ordinarily must be developed by powders before they can be photographed. Visible fingerprints that can be photographed without treatment with powder are more likely to be caused by sticky substances adhering to the fingers or the object touched. Thus fingers smeared with grease, blood, ink or other substances will usually leave visible fingerprints. In every case where a fingerprint is discernible,

though faint, it should be photographed before any attempt is made to develop it, because development by powdering or by any other method may destroy some of the ridge details.

The use of filters is recommended on some multicolored objects to obtain the full benefit of process panchromatic film. The contrast process ortho film is a very fine grain orthochromatic, antihalation film of very high contrast, a sharp separation of light and dark tones in line originals with black and white, or having a yellow, light blue or green background. The ortho differs from the panchromatic in that the latter is suitable for all types of colored originals and can be used with all filters. Fingerprints in putty, clay, wax or grease should be illuminated with a low oblique light. This causes shadows to appear in all depressions which will then photograph black. Fingerprints in blood may be photographed especially well with panchromatic film and a blue or green filter on a copying camera lens. Orthochromatic film without a filter will serve equally well.

The extensive use of fingerprints in the field of criminal investigation has demanded a practical camera -- simple and efficient in operation and capable of producing successful results in the hands of any user, whether or not he has photographic training. The camera with its f 6.3 Kodak Anastigmat lens which is unalterably positioned, gives a full scale reproduction of the subject being photographed with excellent definition. Full size reproductions (1 to 1 copies) of fingerprints and other detail covering an area of 2 1/8" by 3 1/8" can be made.

Fingerprints on bottles or glasses dusted with a white or silver powder will show more contrast and be clearer if a piece of black paper is placed behind the print before it is photographed. Glossy white photographic paper will serve the purpose equally well if the print is dusted with black powder. When prints are found on glass bottles and tumblers, even though the print consists only of a colorless prespiratory section, it sometimes may be photographed successfully without the use of

powders by filling the bottle or tumbler with a dark liquid such as black ink and photographing it using oblique light. A fingerprint on a mirror can be photographed easier by scraping the silver off the back of the mirror. Where it is convenient and possible to do so, it is of considerable value in photographing fingerprints to include a small scale in the view at the bottom of the negative as an aid in enlarging to the same size. To make a reversal of the original negative so that white ridges will be black in the final print the original negative is placed in contact with a sheet of Kodalith film which is exposed emulsion to emulsion and then developed just as if it were a sheet of photographic paper. The Kodalith negative is then contact printed with the emulsion side away from the print paper. Extreme care must be used to make a perfect contact between the original negative and the unexposed film during exposure. The slightest departure from perfect contact will yield a fuzzy transparency unsuitable for enlargement.

Many opportunities to successfully use the fingerprint camera are overlooked by the investigator because he is unfamiliar with its possibilities, operation and versatility. The view or speed graphic camera can be used where the fingerprint camera is not applicable in fingerprint photography.

THE IDEAL OFFICER

- The wisdom of Solomon.
- The courage of David.
- The strength of Samson.
- The patience of Job.
- The leadership of Moses.
- The kindness of the Samaritans.
- The strategy of Alexander.
- The faith of David.
- The diplomacy of Lincoln.
- The tolerance of Confucius.

---The North Carolina MOTOR VEHICLE

**POLICE ABSOLVED IN KILLING
OF BYSTANDER IN GUN DUEL**

Justice Anthony J. DiGiovanna ruled recently in Brooklyn, N. Y. Supreme Court that when a policeman is engaged in a gun duel with a bandit "he is not expected to wait, think about it and determine whether rules of law prevented him from shooting back."

In his decision, Justice DiGiovanna dismissed a \$100,000 suit against the city by Mrs. Roslyn Meistensky, of 2160 Ave. J, Brooklyn. Her husband, an innocent bystander in the shooting, was killed by a police bullet during a hold-up in 1949 of a shop at 957 DeKalb Ave., Brooklyn.

The place was described by Assistant Corporation Counsel Harold L. Cowin as a front for bookies. The slain man, Jack Meistinsky, thirty-nine, had been convicted of bookmaking four times.

Patrolman David Rosen, of the Classon Ave. Station, was in plainclothes and off duty that evening when he followed two men into the "Tunkel Metal Shop." He saw the men line up ten men at gun point. When he ordered the bandits to drop their weapons, one turned and fired at the officer, but missed.

Patrolman Rosen fired back five times wounding one of the bandits, who was standing close to Mr. Meistinsky, and killing the latter. Both thugs went to prison.

In dismissing the suit after the second day trial by jury Justice DiGiovanna said:

"When a person acting in an emergency not of his own making seeks to save human life and in the course thereof another is injured, no actionable negligence exists."

HIGHLIGHTS

**Uniform Crime Reports
From the FBI**

In releasing the semi-annual Uniform Crime Reports for the first six months of 1953, J. Edgar Hoover, Director of the Federal Bureau of Investigation,

pointed out the following trends:

1,047,290 major crimes were committed during the first six months of 1953. If this trend continues, major crimes during 1953 will reach an all-time high.

It is estimated that every 4.3 minutes during the first six months of 1953 a crime of murder, manslaughter, rape or assault to kill was committed.

Each day during the first six months of 1953, an average of 252 aggravated assaults, 622 auto thefts, 1258 burglaries, and 3379 larcenies were committed.

The timetable for crime during the first half of 1953 is as follows: 1 murder or negligent manslaughter every 40.3 minutes, 1 rape every 29.4 minutes, 1 robbery every 8.8 minutes, 1 aggravated assault every 5.71 minutes, 1 burglary every 1.12 minutes, 1 larceny every 25.6 seconds, 1 auto theft every 2.31 minutes.

The estimated number of major crimes was 2.5 per cent higher than during the first six months of 1952.

All crimes against the person combined (murder, negligent manslaughter, rape and aggravated assault) increased 7.2 per cent.

Crimes against property (auto theft, burglary, robbery and larceny) increased 5.1 per cent, 3.4 per cent, 1.4 per cent and 1.2 per cent, respectively. When all property crimes are grouped together, there is a 2.2 per cent increase.

Urban crime registered only a .5 per cent increase in total crime, but aggravated assaults and negligent manslaughters increased 7 and 6.6 per cent, respectively. Robbery declined .4 per cent and larceny-theft decreased .6 per cent.

Other increases in urban crime are as follows: rape, 3 per cent; auto theft, 4.8 per cent; murder and non-negligent manslaughter, .1 per cent.

Rural crime increased 9.0 per cent over the first six months of 1952.

Rural crime in all major categories increased except negligent manslaughter. These increases were noted as follows: murder and non-negligent manslaughter, 1.5 per cent; larceny-theft, 6.0 per cent; auto theft 6.1 per cent; robbery, 10.3 per cent; rape 10.8 per cent; aggravated assault, 13.8 per cent.

About The State

Vox-Cop

January - February, 1954

Supt. Roach Heads State Police Group

Elected By Executive Committee
To Succeed Chief Brennan

Police Supt. William J. Roach was elected president of the Connecticut State Police Association at an Executive Committee meeting in Bridgeport Feb. 2.

Supt. Roach, who has been first vice-president for 11 years, fills the vacancy created in December by the death of Stamford's Police Chief John Brennan. Supt. Roach was second vice-president for about six years before he became first vice-president.

The Waterbury police head is serving his second term as treasurer of the International Association of Chiefs of Police.

Police Chief Michael J. Godfrey, Hartford, moved up from second vice-president to first vice-president at the meeting. State Police Comsr. John C. Kelly was named second vice-president and Police Chief Daniel J. Cosgrove, New Britain, was elected to the Executive Committee.



Supt. William J. Roach

The state association has 3,400 members, of whom 1,900 are insurance members.

STATE POLICE NAB TWO ALLEGED YEGGS

State Police arrested two men, Jan. 27, who were reported wanted in New York on charges of passing fraudulent checks, but after talking to them turned them over to Bridgeport authorities instead.

The men admitted, said Officers Daniel Reardon and John Yaskulka of the Special Services Division, that they were responsible for a safe burglary there.

State Policeman Arthur Johnson, alerted to watch for a certain automobile, spotted it on the Berlin Turnpike and brought two Bridgeport men, Joseph Haborak, 31, and Roger E. Powell, 23, to headquarters.

Police Superintendent John A. Lyddy of Bridgeport said they and two other

men are accused of breaking into the Yankee Roofing Co. there December 13 and carting off a 300-pound safe that contained \$80 in cash besides a number of checks.

Lyddy disclosed that police had been holding Luther A. Huggins, 31, of Bridgeport, in connection with the case since Jan. 25., and that the fourth accused is Louis Bevillacqua, serving a one-year term in the Fairfield County Jail for larceny and assault.

He was arraigned also in Superior Court on a charge of attempting to escape from jail.

Lyddy said Bevillacqua has not been formally charged in the Yankee Roofing case, but that police hold a warrant which will be served on him when his jail term ends.

'TOM' BERGIN FAITHFUL
AS TRAFFIC COP

By Tuppy Wright

Tom Bergin, of Old Out East, has left the Police Department. He retired a short time ago.

Thousands of Waterbury people must have observed Tom when he was on police duty. For years he was the traffic officer stationed at the junction of North and West Main Sts. A few years ago, he was transferred to Benzine Corner. It was so much of a surprise, that many of Tom's close friends were irked. And yet, they all felt that no one could actually question the kind of police duty performed by their gallant Tom. Like the understandable person he is, Tom Bergin was never heard to question the change. Still, it wasn't a promotion in the viewpoint of his loyal and dear friends.

Policeman Tom Bergin was an Out Easter when he was appointed in 1917, and he was an Out Easter also when retired. He was everything likeable to those of us who had known, and been in his company for years, and even before he was named to the department. Never was he a talker, but he was an outstanding listener. Built on the quiet lines, he never changed; rather distant, some held he was not friendly enough for the job he held. But Tom Bergin knew his duty as a traffic man.

ALWAYS SOFT-SPOKEN

He never shouted a "Hello" as one drove past; his mind was on that corner, and he saw to it that people were given proper time in which to pass from one side to the other. Once in awhile, he might give a "shot" to a careless person, either walking or driving, but that is part of the game of the cop on the corner and has been a practice almost since the establishment of every Police Department. He never made a bid, by reason of his job, to add to his friends. Trustworthy, honest, honorable and truthful combined to make him an outstanding and worthy citizen.

No one could push him around, for he was well able to care for himself. He

had the build and the power to command the respect of the uniform he wore. Cold winter days found him on the spot every moment he was supposed to be there.

The elements seldom bothered Tom Bergin, or any others of our fine traffic squad. No one has yet come up with a suitable headgear for the police during the winter season. Why, 50 years ago, the cops had a double-decker cap, which protected their ears, neck, and shoulders, a sort of a Russian outfit. And they looked perfect for the weather that once made Old Waterbury wear its famous red flannels, and heavy under garments.

OLD-TIMERS RECALLED

We wonder how many people today remember some of the oldtime cops of the city. When Tom Bergin came into the department the late and wonderful Martin Scully was mayor. His Board of Public Safety was made up of the well known Capt. Alfred J. Wolff, John C. Downey, John O'Brien, James Crompton and Arthur B. Burton, a Republican alderman. They were very strict.

Look at the police administrative officers of that day, 1917: Superintendent, George M. Beach; captain, Bernard H. Cahey; captain of detectives, John A. Kennaugh. Joseph McLean and John Cavanaugh were desk lieutenants, Billy Keegan was a lieutenant in the Bureau of Detectives, Tom Dodds, the 2nd, Finton Tehan, Maurice Healey and James Halpin were the street sergeants. Thomas Colasanto, Joseph Stevens and John Donahue were detective sergeants. Patrolmen included the smartest-dressed cop Old Waterbury ever produced, Simon McCarthy, Tim Hickey, John Brickel, Daniel Carson, he's down South now for the winter, Jim Mulville, living in Bridgeport. The same commissioner nominated both Carson and Mulville and both were named at the same meeting.

---Waterbury American

Of the 169 towns which make up the State of Connecticut, an even dozen have names of Biblical origin.

"JUST PLAYS A HUNCH"

**COP CHRISTENED XAVIER, BUT
EVERYONE CALLS HIM X-RAY**

By Kirk G. Hatsian

Francis Xavier McGinty, the Greenwich cop with the X-ray eyes.

McGinty doesn't claim any of the supernatural powers attributed to him-- says he "just plays a hunch."

But Chief John M. Gleason, and other officers, say X-ray McGinty has a "peculiar sixth sense" which helps him to spot criminals like a bloodhound.

McGinty's job, since he joined the force in 1936, has been patrolling the heavily-traveled Boston Post Road. He has an outstanding record of arrests and has been cited a number of times for his hawk-eye vigilance, "resulting in the apprehension of many criminals."

The Lion's Club awarded him the Clarke Plaque, given annually to the town's "policeman of the year," and praised his "alertness, observation and courage."

Police files contain at least a dozen commendations for "outstanding activities."

Even when he served a two-year hitch in the Coast Guard during World War II, he was awarded a citation for apprehending a thief aboard a ship at Rouen, France. While in the Armed Forces he also was credited with ferreting out five persons for illegally wearing uniforms and with bringing in five AWOL servicemen.

His home-town newspaper, Greenwich Time, paid tribute to the community's "Number 1 public eye" when it editorialized that "very little passes him by. He casts a suspicious eye on the occupants of a passing car and plays a hunch. The hunches seem to pay off."

These hunches have brought to justice shoplifters, gun-toting jewel and car thieves, fugitives, phony servicemen and any number of other law violators.

While exposing himself to danger many times, X-ray McGinty never suffered a scratch. The only time he was hurt, was last fall when his motorcycle rammed an automobile when he was after a speeder.

McGinty is not the swashbuckling cop one would picture from his eager-beaver record of arrests.

A six-footer and sturdy-framed, McGinty is modest and quiet, well-liked by everyone in the department, and by his neighbors at Mianus Village.

This respect isn't shared by the criminal element which brushed with McGinty and lost.

One of them summed it up with the complaint that:

"X-ray is right! The guy can almost read your mind."

COUNTY DETECTIVE WHEELER HONORED

Windham County Detective Rowe H. Wheeler celebrated a half century of participation in law enforcement activity when he was honored at a testimonial dinner given by the Windham County Sheriff's Association at Willimantic on February 5.

Rowe's first police experience occurred in 1903 when an armed blackmailer tried to escape from Charles E. Stagg, a deputy sheriff of Stratford. The fugitive was driving a fast horse attached to a buggy and attempting to escape when Rowe took hold of the horse's bridle as the sheriff "subdued" the fugitive. From that time on Sheriff Stagg and young Rowe Wheeler were close friends and cooperated in law enforcement work.

During the summer of 1908, Rowe obtained employment with the New York, New Haven and Hartford Railroad as a railroad detective working the main line and the Bridgeport yard. In September, 1908, Rowe joined the state police where he remained until he resigned on May 1, 1918.

Since 1929, Rowe Wheeler has been Windham County Detective, serving for many years under State's Attorney Howard C. Bradford of Putnam, and later under State's Attorney Searls Dearington of Danielson.

Rowe Wheeler participated in the investigation of many famous murder cases in Connecticut during his long career. His friends in law enforcement work are legion.

AROUND THE CIRCUIT

Vox-Cop

January - February, 1954



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

Robert J. Avampato, Litchfield
Capt. Ralph J. Buckley, Headquarters
Earl Elliott, Litchfield
Off. C. Taylor Hart, Hartford

STATION "B", CANAAN

WHAT'S YOUR THEORY?

Should anyone finally determine the owner of size eleven footprints found in a Sharon home, Officer Turcotte will appreciate the assist. Each day the mystery deepens in this strangest of all breaks for, while the culprit left his big footprints, he took nothing from the home. There are those who think he just walked into the wrong house and then stood, entranced with the snowcapped mountains as seen through a picture window.

MAKING UP FOR LOST TIME

Although winter is seldom anticipated with glee, we can detect a coy smile in the eyes of local ski area owners. The dearth of snow for the past few years has made their position most difficult so, with this in mind, we wish them well - through chattering teeth.

CHANGE FOR THE BETTER

If New Year's Eve motoring activity within our territory is any criterion,

it is safe to say that neighbors are gathering for rural "get togethers" in their homes thereby eliminating much of the highway tragedy so closely associated with the birth of each succeeding year.

PENSIVE MEDITATION

So, in the silence of reflection, we have closed our books on another year replete with contentment and progress, thankful for the abundance of good things which have come our way and hopeful that some small ray of sunshine may filter through the sorrows of many others in the world whose days have demanded a constant courage which leaves us a bit ashamed of our petty complaints.

MOTOR FLITS - FLY-BOYS GROUNDED

Members of the North Canaan Amateur Aviator's Association are no longer singing, "O Come Josephine In My Flying Machine," because, while the machine sits majestically in its hangar, the motor is gone - and no one knows just where.

You can well imagine the frustration of the organization's instructor as he

was about to explain the finer points of engine function only to find that it had suddenly disappeared.

Each member has sworn (in secret session) that he didn't drop the motor anywhere in the Litchfield hills.

Somewhere, we suspect, an amateur mechanic is busily engaged overhauling a stolen plane motor and probably humming to himself, "O Come Josephine In My Flying Machine."

TOLLAND COUNTY TALES

OFF. TOMLIN SOLVES BREAK

Bill Tomlin was successful in solving several breaks when he apprehended a seventeen year old youth, who was also involved in an evading responsibility case, which he had appealed to the Superior Court. This fellow always enters a vacant house via the basement window. Money seems to be what he wants and that to keep his car on the road. He and his companion are now spending several weeks at the county jail as is another young fellow from the same town, having been apprehended by Frank Shay for theft of money and breaking into a restaurant.

PROMOTIONALS

All those eligible are spending their spare moments preparing for promotional examinations. There have been some lengthy discussions. We only hope that they have picked the right subjects to study.

LINGUIST WANTED

On two different occasions of late, we have had to call in interpreters for operators that have been brought to the station. One could speak only French and the other only Spanish. The Spanish-speaking man had been involved in a hit and run case, he being the one who left the scene.

BARRACK'S CONDITION IMPRESSES VISITOR

A man, who was involved in an accident in the territory, came to the station relative to the accident. Upon

leaving the barracks, he remarked upon how neat, clean and polished the station appeared. He was much surprised to find it in such condition. Apparently this man has not had the opportunity to visit our stations and to see how well-kept all of them are.

RUNAWAY APPREHENDED

Early one morning, one of the officers was stopped on the parkway by a truck driver, who had a girl with him that he had found wandering about on the road. She stated that she did not know who she was or from where she had come. After much questioning at the station, she finally admitted who she was. Her parents were contacted and her father came for her. This is not the first time that she has run away from home. She was only eighteen but from all appearances she appeared to be much older.

TALL TALE

While on his assigned patrol, early one morning, Bob Lutz observed two young fellows hitch-hiking along Route 15 toward Hartford. A check revealed they were Norman and Dennis LaBlanc of Hartford. Dennis was wearing a glove over his chin. Upon being removed, it was discovered that he had a deep chin wound. He stated that he had fallen on a rock. At the hospital, it took eleven stitches to close it.

These two were brought to the station where they told how they had been hitch-hiking when picked up by two strange fellows in an Oldsmobile and how they had been forced at knife-point to break into a gas station on Route 6 in Andover. Leaving the scene, the car headed toward Willimantic. An argument followed and one of the strangers used a switch-blade knife on Dennis. The boys then left the car.

About that time, a call came from a man in Mansfield who reported that a black Oldsmobile, without markers, had apparently struck the road bank, crossed his lawn and had come to a stop near his house. The boys denied any knowledge of the car.

When it was found that there was blood on a broken radio knob on the

dash of the car, they admitted stealing the car in Hartford, driving to Andover and breaking into the gas station and finally being involved in the accident in Mansfield, where they had left the car. They were turned over to Station K for prosecution.

SEEING DOUBLE

A Stafford man came to the station and complained that his car had been struck and damaged while parked in front of a grill in town, the evening before, and that he had seen a car leaving the scene. Investigation revealed that he had been drinking that night and that somewhere along the way home, his car had been damaged. He was presented before the local court for giving false information and was fined \$21.00.

STATION "D", DANIELSON

STATION STAFF INCREASED

It is our pleasure to announce the addition of two new officers at our station; Robert Plitt, a new bridegroom, and Robert Manship. We hope they will be with us for a long time.

Off. William B. Pelzer is also another newcomer to our station and is known as "Willie the Poet." Our cultural standard has been awakened with new interest as he quotes Omar Khyan, Edgar Allan Poe and Shakespeare. Portia's mercy speech from The Merchant of Venice is his latest.

Dick Madon, our new dispatcher, is an ardent skier and can be found on the slopes of North Woodstock these days practicing Christy turns. Dick took skiing up while in the service at Innsbruck, Germany, and came back with some snazzy ski equipment. He and Sue Kenyon are exchanging resort folders constantly.

PROMOTIONAL EXAMINATIONS PROMPT STUDYING

The midnight candle is burning these days as most of the eligible men at this station are planning to take the sergeant's exam. Many laws are discussed

pro and con at the breakfast table, each officer trying to find out how much the other fellow has been studying.

LIEUTENANT VISITS TENNESSEE

Lieut. Albert Rivers and his family spent the Christmas Holidays in Oakridge, Tennessee, where Alberta was the maid of honor at a girl friend's wedding.

CHECK PASSER APPREHENDED

Through cooperation of Stations "D" and "E", John H. Capel, a check passer, was apprehended at Stonington, Conn. Capel first came to our attention when a broadcast was put out by the New Jersey authorities saying that the subject had passed a fraudulent check in Mt. Holly, N. J. The next time he appeared he was in Putnam where on December 17, 1953, he unsuccessfully attempted to pass a check at a local gas station. Careful checking showed that he actually did pass one at the next station.

Alarms were sent out and on January 6, 1954, a call was received from Selectman Albert Kargul that Capel had attempted to pass a check at his station in Jewett City. On all occasions the subject was supposed to have been accompanied by a very pregnant wife. A check with hospitals found a Mrs. Margaret Capel confined at the Westerly, R. I., Hospital. She gave as her residence a motel located in Stonington, Connecticut. Boys from "D" and "E" converged on the motel and Capel was picked up for prosecution. He is not only wanted in New Jersey, but also in California as a parole violator.

GRIPPE GRIPS PERSONNEL

The grippe has been active around our station. Many of the officers and their families have been its victims. Oh where is that September weather? Remember groaning with the heat?

There are enough motor vehicles in the U. S. to carry the nation's entire population at one time, with enough space left over for all the people of Italy.

STATION "E", GROTON

NAUTILUS LAUNCHED

The big day at Groton has come and gone but will long be remembered by those in attendance at the launching of the Atomic Sub Nautilus. The town wore a festive garb and, this one day, the eyes of the world were on Groton. Mrs. Eisenhower, First Lady of the land, was the featured guest of the day. Mrs. Eisenhower traveled here from Washington to christen the new Sub.

Commissioner Kelly was a guest at the festivities. Major Remer and Capt. Rundle were in charge of a large body of uniformed men on duty at the Electric Boat yard which is a division of the General Dynamics Corporation. The Officers performed various escort services in New London and Groton. Personnel from each barracks of the Eastern district as well as officers from our stations at Westport, Bethany, Hartford and Headquarters were on duty to take care of the immense crowds that flocked into Groton. Detective Sergeant Goodale was in charge of the barracks during the activities and his heart skipped a beat as he noticed a small oil truck ablaze in front of our station. Fortunately a hand extinguisher put the blaze out before any damage was done. The day started out foggy but old Sol became a trifle inquisitive about the huge crowds swarming over Groton. Enough so, that an hour before the scheduled launching, he made his appearance smiling on the multitudes, a welcome change from the cold damp fog.

NARROW ESCAPE

A truck driver saved his own life by crawling weakly from his monoxide filled cab into the fresh air. He then collapsed and was found unconscious lying on the edge of the road. His condition was reported as good by hospital authorities. Officer Bickford investigated.

NEW CAPTAINS APPOINTED

Captain Shaw will not be stopping at "E" as much because of his promotion from Field Captain of the Eastern dis-

trict to Headquarters Captain. Lieut. Rundle has been promoted to Captain of the Eastern District. Congrats to both.

FORGER HAS STRONG STOMACH

State Policewoman Williams reports a twelve year old girl stole and forged a forty dollar check. She spent half of it on candy and ice cream for her and her younger sister. A young lady of good heart and strong stomach.

ESCAPEES CAPTURED

Officers Cable and Larizzo captured two escapees from the Norwich State Hospital who had overpowered a guard and departed from that institution.

SAFETY MEASURES OBSERVED

During a recent storm Officer Cable came upon a car and occupant stranded by hot electric wires encircling the car. The power had to be shut off placing many localities in darkness before the operator could be rescued.

BOGUS CHECK PASSER APPREHENDED

A man with a reputation as a bogus check passer wanted in nearly every state in the union was apprehended by Officers LaFramboise and Bellefleur of Groton and Officers Smith and Hart of Danielson barracks. The culprit's wife had presented him with a baby girl at a nearby hospital just prior to his apprehension.

JUSTICE TRIUMPHS

Officer Sullivan stopped a motorist driving East in the West bound lane of the Gold Star Memorial bridge. The operator's excuse to the judge was, "as my wife and I approached the toll lanes my wife told me to take 'that' lane." The judge replied, "Ill fine you three dollars and you can take it out of your wife's allowance."

STATION NEWS

Welcome to our new Officer Bernard Smith.

Officer Bellefleur is still active making speeches at various organizations.

Officer Mahlon Farrow is a new assignee at our barracks. Welcome.

Our commandant, Lieutenant Avery has been quite active giving talks and attending various meetings in this area.

Officer Fitzgerald spent part of his vacation in Cuba.

Congratulations are in order for Officer James who was married recently.

Officer Anderson's wife presented her hubby with a baby girl.

HAPPY ENDING

Officer Paul Hickey was assigned to a case of a missing woman. Because of the fear that she had fallen in a nearby quarry hole filled with water the quarry was pumped dry. The missing party was located in New Jersey.

HOT CAR RECOVERED

A stolen car from New Haven was found on a back road in Groton ablaze. Officer Larizzo is investigating.

STATION "F", WESTBROOK

CONGRATULATIONS

The personnel of Station F extend their congratulations to Capt. Carroll E. Shaw and to Capt. Robert Rundle on their promotions. We wish them continued success on their new assignments.

STATION PERSONNEL INCREASED

We have welcomed back Off. George H. Roche, who has been re-employed as a State Policeman and assigned to this barracks, and Off. Leroy F. Emerthal, who has been transferred to the adjacent Emergency Division. Both officers worked out of the Westbrook Barracks previously.

We are also happy over Officers William J. Demlong and James P. McDonald being assigned to Westbrook, but are not nearly as elated as Off. Edward P. Leonard Jr., who considers their assignment here as the end of his period as "boot" of the station.

AUXILIARY NEWS

Aux. Off. Leon Phinney, also a civilian employee of this station, is con-

fined to his home with a fractured vertebra in his neck. Leon is missed not only in the kitchen, but also on ambulance assignments as he willingly and unsparingly devoted his spare time to them. Aux. Officers Warren French, Theodore Wernicke, Douglas Patterson and Russell Croft, have been handling ambulance details to date, together with station personnel.

LIEUT. MARTIN NOVAK DIES

We at Westbrook were saddened when we learned of the sudden death of Lt. Martin Novak of the Middletown Police Department. "Marty", who was well known to all of us, worked hard and cooperated whole-heartedly on cases which his department and ours were mutually interested in.

DAUGHTER BORN TO FAGANS

We have it from a generally reliable source, and as there doesn't seem to be any other explanation we're going to accept it, that the recent birth of a baby girl in the George J. Fagan family can only be attributed to his transfer to Westbrook. We're sure the baby's three "big" brothers are as proud of her as the parents.

YOU'RE FOLLOWING A CAR IN FAST MOVING TRAFFIC: ANOTHER CAR IS BEHIND YOU-----

Is the car ahead overtaking a slow moving truck?

Is there a dog or child up ahead?

Will the car ahead be caught by a fast signal change?

Is the car behind following too closely?

The defensive driver keeps his mind and eyes ahead of the car ahead. He slows down for an emergency as soon, if not sooner, than the driver who will reach it first. He follows at a safe distance, avoids running into jams and rear-end collisions. Seeing an emergency ahead, he signals well in advance, and watches his rear-view mirror to be sure the other driver gets the signal.

---Defensive Driving

STATION "G", WESTPORT

ANGESKI AUXILIARY PERSONNEL OFFICER

Officer James Angeski has returned after being on sick leave and undergoing a serious operation. We are happy to see him looking so well. He is now our new Auxiliary Personnel Officer. He hasn't said too much about his future plans for this group, but rumor has it the membership is going to be enlarged and an extensive and interesting program will soon be underway. Off. Angeski's predecessor was Off. Emmerthal who received a transfer to the Emergency Division at "F".

STATION BRIEFS

Bea MacDonald, our clerk, was on our sick list last month and unfortunately had to go to the hospital. However, she is now back and is feeling much better.

Robert Keller was married in October at Westport to the former Cecilia Kolecar and now is a happily married man. His new home is in Long Hill, Trumbull.

Officer William McGrath now has a new address at Ansonia, after purchasing a home for himself and his attractive wife.

Our "Desk Officer", George Fray, is anxiously anticipating the day he can move into his new home at Long Hill. He has sold his Bridgeport home, and contractors have promised the "finishing touches" on his new place will be completed in about a month.

Officer William Russell has returned from his Florida vacation, which he thoroughly enjoyed.

Jimmy DeFlorio, our garagemen, has also returned from his pleasant trip to Florida, celebrating his twenty-fifth anniversary. Congratulations, Jimmy, and to your charming wife, and good luck for the next twenty-five!

OFFICERS TESTIFY IN BOSTON

Officers Jack Raineault and Ben Davis recently made a trip to Boston, Mass. to testify as to their observations on the Merritt Parkway of what at first appeared to be an abandoned car and later developed to be a stolen car from Bos-

ton. Culprits, apprehended by Officer Raineault, were ex-inmates of Mass. State Prison.

TRAFFIC SHOWS INCREASE

Travel on the Merritt Parkway seems to be steadily increasing as the months go by. Christmas Day was a nice mild day, and the number of vehicles passing the Greenwich Toll House increased 7,000 over last year's total.

STATION "K", COLCHESTER

"DRAGNET"

Tum-Ta-Tum-Dum!!!

January 1st, 1954, 12:01 a.m.

Lieut. Robert "Start The New Year Off With A Bang" Rundle transferred his equipment from the northeast corner of our Barracks to the southwest section of the building and part of his equipment was new, consisting of the Rank of Captain. Congratulations Captain Rundle!

January 1st, 1954, 12:02 a.m.

Captain Carroll Shaw moved his equipment out of the southwest section of the Barracks and transferred to Headquarters. Lots of Luck Captain Shaw!!!

NEW ASSIGNMENTS

Off. Arthur "I'm a Dandy" Andreoli's big moment came when he changed his call number from LOK to IS-8. Good Boy! We expect to call him out of bed some morning at 4:00 a.m. to some suspicious fire, and Andy's just the Boy that will be there.

Off. Charlie Mansfield arrived at Station "K" and is a welcome addition to our staff. He has been shining his equipment frequently; no doubt trying to vie with IS-8.

Hup, two! Hup, four! McAuliffe, the new Drill Master at our Station, has kept us marching, and vice versa. Congratulations Sarge!

Two new men have been added to our

dwindling roster, Officers Walter Gris-chuk and Walter Mazer, who were sent to us as Xmas presents. Not many "Old Timers" left at "K". Many of the new officers have not been here long enough to experience summer season whirlwind activity as the resorts and lake cot-tages open with a resulting increase in population and problems.

BRACE YOURSELVES FELLOWS!

STATION "L", LITCHFIELD

RECENT PERSONNEL CHANGES

On Nov. 30th, Officer William Carty and Officer Harold Neville were assigned to Station "L" from training school. We are very happy to add them to our personnel and wish them the very best of luck on their assignment.

We are also very happy to add to our Civilian staff, John O. Maloney who has taken the place of Earl Kilson as Custodian.

Off. Cleveland B. Fuessenich has been assigned to the office of the State's Attorney of Litchfield County for the next quarter.

OFFICER FALVEY SOLVES "BREAK"

Off. John J. Falvey Jr. is to be com-plimented on the successful solution of a breaking, entering, and theft case (L-401-I) in which \$23,000.00 worth of brass caps and aluminum wire were sto-len. It was a job well done. Congratu-lations Off. Falvey.

PFC DUREN NOW

At this time we have learned that Warren Duren, son of our Off. Frank S. Duren, serving with the U. S. Army in Korea, has been promoted to Private First Class. Keep up the good work Warren.

Patrolman--Young woman, you were do-ing seventy miles an hour.

Woman--Oh, that's wonderful! Just learned to drive yesterday.

FIRE MARSHAL AND LICENSING

Captain Carroll E. Shaw was recently promoted from Field Captain to Head-quarters Captain and placed in command of the Licensing Division. Capt. Shaw returns to HQ, his alma mater, after an absence of 13 eventful years in the field.

Lieut. William Sullivan was married to pretty Joan Rose Wixted of Danbury, December 26. The reception list follow-ing the wedding has Commissioner John C. Kelly, and Officers Thomas Dunn and Vin-cent Searles listed as guests.

Lieut. Adolph Pastore, Deputy State Fire Marshal, attended the Fire Mar-shal's convention at the Hotel Statler, Detroit, Michigan, December 14 to 18.

Mrs. Irene Higgins transferred her typewriter down the corridor and is now taking dictation from Major Remer. Miss Anna Mae Reardon is now assigned to the Licensing Division.

We welcome Officer Arthur P. Andreoli to the roster of our division. He was transferred to us from Station K, Jan. 15.

PUBLIC RELATIONS

Perhaps in the rush of business many of us lose sight of the importance of good human relations - good leadership in business. Here are some simple rules prepared by the Public Relations Jour-nal:

1. Acquire the art of kindness and persuasion.
2. Put human dignity above pay and promotion.
3. If you supervise others, keep circulating.
4. Get rid of double standards of behaviour, i.e.: one for the workers and one for management.
5. Be polite. Give credit where credit is due. Don't take your-self too seriously as a boss.
6. In handling grievances, let em-ployees tell their story without interruption. Learn how to lis-ten.

