

Vox-Cop

Vol. 10

ISSUED BY THE

No. 3

CONNECTICUT STATE POLICE DEPARTMENT



JOHN C. KELLY
Commissioner

MARCH - APRIL, 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

March - April, 1954



A HIGHWAY POLICEMAN TELLS

WHY I'M A "TOUGH COP"

BY PATROLMAN JOHN CARLSON

Connecticut State Police

As told to A. E. Hotchner

I'm the kind of cop you don't like. I'm "tough." When I stop you on the highway, I don't give you a break. Makes you mad, doesn't it? Well, brother, listen to this . . .

...No matter how mad you are, I'm madder. Why am I so mad? Because the people I stop are stupid. And it's tough to deal with stupidity. You may be a brilliant businessman or a college professor or an atomic engineer, but when I have to stop you for speeding, in my book you have a sub-normal I.Q. How else do you explain a person who deliberately tries to kill himself? And often succeeds?

My job is a sickening circle of warnings, tickets and corpses. Year in, year out. Always the same mangled bodies. Any wonder I'm tough? I know that the easier I let you off, the easier you die.

Now, take this lady I just stopped.

She was going 70 miles an hour, 15 over the limit. By the time I swung onto the parkway and got my patrol car up to high speed, she had a big lead on me. It took me 10 minutes to overtake her and flag her down.

"A Clean License"

She was a good-looking woman in her early thirties. She smiled at me and said, "Oh, officer, I hope I wasn't speeding." Sitting beside her was a little girl about five or six years old.

"You were fifteen miles over the limit," I said. "I'd call that speeding, wouldn't you?"

"Well, you don't have to act like I

just robbed a bank," she said. "I've got a clean driver's license. Here, look. I'll be very careful from now on." She gave me that 200-watt smile again.

"I'm sure you will," I said, and I handed her a ticket. "You should have thought about your clean record before you broke the law."

"Oh, what a terrible thing to do!" she exclaimed. "We live 40 miles from here. I'll lose a whole day in court. And I've just started a new job."

I said, "Might teach you a lesson. You speeders get off much too easy."

"Why be so tough?" she said. "I thought you troopers were supposed to be so nice."

"This is one trooper," I said, "who's as tough as the law allows him to be--and wishes he could be tougher."

"Listen, officer, please give me a break," she pleaded. "I may lose my new job. I have to support myself and my child. Let me off just this once. Please."

"Lady, you're wasting your breath," I told her.

Then she began to cry.

"You made my mommie cry," the little girl said.

"It's all right, darling," the woman sobbed, "he's just a tough cop with no heart."

And she pulled away, leaving "a tough cop with no heart" feeling more frustrated than ever. Okay, lady, I wanted to say, I'm a tough cop. But what do you know about my heart? Would you like to hear what happened just two weeks ago, not far from here, on an evening like this? A young couple were driving to a friend's house for dinner. A woman your age, with two little kids in the back seat, was driving in the opposite direction. She was speeding just like you. Suddenly going around a curve, she lost control, jumped the esplanade, plowed head-on into the car the couple was in.

I got there a few minutes after the accident. I pried open the doors and dragged the young woman and her husband from the front seat. They were dead and hard to look at.

After the hearse and ambulances had gone and the wrecks had been cleared (the woman and her children had been

badly injured), I drove to the home of the young couple. A baby sitter answered the door.

She Was Crying

Upstairs was a two-year-old child, sound asleep. I pulled the covers around her and just sat in the room for a while until I could get my feelings under control.

And you expected your tears to melt me, lady? Not on your life. Next, I had to go to the hospital and interview the woman who had been driving. She was crying, like you--only she had more to cry about. One of her children had just died. She had killed two innocent strangers and orphaned their child. She was crying her heart out.

So what could your crocodile tears do to me, lady? You need this lesson, and it's my job to see that you get it. Maybe, little girl, by making your mommie cry I can help keep her alive for you.

For 11 years now, as a State Trooper, I've been a witness to the terrifying things human beings do to themselves and to the people they love when they get behind a wheel. Most of you are decent citizens who ordinarily wouldn't dream of committing a crime, but out here, on this strip of concrete I patrol, some of you turn into wanton killers. There's no way to reason with you. The more we tell you that speed is death, and that death always wins, the more you speed. How many of your mutilated victims have I loaded into hearses!

So when I stop you for speeding and walk over to give you a ticket, you may smile pleasantly and offer some kind of lame excuse. But I'm looking at you with eyes that have seen hundreds of horrible accidents that have happened to motorists just like you. And although you may think that it's just your own life that is in danger. I know better.

"It's My Affair"

A couple of days ago I flagged a guy in a big four-door, doing close to 80. His wife sat beside him, and three little kids were in the back seat. "In heavy traffic like this," I told him, "you should have some regard for your children's lives even if you don't value

your own."

"Listen," he said, "just give me a ticket and mind your own business. If I want to kill those kids, it's my affair."

Does that shock you? Well, consider that mild as compared to some of the things motorists say to me. And yet they are the same guys I pull out from behind steering wheels with their chests caved in, their faces a bloody pulp, their bodies broken.

\$10 to Forget It

Sometimes they even hand me their driver's license with a \$10-bill folded up inside it. Ten bucks is supposed to make me forget all the tragedies I've seen! Those babies get hauled in fast for attempted bribery.

A couple of years ago, a group of high-school kids were having fun on a hay ride. The big hay wagon was going slowly along Route 7, a couple of red lanterns swinging along behind it. A powerful sedan came roaring along the highway and smashed right into the rear of the wagon, scattering the youngsters all over the road. It took a dozen ambulances to get them all to the hospital. Only a blind man could have missed that huge hay wagon with its big red lanterns--or a man who was blind drunk.

I helped load those poor kids into the ambulances that night. Afterward I put the driver of the sedan into my patrol car. He was a prominent citizen who had been on his way home from a cocktail party. His tongue was thick and his legs unsteady. Not even what he had done had sobered him up. My testimony helped convict him, and he spent a year in the county jail--not that that helped the kids who had skulls fractured, arms and legs broken.

And you motorists want to know why I don't smile and act pleasant when I give you a ticket? I've washed too much of your blood off my hands.

Blow-Out

I wish some of you speeders could have been along with me on an accident I investigated just a few weeks ago. A man, his wife, and their four children were driving in a car that had a blow-

out. The man pulled as far to the right as he could, and with the help of his 16-year-old daughter began to change the tire. His rear lights were on. IT WAS ON A STRAIGHT STRETCH OF HIGHWAY. THE WIFE AND THE OTHER THREE CHILDREN STAYED IN THE CAR.

An automobile that must have been going close to 90 came zooming along that road, saw the parked car too late, swerved, hit the man and his daughter, carried them 150 feet across the center esplanade--which is two feet high and two feet wide at that point (no other car had ever jumped that esplanade).

Evening in a Bar

I had to take pictures of those two corpses, and I've never seen bodies so mutilated. The young girl's insides had been torn from her body. The man's head had been smashed. The driver of that car was a man we'll call John Jones, a chef by trade, age 40. He had spent the evening in a New York bar and was on his way to a new job.

A number of cars stopped to report that just prior to the accident Jones had been driving recklessly, weaving in and out of traffic at a high speed. A few days ago, he was sentenced to one and a half to four years in the penitentiary. But what about the widow and her three little kids? They have received a life sentence from which there is no parole.

IF A TROOPER HAD SPOTTED JONES, THAT HORRIBLE TRAGEDY MIGHT HAVE BEEN AVERTED, BUT IT IS IMPOSSIBLE TO POLICE ALL ROADS AT ALL TIMES. The driving public knows that, and as a result speeding has become a kind of game--a game for maniacs. With one eye on the rear-view mirror, the driver tries to outwit the trooper. If he is caught, he expects the trooper to maintain the spirit of the game. If the trooper doesn't, he's a spoil-sport.

License Suspension

The way our accident rate is increasing, it looks as if handing out tickets is not punishment enough. In my opinion, more drastic measures are needed. Taking away a driver's license for a period of time might do the trick. Having to pay

a small fine is one thing--but not being able to drive a car is another. And those who are repeatedly arrested, who can't seem to learn a lesson, should lose their licenses permanently.

We've got to get tougher. Lifting a woman from a wrecked car, her hip and skull fractured--that's no game. A man burning to death in a car whose doors have been "frozen" by the impact, screaming to me for help I cannot give him--hardly a game. A dead child curled in the grass a hundred feet from the collision, a truck driver crying with pain while acetylene torches work to free him, dead servicemen who tried to go long stretches on short passes, a wife awakened in the night to be told her husband is dead--no game, I tell you, no game.

And the sooner you realize it, the longer you'll live. ---This Week

TOUGH COP, TOUGH POLICY

"This Week" magazine on Sunday carried an article by A. E. Hotchner of Westport about a "tough cop", Officer John Carlson of the Westport State Police Barracks.

Officer Carlson has gotten to be a tough cop, he told the author, because much of his life patrolling the Merritt Parkway has come to be "a circle of warnings, tickets, and corpses". He's particularly tough on speedsters who, in his experience, have been the direct cause of much of this carnage. Their anti-ticket pleadings and tears leave him cold when he compares them with the tears of a young woman who killed two innocent strangers, orphaned their child and killed one of her own children. (Her car, traveling 70 miles per hour on the Merritt Parkway, jumped the esplanade and crashed head-on into an auto headed in the other direction).

On the brighter side of the picture there are drivers like Chester Jermoluk, a rural mail carrier in Wilton, who was singled out as last Saturday's safe and courteous driver on the NBC network's weekly "roadshow." The show's search for a safe driver in this part of the

country tied in with the current month-long safety campaign being carried on by the Wilton Kiwanis Club.

In the interest of broadening this campaign and keeping it alive 12 months of the year, this newspaper proposes to expand its coverage of accident and traffic-court news which originates in this community or involves residents of this community.

It may be appropriate at this time to point out that the primary purpose of publishing such news is not to punish individuals involved, but to inform and remind the public of the danger of the highway. It is to report the causes of accidents in the hope that these reminders will induce greater care and courtesy on the highway; and thereby to carry out one of the roles of a community newspaper: the promotion of worthy causes among our citizens. In this case the cause is safety; and to those who consider the publication of such news as punishment we shall attempt to be tough; to be as tough as Officer Carlson.

---Wilton Bulletin

STATE TROOPER TELLS WHY HE'S A TOUGH COP

By J. P. D.

A Connecticut State Trooper--
(John Carlson is his name)--
Is the kind of cop few people like
For toughness is his fame.
He frankly states he never gives
The one who speeds a break,
But then adds in sober tones;
"It's really for his sake.
The easier I let them off,
The easier they die,"
This trooper of the parkways
Quickly tells you with a sigh.
"Too many times I've looked upon
Their bodies cold in death,
Or heard them screaming in the night
With gasping, dying breath.
You bet I am a tough cop--
Think of me when you drive--
And you'll help me in my mission
To keep driving fools alive!

---Waterbury American

THE PUBLIC'S REACTION

Excerpts from a few of the letters received by Officer Carlson and the Commissioner following publication of "Why I'm A Tough Cop".

Mansfield, Washington

"So if you are a tough cop, I say more power to you. I hope a tough cop never has to tell me off, and as long as I'm sane, he won't. My mother is my ideal, and I want to drive just like her. She has driven 27 years without an accident and I hope I can do that well.

"This letter may not mean much to you, but I'd like to shake the hand of a tough cop who has a soft heart."

Fort Richardson, Alaska

"Before entering the Army I was an ambulance attendant in Atlanta, Georgia, and I too have seen many times the results of the speeders who didn't realize their speed or just weren't thinking. You can rest assured my attitude toward the reckless drivers is very similar to yours."

East Orange, New Jersey

"I wish with all my heart that every Federal, State and Local traffic policeman had the same courage of his convictions and responsibility to his job that you exemplify in your article."

Washington, D. C.

"Just a line to tell you that I very much approve of your article in This Week Magazine. I wish you well."

New York City

"Your story is needed and may compel a few mad drivers to stop, look and listen."

Police Department

Laurinsburg, North Carolina

"Your undertaking in this matter of speeding is one which deserves recognition and support from every citizen and

every law enforcement officer of the 48 states and we would like to wish you the best and say that we are back of you 100 per cent."

Indianapolis, Ind.

"Your words will hold a special meaning for many people as they did for me. My husband was killed by a drunken speeder."

Cashmere, Wash.

"I'm a truck driver and I say keep on being a "tough cop" as we need lots more of your kind. Don't let up on the job."

Miami, Fla.

"I am a nurse in surgery and my husband is a doctor. If only people who take chances on the road could see the children with broken limbs and crushed chests as a result of auto accidents I'm sure they would be more careful."

Old Greenwich, Conn.

"Jack Carlson was a student in my class at Greenwich High School. He was a scholar of most estimable qualities, a young man of integrity and real convictions and under all circumstances, a perfect gentleman, poised with courtesy to everyone."

North Wales, Pa.

"I take issue with your statement that you are a tough cop. The fact is, you aren't half tough enough."

Arlington, California.

"I'm thirty and a mother of four children. I just learned to drive last year and it's been a real thrill to go speeding along at a pace 10 or 15 miles faster than those signs read. After reading your article, and having the cold chills it was meant to bring to our spineless spines, I can honestly say I'll do my utmost to be a respecter of all traffic signs from now on.

"Thank God for 'tough cops'."

JOHN LODGE
GOVERNOR



STATE OF CONNECTICUT
EXECUTIVE CHAMBERS
HARTFORD

April 2, 1954

Officer John Carlson
Connecticut State Police Department
100 Washington Street
Hartford, Connecticut

Dear Officer Carlson:

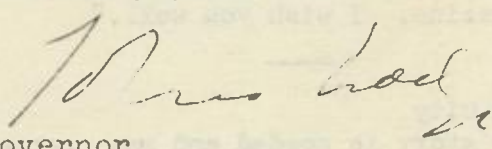
I have read with great interest your article "Why I'm a Tough Cop" which appeared in the March 14 issue of This Week.

It is indeed gratifying to know that the fine work which you and the other members of our State Police force are doing to promote public safety on our highways is receiving national recognition.

I want to take this opportunity to congratulate you, and to wish you every success in your work.

With kind regards,

Sincerely yours,


Governor

Mass. State Police Has Long History Origin Traced Back To Civil War Era

By Henry Minott

Boston-(UP)--Lee's surrender at Appomattox was still the talk of the town back in 1865 when the Massachusetts State Police force was born under the name of the State Constabulary. First state-wide police body in America, it consisted of only a dozen men.

That's a far cry from the Massachusetts State Police Department of today, considered a model for such law-enforcement units. Smartly uniformed in French blue blouses and electric blue breeches, 336 well-trained troopers patrol highways, investigate criminal complaints, and make themselves generally useful in safeguarding public lives and property. Meanwhile, 46 detectives investigate homicides, arson and other major crimes.

The uniformed men are assigned to 25 barracks scattered across the state from Yarmouth, on Cape Cod, to Pittsfield, in the Berkshires. The detectives either work out of state police headquarters here or are assigned to the various district-attorneys' offices.

Since troopers must sleep at barracks except on their nights off, virtually the full strength of the state police can be mobilized at a moment's notice in an emergency.

Massachusetts also has four state policewomen, having become in 1930 the first state in the union to use women for such work.

How representative is the state police personnel? Recruits are drawn from almost every occupation. A class of rookies recently was found to include a butcher, a baker and, yes, a candlestick maker!

Available at the various barracks is a wealth of emergency equipment. For instance, there's a snocat, useful for traveling in heavy snow. This can be converted into an ambulance, or it can be used to evacuate persons marooned by storms, or for repairing radio transmitters in the snowbound Berkshires.

Each barracks has portable power

units to furnish light or power in tornado or hurricane-devastated areas. Other standard equipment includes a boat with outboard motor which can be used for either rescue or dragging operations.

Each of 124 police cruisers has a collapsible stretcher in its trunk. After the front seat has been pushed down, the injured person can be laid flat on the stretcher in the cruiser while being sped to a hospital.

For manhunts and lost child searches, two trained bloodhounds and six young bloodhounds now in training are available to state police. Special trailers have been built to move these dogs from place to place, as needed.

Nerve center of the department is State Police Headquarters on Commonwealth Avenue. Extensive laboratory facilities maintained here, including ballistics, chemistry and photography, are available to every local police department in Massachusetts.

Let's say a burglar is captured in Worcester or Springfield or New Bedford. His revolver is sent to the State Police Ballistics Laboratory. There it is tested to see if its bullet corresponds with the bullet involved in any unsolved shooting. If no connection is established, the revolver is destroyed.

Today there are more than 600 such confiscated weapons at the laboratory, all received during the last eight months. Some day soon a police boat will take the guns down harbor. They'll be dumped overboard in deep water about 12 miles off shore. Within a few hours after they hit bottom, the salt water will ruin them.

Under the present state police setup, Massachusetts is divided into four districts, like this:

Troop A, Framingham (Eastern Massachusetts).

Troop B, Northampton (Western Massachusetts).

Troop C, Holden (Worcester County).
Troop D, Bridgewater (Southeastern Massachusetts).

All of these branch offices are in constant touch with state headquarters by radio and teletype.

Through adaptation of the present state police radio system, civil defense authorities devised a plan for an air raid warning which takes only two minutes to alert the entire state.

The State Police, with a \$2,720,000 budget this year, operated under State Public Safety Commissioner Otis M. Whitney. Executive officer of the uniformed branch is Maj. Edward L. McGinley while Capt. Joseph Crescio heads the detective force. McGinley has been with the service 23 years, Crescio, 30 years. Keeping press and radio in touch with state police activities is Lt. Joseph P. McEnaney, Public Relations Officer.

During the last 30 years, 13 troopers have been killed on duty, mostly in highway accidents. Two of these troopers were slain, Charles J. Collins at Byfield in 1942 and Alje M. Savela at Barre in 1951.

MOST HIT-RUN FUGITIVES APPREHENDED

By Henry Minott

What chance does a hit-run driver have of getting away with it?

In Massachusetts, where the State Police have developed extraordinary methods for tracing and trapping such fugitives, the hit-run motorist today is almost certain to be apprehended if the accident was fatal. Some minor hit-run mishaps are never solved, however.

During a recent 12-month period, 130 hit-run accidents were investigated by the State Police. Seventy per cent of these, including virtually all the serious ones, were solved.

In addition to many modern detecting devices, such as the spectroscope, the State Police are aided in hit-run investigations by a vast collection of headlamp lenses of all makes of automobiles, dating from 1930. A collection of tire treads going back to the same

year and the result of researches with paints and fibers are further aids.

The tiniest clue may send a hit-run driver to prison. One was apprehended when it was established that a piece of plastic only one quarter inch square, which was found on his car, came from the dental plate of the pedestrian who had been killed.

At the scene of a double hit-run fatality, State Police found these chrome letters: C-O-R-O. This report was broadcast and soon afterward a trooper a few miles away spotted a damaged Dodge with the chrome letters N-E-T on it. As though further evidence were needed, State Police found a flake of paint on the suspect's car--and proved that all four layers of this flake matched the four layers of paint on the other car involved.

One foggy morning 15 cars were involved in a collision on the Concord Turnpike. One man was killed and 20 persons were hurt. Minute particles of paint found on the dead man's clothing were subject to spectrographic analysis to determine the chemical components. The paint from one car matched that found on the clothing. The paint from all the other cars was dissimilar.

A boy was killed by a hit-run truck driver. A maple tree near the scene was sideswiped by the truck. On a suspect's truck police found a piece of bark. The suspect showed police a maple tree in his yard which he claimed he had hit. However, Harvard botanists proved for the State Police that the bark on the truck was from a sugar maple tree such as that near the accident scene, whereas the tree in the suspect's yard was a European maple. The truck driver went to prison. ---U. P.

Mrs. Fay White spent 40 minutes on the witness stand of the Alameda, Cal. Court while a defense attorney cross-examined her in a child neglect case.

The prosecuting attorney then asked her if she knew the identity of the sharp-tongued defense attorney.

"Yes," Mrs. White said. "That is Clinton W. White, my husband." ---U. P.

Fast Police Delivery Of Wonder Drug Saves Life



WINNING HER BATTLE: Although still a sick little girl, 2-year-old Faith Caler of East Hartford began to look like herself again after narrowly winning a battle over spinal meningitis. The disease was dealt a knockout blow by chloro-mycetin, which was rushed to McCook Hospital from Boston by state police. Here, Faith cuddles toys brought her by Barbara Noonan, R.N.—*Courant Photo*

Medical science and the State Police were credited recently with saving the life of a spinal meningitis victim.

Two-year-old Faith Caler of East Hartford is well on the road to recovery. A wonder drug rushed to McCook Hospital from Boston, Mass., did the trick.

Faith was taken to the isolation hospital on a Friday by her parents, Mr. and Mrs. Willard Caler of 22 Mill Rd., East Hartford. She was a very sick girl.

The modern way to fight spinal meningitis is with chloro-mycetin, taken orally. But Faith couldn't swallow the drug--she was too small.

Except for a small amount at St. Francis Hospital, doctors were unable to find any chloro-mycetin that could be administered intravenously. By Sunday morning, Faith's condition was grave.

Doctors contacted John M. Celetano of the Hartford County Pharmaceutical

Society and asked him where some of the wonder drug could be obtained. He located a supply at Parke-Davis Co. of Cambridge, Mass.

Massachusetts State Police were contacted. They brought 20 vials of the drug to the state line. There, state policeman Robert Lutz of the Stafford Springs Barracks rushed the valuable shipment to Vernon and trooper Anthony Kurylo of the Hartford Barracks relayed it to the hospital. The entire operation was set in motion by state police Lieut. Osmus H. Avery.

The spinal meningitis germs apparently lost to the power of the chloro-mycetin because Faith's eyes began to regain their usual luster.

Faith, her parents and her four-year-old brother, Michael, are happy over the way things are turning out. They had their hearts set on a big occasion Sunday--it was Faith's second birthday.

---The Hartford Courant

**COURT RULES DRUNKOMETER
IS 'RELIABLE AND ACCURATE'**

New York City Magistrate Peter M. Horn ruled March 4 that the drunkometer is a "scientifically reliable and accurate device" for measuring the amount of alcohol consumed by suspected drunken drivers.

It was the first decision in New York on the accuracy and constitutionality of the balloon-like device since it was adopted by the city as an intoxication test in November.

Magistrate Horn, in Vehicular Accident Court, rejected the challenge to the drunkometer's effectiveness brought by the first driver it was used on. His ruling, however, will affect thirty-two other persons awaiting trial on the same charge of driving while drunk and also that of others who might be arrested in the future.

Magistrate Horn ruled that the drunkometer, which was demonstrated by its inventor during the trial of the first defendant Henry Kovacik, "is a scientifically reliable and accurate device for determining the alcoholic content of a defendant's blood for compliance with Section 71-A of the Vehicle and Traffic Law of the State of New York."

The drunkometer was developed by Dr. R. N. Harger, of Indiana University. The device has a balloon attachment into which the suspect blows his breath and the alcoholic content of his blood can then be measured. Dr. Harger, in his court demonstration, explained that if the suspect has more than .15 per cent volume of alcohol in his blood the person can be considered intoxicated. Mr. Kovacik's test on the day he was arrested showed .19 per cent, witnesses testified at the trial in January.

Magistrate Horn declared the accused guilty of driving while intoxicated and ordered him to appear for sentencing. The penalty for drunken driving is, for a first offender, \$100 fine or thirty days in jail and revocation of license.

The magistrate's ruling came after he had studied the matter for more than a month. He had found Kovacik guilty on the "facts" but had reserved decision on the law so that he could study the de-

fendants' motion for acquittal brought on the ground that the drunkometer was "inaccurate, unreliable and so subject to error as to be unreasonable and an arbitrary exercise of authority in violation of the constitutions of the United States and the State of New York."

The defendant also contended that the drunkometer evidence accepted by the court should have been ruled inadmissible. On this point Magistrate Horn noted that Justice Samuel W. Eager of Orange County Supreme Court had ruled that a driver's license could not be taken away from him merely because he refused to take the test, but he added that the Supreme Court decision did not affect the criminal process of the case before him. Justice Eager ruled against the law because of its failure to provide for any appeal.

Magistrate Horn pointed out that Kovacik also sought to declare the drunkometer unconstitutional because it did not provide for the giving of notice to a defendant of his right to have a physician of his own choosing administer a chemical test in addition to the one made by police.

The magistrate noted that Kovacik gave "no authorities in support of this contention" and added; "The statute does not require that any notice be given a defendant as to this right. It would seem that it is sufficient to say that all persons are presumed to know the law and are therefore presumed to be so informed as to this right. They should acquaint themselves at least with those laws most likely to affect their usual activities. The point is without merit."

Magistrate Horn made his rulings in a thirty-three-page decision. The last page contained a drawing of the drunkometer.

---N. Y. Herald Tribune

Of the twenty-five points where the State Highway Department maintains automatic traffic recorders, the busiest is the Charter Oak Bridge at Hartford with nearly 50,000 cars per day, and the least busy is at Park Road in Woodstock where the average is a little over 500.

By William Chapman White

JUST ABOUT EVERYTHING

Advice to the Fishlorn

This being the month that returns the troutman to the side of his favorite stream, it is urgent to call attention to a letter and answer that appeared a few weeks ago in an estimable and immortal "lovelorn advice" column.

"With spring not so far off," a young lady wrote, who signed her name "Rosalie," "a recurrent annoyance will be in my life. I have a steady boy friend, who is devoted during the winter, but as soon as the fishing season opens, that's all he thinks about. I wouldn't mind an occasional fishing trip, but he goes every weekend."

To that fishlorn Rosalie the columnist replied--and seasoned trout fishermen had better sit down now before reading further--"Be thankful (1) that fishing is a seasonal sport, and (2) that his interest doesn't turn to girls, which is not a seasonal activity. You might try getting interested in the sport yourself, so that you could accompany him on some of these trips."

With all deference due to the columnist, the minute Rosalie follows that advice, that's where the romance ends.

There are lady trout fishers, and excellent ones, but they were born to it or took it up at an early age. Only chaos and ruin wait the romance in which the boy is finally persuaded to take the girl out trout fishing because she thinks she should share all his interests, even his psychotic ones. A woman is a rational animal and every trout fisherman knows there's nothing rational about his sport. In fact, that's its charm.

Better by far that Rosalie were told the tale of Albert and Rosalie Squinter, as nice a young married couple as ever dwelt in a Manhattan suburb.

That Rosalie, too, noticed Albert's devotion to trout fishing, particularly in April, and insisted she have a part in it. Albert argued against, but Rosalie was firm and Albert gave in. Like any loving husband, he bought her all

the supplies he had--rod, flies, line, waders, creel, compass, fish cleaner, water thermometer, leader snipper and landing net. When Albert told her what he had spent Rosalie exploded: "You mean you spent \$250 on that, and you've probably spent more than that on yourself. Of all the extravagant spendthrifts---!"

Albert had never thought of cost, for his gear had accumulated over the years. He did feel somewhat abashed.

In that cheerful mood he and Rosalie set out on the first fishing trip. "And why do we have to get up so early?" Rosalie asked. "If you played golf you could sleep later."

"Trout get up early. Can't change them."

Out by the stream Rosalie found the day was too cold, the water too icy, the ground too firm, the mud too muddy, the waders too hot, the lunch too scant, the wind too strong and the fish too zero.

"I certainly don't understand why you call this fun," Rosalie said as Albert got her fly and line out of a tree for the fifteenth time.

What Albert called it he didn't say as he helped Rosalie get her rod and gear through the alder brush, as he pulled her out of the brook four times when she slipped, once as he had a lovely strike, as he spent an hour hunting for the compact she dropped in the sedge grass, and as he helped her patch her waders when she tore them on a rock.

By mid-afternoon he'd had enough. He said: "I guess we'd better go home, dear."

"Are you crazy?" Rosalie asked. "We haven't caught one fish. If you think that after spending all that money I'm going home without some fish to show for it----! You go if you want to. I'm staying until I catch a trout."

Albert went home. Rosalie never came back home again. For a time Albert felt bad about that, but not too bad. In time he married a girl named Penelope who couldn't stand the sight of a fish--he tested her on that before proposing--and was glad to get him out of the house now and then so that she could clean his study.

Each year Albert goes back to his favorite trout stream, the same spot where

he took his first wife. As a sort of memorial service he calls "Rosalie" just once, and not too loudly either. The only answer is the sigh of the April wind in the alders.

That answer suits him better than any answer he could ever have received from any columnist. ---N. Y. Herald Tribune

DON'T HELP HITCHHIKERS

When drivers of motor vehicles see a hitchhiker attempting to thumb his way along a road, they invariably feel eager to give him a "lift" and thereby help him, part-way at least, to cover the distance to his destination. Under ordinary, reasonable circumstances, both parties benefit by the agreement.

The hitchhiker gets a good free ride, often for an unexpectedly long distance, and the driver of the car or truck gets the advantages of companionship, and an interesting exchange of conversation. It is much pleasanter to drive over a long and tiring stretch of highway with a sociable companion than alone.

Unfortunately, the breed of natural and sociable hitchhikers has deteriorated disappointingly throughout recent years. The friendly and talkative cusses have been joined by a band of racketeers, escaped criminals, and other dubious and dangerous characters who are seeking, not the free ride of the genuine hitchhiker, but the blood and money and car of the simple-minded, humanitarian and ingenuous motorist.

The police of Queenstown, Md., had a new case on their hands a couple of weeks ago, when a Connecticut motorist was beaten on the head and robbed of his car and money, by two hitchhikers whom he had befriended. That type of hitchhiker is worse than the dog which will bite the hand that feeds it.

But the incident should be added to all of the other warnings which have gone before, not only in Maryland, but in every other state as well. Motorists should restrain the impulse to give the strange hitchhiker a helping hand. Let him walk, or pay for his transportation in the authorized vehicles.

The average driver should realize that he may pick up several hitchhikers without untoward incident. But sooner or later, a unit of the criminal scum will create a lifetime tragedy for the motorist and his family. ---Bridgeport Post

PIPE SMOKERS NOT NO. 1 ON MURDERER SUSPECT LISTINGS

By Robert D. Lane

Next time you try to finger the murderer on your favorite private eye program, better not pick the butler--if he's a pipe smoker.

Instead, suspect the nervous cigarette chain smoker or cigar puffer. That's what most criminologists--and just plain detectives--said in answer to a survey.

A New Jersey pipe manufacturer (Kaywoodie) polled police chiefs to determine whether pipe smokers make better citizens. The cops said they rarely came across briar fans in line-ups.

One of them pointed out that it takes too long to fill, light and get a pipe going smoothly. The criminal is too nervous and in too much of a hurry to bother. He prefers cigarettes, and occasionally, a cigar.

Chief Edward Mugavero of Darien said he had never seen a suspect pull out a pipe to ease tension during questioning, and he's been doing police work 30 years.

At New Haven, Chief Howard O. Young said he'd be surprised if he ever saw a suspect pull out a pipe. He believes it takes too long to enjoy the relaxing effect of a pipe and the criminal is too busy scheming--or running.

Given a choice, police will concentrate on a cigarette smoker in trying to solve a crime, but they know there's an exception to every rule.

Although it's seldom that they find pipe-smokers in serious trouble, it wouldn't do a bandit much good if he pulled out a briar when police started questioning about the latest bank job. It takes an expert to look at home with a pipe. ---U. P.

**PUNCHBOARD WARNING SOUNDED
BY RIDGEFIELD STATION C. O.**

State police of Ridgefield barracks warned store owners and tavern keepers March 29 against permitting on their premises two devices banned under the gaming laws.

Lt. Henry Mayo directed the warning against punchboards and against pin ball machines which have "free game" or "bingo" devices.

He said he had conferred with State's Attorney Lorin W. Willis before issuing the warning.

Recently, a similar ban was again announced for the city of Danbury by Police Chief F. J. Mazzia. He said that he had learned that punchboards had reappeared in some Danbury stores and had issued instructions that they would not be tolerated.

Finding of punchboards or of any type of pin ball machine which may be used for gaming in any of the towns within the jurisdiction of the Ridgefield barracks will result in the arrest of the store owner, Lt. Mayo warned.

---Danbury News-Times

**LT. HENRY MAYO IS SPEAKER
AT DANBURY EXCHANGE CLUB**

Fifty per cent of the murders in this country are committed by youngsters under 21, Lieut. Henry Mayo, commanding officer of Ridgefield State police barracks, told the Exchange club at a dinner March 25 in the Hotel Green.

The lieutenant added that 30 per cent of the robberies and 19 per cent of crimes of all types are the work of teenagers.

Something is wrong with juveniles today, he declared, and the reasons may be found in their homes, their environment and their training.

Youngsters, like trees, must be trained early, he commented, for when they are full grown, it is too late. Stressing the need of proper youth supervision, he pointed out that a stray dog will run wild and may turn killer.

Lieut. Mayo asserted that teachers

need plenty of help, for children today are hard to control. He went on to cite several examples of unruly youngsters.

Too often, he said, parents refuse to cooperate in curbing their offspring, taking the stand that their children are being mistreated.

The officer went on to describe the new state police-sponsored shooting range for youngsters, the Wooster Mountain Gun club, which is expected to open between May 1 and 15. It will include, he said, a clubhouse, rifle range, revolver range, skeet range, storage shed and barbecue pit.

Lieut. Mayo noted that boys and girls ten years old and up will be eligible for membership in the club, where seven qualified instructors give lessons in the proper use of firearms. Emphasis will be laid on safety, he said, and only the finest, safest firearms will be used there.

Civil defense auxiliary police will help operate the range, and service clubs of the area will also be asked to cooperate, he said. The range will be chartered by the National Rifle club, he added.

Lieut. Mayo predicted that firearms instruction will give youngsters a new interest, increase their self respect and teach them good sportsmanship. Experience elsewhere has shown, he said, that this type of activity is successful in combating juvenile delinquency.

It is natural for boys to like guns, the officer commented, and every boy should know the proper use of a gun and the results of handling one improperly.

He added that underprivileged youngsters get a decided "lift" from this pastime, which builds their self confidence, increases their knowledge, particularly of mathematics, and makes them better citizens. He pointed out also that shooting provides recreational opportunities for boys and girls physically unable to participate in contact sports.

---Danbury News-Times

The world belongs to those who think and act with it, who keep a finger on its pulse.

---Dean Inge

**IRON LUNG VICTIM'S TRIP
REQUIRES CLOSE TIMING**

A 29-year-old mother of six children, an iron lung patient since Christmas, was moved from Mitchell Isolation Hospital at New London to Haynes Memorial Hospital in Brighton, Mass. in a five-hour trip recently fraught with split-second timing.

Mrs. Myra C. Collins of Gales Ferry, wife of a construction worker, was transferred from an iron lung in the hospital to a mobile iron lung in a huge specially-equipped trailer body sent from Brighton. The truck has its own interior lighting system which also powered the iron lung. The change-over of current was accomplished in 30 seconds, so that the life-giving rhythm would continue.

Police escorted the caravan which included the truck containing the respirator in which Mrs. Collins had been placed, accompanied by a doctor and a nurse. This in turn was followed by an ambulance, in which the director of Haynes Memorial Hospital rode, and then by a car driven by the Rev. George A. Coffen, pastor of the Seventh Day Adventist Church here. With the Rev. Mr. Coffen was Mrs. Collins' husband, Thomas.

The caravan had proceeded only about 10 miles when trouble with the truck's motor halted it for an hour near Stonington. At the Rhode Island state line, state police waited to take over the escort duty from Connecticut police. Again at the Massachusetts state line a change of escort took place, with Bay state troopers guiding the caravan into Brighton.

There, it required 17 minutes to transfer the polio victim from the mobile respirator to the one in her hospital room, again with the change-over in current accomplished within a scant 30 seconds.

Reason for the transfer, said hospital officials, was that Mrs. Collin's case requires the specialized treatment of the polio clinic operated in connection with Haynes Memorial Hospital.

Little progress in her case had been reported since Mrs. Collins entered

Mitchell Isolation Hospital on Dec. 24, the 12th polio victim in this area during 1953.

**LADY SPANIEL MORTIFIED
BY PANTSLESS TROOPER**

State trooper Charles Lundberg got caught with his pants down, but it was strictly in the line of duty at Weston.

The radio in his car blared the report that a dog was adrift on a chunk of wood on the Saugatuck River and for him to see what could be done about it.

Arriving at the scene, Lundberg saw two things:

1. Someone would have to wade in and rescue an animal--a female Springer Spaniel belonging to Mr. and Mrs. Wallace Palmer.

2. To do so, without boots, he'd have to remove some of his clothing.

Shooing away women spectators, Lundberg removed his shoes, socks and trousers and waded into the chilly waters.

For his trouble, "Patty", the pooch gave him snarls and growls and refused to let him touch her.

Attorney Gustave Simmon, among the male spectators, went to Lundberg's aid, removing his shoes and socks and rolling up his trousers to wade close enough to the trooper to hand him a belt.

Lundberg looped the belt about the uncooperative Patty and hauled her to safety. Then he donned his dry trousers and went to the Westport barracks to warm up.

DEFLATE THE SPEED DEMONS

In Yugoslavia when a highway traffic officer gives a speeding autoist a ticket he also lets the air out of the offender's tires! The speeder is then compelled to blow up the tires with a handpump. Somewhat severe punishment, especially on a hot day! But it is reported to have brought about a sharp decrease in the number of autoists exceeding the speed limit.

---Torrington Register

NATIONAL SOCIAL HYGIENE DAY

Social Hygiene Day was observed throughout the nation on April 28. Governor John Lodge said in part, "As Governor of Connecticut I urge the citizens of our State to increase their endeavors --by guidance and direct personal example and through their community organizations--to the end that our youth may be adequately prepared for wholesome adult living and for establishing enriched family relationships when they become the parents of tomorrow."

TV PROGRAM TO USE FILES OF STATE POLICE

A "Dragnet" type program, based on Connecticut State Police files, has been filmed by a New York advertising agency for presentation on a nationwide television network. Camera crews and actors were in the state April 12, 13 and 14 filming location scenes for the "pilot show." If this first show is approved by State Police Commissioner John C. Kelly and the R. J. Reynolds Tobacco Co., prospective sponsor, it may be expanded into a series of Connecticut police cases.

The first case to be filmed was based on the 1950 Woodbury Savings Bank holdup by the Rothermel brothers of New York. That was a particularly exciting case which was solved with the capture of the bandits in the woods after a gun battle.

The camera crews and actors journeyed to the Southbury and Sandy Hook areas recreating the crime and the capture. Other scenes in the film were made in New York TV studios.

The present plan is to present this "pilot film" sometime in June on the "Man Against Crime" program. Ralph Bellamy, star of that series will be the narrator for the Connecticut show.

Sergeant Henry Kaliss of Waterbury was assigned as technical adviser to the camera crew.

Commissioner Kelly said he thinks that the selection of the State Police force as the department to be portrayed is a tribute to the force.

"I feel happy and proud that we were selected," Kelly said.

The commissioner emphasized that his final approval will be required before the show can be presented anywhere. He said that he has authorized the use of State Police equipment in the show and that he has also authorized actors appearing in it to wear State Police uniforms. The names of the town and characters will be changed.

The program was filmed under the direction of the William Esty Co., advertising agency, of New York.

---Hartford Courant

CRIME WAVE MUST BE STEMMED

If there is one point on which criminal authorities are in complete agreement, it is in the fact that crime is worse today than ever before. There seems to be no way to get around the statistics. They show that criminal elements are steadily becoming bolder, more vicious and more relentless in attacks on innocent victims.

If we can judge by the cases reported in the press every day, criminals have become convinced that if they become brutal enough, and clever enough, they can pound, shoot, stab or sneak their way past all obstacles to gain fabulous loot. Even the remarkably efficient work of the police in some cases does not convince the criminals that in their game they are sure to lose.

What makes the work of the law enforcement authorities even more difficult is the infiltration of juvenile offenders into adult criminal activities. The situation has reached the point in some cities where the police, on being called to the scene of a crime, are not surprised to discover that it is not the work of an adult, but of a juvenile.

We are not prepared to explain the causes for the alarming increase in many crimes. We are not sure that the criminal authorities, who devote their entire time to the subject, can explain causes and effects very readily. They have the facts at hand, and are accustomed to dealing with specific cases as each oc-

casation may warrant.

But in spite of the excellent cooperation which is now normal practice among police departments, there does not seem to be available any formula which will discourage malefactors.

There is a pressing need for an advanced system, a new policy, or a new series of prescriptions, with which law enforcement authorities can meet the criminal tide head-on.

It may take time, and almost certainly will. Some of the unsolved crimes which were perpetrated last year have undoubtedly had the effect of making other criminals more eager to rob and kill. In the same way, when criminals are caught and punished, the benefits to society extend far beyond the specific cases.

---Bridgeport Telegram

"RESIDENT" STATE POLICEMEN

The workings of the "resident" State Policeman system came to attention recently, when some newsmen made a few inquiries at State Police headquarters and came up with an interesting story of a somewhat unique system. Briefly, the system consists of an agreement among two adjoining towns and the State Police Department to share the cost of having a "resident" officer police the two towns.

The cost of service is divided three ways; each town pays a third, and the State Police Department pays the remaining share. Originally the plan was tried without exact legislative authority. It worked well, and a few years later statutory provision for the set-up was provided by the legislature. There are now three State Police "residencies" in the state.

The advantages are obvious. Not only is the State Policeman a resident of one of each two towns, and readily available on short notice, but he has instant access to all the facilities of the far-flung and efficient State Police system. No town constable, or town police officer could possibly provide the trained and efficient service this system provides.

---New London Day

ON THE LIGHTER SIDE

ANY MAN'S LIFE IS BRIMFUL OF TROUBLE

A man's life is full of trouble. He comes into the world without his consent and goes out usually against his will and the trip between his coming and going is exceedingly rocky. The rule of contraries is one of the features of this journey.

When he is little, the big girls kiss him; but when he is big, only little girls kiss him.

If he is poor, he's said to be a bad manager.

If he's rich, they'll claim he's dishonest.

If he needs credit, he can't get it.

If he is prosperous, everybody wants to do him a favor.

If he is in politics, they say he takes graft.

If he's actively religious, some will say he's a hypocrit.

If he doesn't take a deep interest in religion, they'll call him a hardened sinner.

If he gives affection, he's a soft specimen.

If he cares for nobody, he's cold blooded.

If he dies young, there was a great future for him.

If he lives to be an old man, he missed his calling.

If he saves money, he's a grouch.

If he spends it, he's a squanderer.

If he works hard, they say he's crazy.

If he doesn't work, he's a bum
so what the h___'s the use.

An officer on patrol recently observed a car enter the Wilbur Cross Parkway at approximately 25 mph without stopping for a stop sign on the entering road. The operator's excuse was "I didn't notice the sign because it's Spring and I'm in love." He was accompanied by a young lady.

Excuse unacceptable!

COMPLIMENTS

Vox-Cop

March - April, 1954

U.S. NAVAL SUBMARINE BASE NEW LONDON, CONNECTICUT

IN REPLY REFER TO

NE/115(10)

SERIAL

971

8 APR 1954

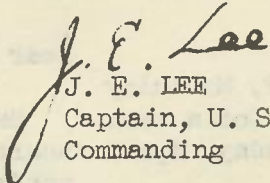
Lieutenant Francis Mangan, C.S.P.
Connecticut State Police Barracks
Westbrook, Connecticut

My dear Lieutenant Mangan:

I wish to take this opportunity to extend to you, and through you to Officers Edward Leonard and Joseph Suchanek, my sincere thanks and congratulations for their quick action and outstanding performance of duty on 5 April 1954, when solely due to the expeditious manner in which they applied artificial respiration and oxygen to Chief Electrician's Mate Warren E. Hinxman, of Old Clinton Road, Westbrook, they were successful in saving his life.

The actions of these two officers in this instance were fully in keeping with the excellent reputation that its personnel has earned over the years for the Connecticut State Police Department.

Sincerely yours,


J. E. LEE
Captain, U. S. Navy
Commanding

C O M P L I M E N T S

TOWN OF EAST HADDAM
EAST HADDAM, CONN.

double financing, etc. They were of tremendous help to us in bringing this case to a successful conclusion.

April 5, 1954

Sincerely yours,

Dear Captain Rundle:

Douglass B. Wright
Assistant State's Atty.

In behalf of the townspeople of East Haddam, the Board of Selectmen wish to express their appreciation for your untiring efforts in the search for the boys drowned in Lake Bashan.

It is a very reassuring thought that the State of Connecticut has a body of men who in time of need are ready to respond to a call for help from any section of the State.

OFFICE OF THE VICE PRESIDENT
WASHINGTON

March 9, 1954

Your dogged perseverance in the face of all discouragements will long be remembered by all who assisted in this unhappy task.

Dear Mr. Kelly:

Please thank all from whatever barracks for their help.

This is just a note to tell you how grateful I am for all of the courtesies which were extended to me by your office when I was in New Haven on February 11.

Very sincerely yours,

You and the other members of the Connecticut State Police were most helpful and efficient and I hope you will also convey my deep appreciation to them.

East Haddam Board of Selectmen

W. E. Nichols, Chairman

With all best wishes,

Sincerely,

Richard Nixon

STATE OF CONNECTICUT
OFFICE OF THE STATE'S ATTORNEY
HARTFORD, CONNECTICUT

April 19, 1954

March 22, 1954
East Hartford, Conn.

Dear Commissioner:

As you may know, Francis P. McGauley was sentenced to State Prison for a term of two to five years on Wednesday, April 14, 1954.

Dear Sir:

May we of Faith's family extend our heartfelt thanks to your group for the wonderful job you performed on Sunday Mar. 21 in the relay of medication from Boston.

Now that this case is terminated, I wish to pay tribute to two of your officers who did a splendid job in unraveling the very complex situation in this case. Detective Pethick and Officer Cludinski did a remarkable job on piecing together all the fifty-five separate transactions involving forgery,

We are most grateful.

Thank you again,

Mr. & Mrs. W. A. Caler
& Michael



CONNECTICUT STATE POLICE PRAISED FOR AID IN NEW JERSEY CASE



Police of two states got together at Conn. S. P. Headquarters March 16. In the foreground, at left, Col. Russell A. Snook, New Jersey State Police, exchanges greetings with Commissioner Kelly. At rear, in the usual order, are: Capt. Victor Clarke; Sgt. Joseph Kitchell, Union, N. J. police; Officer Frank Baylis; Chief of Union County Detectives Louis T. Lombardi; Recruit Officer Elmer Neal; Acting Chief Charles Teufel, Union, N. J.; and Sergt. Edward Dooling.

The Township of Union, N. J., thanked the Connecticut State Police Department March 16, through a delegation of police officials, and community leaders...for its help in solving the murder of one of its citizens, a young policeman.

The first of three men arrested for the crime was apprehended in Connecticut by state police. This led to the clean-up within 10 days of a case which was almost without clues.

The New Jersey delegation included

Col. Russell A. Snook, superintendent of New Jersey State Police; Roy Kitchell, Union Township committeeman; Detective Chief Louis T. Lombardi, of Union County, N.J.; Acting Police Chief Charles F. Teufel of Union, Detective Sgt. Joseph W. Kitchell of Union, Edward F. Bier-tuempfel, deputy Union County clerk; Max J. Berzin, foreman of the Union County Grand Jury that sat on the case, and Sgt. George Bannister, Colonel Smith's driver.



The gentlemen from New Jersey who visited at State Police Headquarters recently were: First row, l. to r., Charles Teufel, Acting Chief of Police, Union, N. J.; Roy Kitchell, Union Township Committeeman; Col. Russell A. Snook, N. J. State Police; Union County Detective Chief Louis Lombardi; second row, Det. Sgt. Joseph Kitchell, Union police; Max J. Berzin, Union County Grand Jury Foreman, and Sgt. George Bannister, N. J. State Police.

Sgt. Clinton E. Bond of the Union Township police force was the victim in the case. He was fatally shot while investigating the holdup of a dairy by three men last Feb. 12.

The Crime Date had a special significance for Connecticut State Police for it was just one year, minus a day, since one of their men, Policeman Ernest J. Morse, lost his life when shot by the driver of a stolen automobile on the Merritt Parkway.

Resolutions of commendation from the Union County Grand Jury were presented at a ceremony in State Police Headquarters in Hartford, to the local policemen who figured in the case.

They were Capt. Victor J. Clarke, commander of the Western division, State Police; Sgt. Edward J. Dooling, Officer Frank E. Baylis, and Trainee Elmer Neal, all of Bethany Barracks.

Baylis captured Albert Wise, 23, of

Roselle, N. J., Feb. 14, while on a routine patrol. Later the prisoner's brother, Harry Wise, 21 of Roselle, and Alfred Stokes, 23, of Elizabeth, N.J., were arrested elsewhere as co-conspirators in the murder.

Neal, the student policeman, on Feb. 21, found a .32 caliber revolver that had been tossed into a marsh at Spruce Glenn State Park. This gun was identified as the murder weapon.

Captain Clarke and Sergeant Dooling were cited for detecting other evidence which "repudiated and discredited" the alibi of one of the participants.

A separate resolution was presented to State Police Commissioner John C. Kelly, citing the Connecticut State Police for its assistance, along with police officials of 11 New Jersey communities, Massachusetts, and Virginia, the FBI, the Federal Bureau of Narcotics and the New Jersey United States Attorney's office.

---Hartford Times

**RESOLUTION
of the
GRAND JURY OF UNION COUNTY**

January Stated Session
1953 Term.

WHEREAS, the County Prosecutor of Union County has presented to the Grand Jury of Union County, January Stated Session, 1953 Term, evidence relating to the circumstances pertaining to the fatal shooting of the late CLINTON E. BOND, Sergeant of Police of the Township of Union, County of Union and State of New Jersey, on Friday, the 12th day of February, A. D. 1954, together with a review of the events transpiring between the said 12th day of February, A. D. 1954, and the 25th day of February, A. D. 1954, contributing to and insuring an unusually rapid and effective solution of this tragic homicide; and

WHEREAS, it appears that, while confronted with a most arduous and difficult task arising from the paucity of initial information and evidence in the nature of clues, the law enforcement authorities of the Township of Union and of the County of Union were assisted in bringing about a most satisfactory solution of this matter as the direct result of the highly effective teamwork and cooperation of other law enforcement agencies, which agencies manifested a degree of effort, self-sacrifice, initiative, aggressiveness and technical skill seldom equalled, exemplifying the highest traditions of the police service;

THEREFORE, BE IT RESOLVED by the Grand Jury of Union County, January Stated Session, 1953 Term, on this 4th day of March, A. D., 1954, that it does express its appreciation to, and does commend the following law enforcement agencies for their contribution of invaluable aid and assistance in effecting the detection and apprehension of those primarily responsible for this horrible and despicable offense against the laws of God and man:

The Municipal Police Department of the City of Asbury Park, N. J.; The Municipal Police Department of the Township of Cranford, N. J.; The Municipal Police Department of the City of East

Orange, N. J.; The Municipal Police Department of the City of Elizabeth, N. J.; The Municipal Police Department of the City of Irvington, N. J.; The Municipal Police Department of the Township of Millburn, N. J.; The Municipal Police Department of the Township of Neptune, N. J.; The Municipal Police Department of the City of Newark, N. J.; The Municipal Police Department of the Borough of Roselle, N. J.; The Municipal Police Department of the City of Springfield, Mass.; The Municipal Police Department of the City of Summit, N. J.

Also, The County Detective Bureau, Office of the County Prosecutor, County of Monmouth, Freehold, N. J.; The Office of the County Sheriff, County of Prince Edward, Farmville, Virginia; The Office of the County Sheriff, County of Union, Elizabeth, N. J.; The State Police of the State of Connecticut, Bethany Barracks, Bethany, Connecticut; The State Police of the State of New Jersey, Department of Law and Public Safety of New Jersey; The State of the Commonwealth of Virginia, Farmville, Virginia; Federal Bureau of Investigation, United States Department of Justice, New Jersey Office, Newark, N. J.; Federal Bureau of Narcotics, United States Department of Treasury, New Jersey Office, Newark, N. J.; Office of the United States Attorney, New Jersey District, Newark, N. J.

BE IT FURTHER RESOLVED That The County Clerk of the County of Union be requested to transmit a suitably inscribed and certified copy of this Resolution to the responsible officer in charge of each of the aforesaid law enforcement agencies through appropriate channels; and

BE IT FURTHER RESOLVED That the County Clerk of the County of Union be authorized to release copies of this Resolution to the public press.

Signed: Max J. Berzin
Foreman

H. Russell Morss, Jr.
County Prosecutor

Attest: Thomas W. Power
Clerk

RESOLUTION
of the
GRAND JURY OF UNION COUNTY

January Stated Session
1953 Term.

WHEREAS, The County Prosecutor of Union County has presented to the Grand Jury of Union County, January Stated Session, 1953 Term, evidence relating to the circumstances pertaining to the fatal shooting of the late CLINTON E. BOND Sergeant of Police of the Township of Union, County of Union and State of New Jersey, on Friday, the 12th day of February, A. D. 1954, together with a review of the events transpiring between the said 12th day of February, A. D. 1954 and the 25th day of February, A. D. 1954, contributing to and insuring an unusually rapid and effective solution of this tragic homicide; and

WHEREAS, it appears that, while confronted with a most arduous and difficult task arising from the paucity of initial information and evidence in the nature of clues, the various law enforcement agencies responsible for producing a solution of the above described crime, together with those law enforcement agencies cooperating and assisting in endeavoring to effect such a result, from the very outset did pool their resources, manpower, physical and technical facilities to forge one well coordinated and cooperative law enforcement team, operating in the manner of a single unit, without consideration for rest, sustenance or individual credit or gain, exemplifying the finest traditions of the police service; and

WHEREAS, despite the fact that such a high degree of teamwork and unity was manifested through this investigation by all individuals and agencies, it appears that certain individual law enforcement officers made particularly outstanding contributions of technical skill, individual effort and self-sacrifice, demanding particular recognition and commendation;

THEREFORE, BE IT RESOLVED by the Grand Jury of Union County, January Stated Session, 1953 Term, on this 4th day of March, A. D. 1954, that it does

express its appreciation to, and does commend the following members of the State Police of the State of Connecticut for their individual contributions of aid and assistance in effecting the detection and apprehension of those primarily responsible for this horrible and despicable offense against the laws of God and man:

Captain Victor Clarke
Sergeant Edward Dooling

CAPTAIN VICTOR CLARKE And SERGEANT EDWARD DOOLING, Bethany Barracks, Conn. State Police, for their technical skill, initiative and aggressiveness on and after the 14th day of February, A. D. 1954, in detecting and producing certain evidence which repudiated and discredited the alibi of one of the participants in the principal offense, thereby setting in motion a chain of events which played a major role in the eventual solution of the crime and the detection and apprehension of the perpetrators thereof.

Trooper Frank Baylis

TROOPER FRANK BAYLIS, Bethany Barracks, Connecticut State Police, on the 14th day of February, A. D. 1954, for his attentiveness to duty, alertness and courage, while on routine highway patrol in detecting and taking into custody one of the perpetrators of the principal offense, together with the motor vehicle which was employed in the commission of such crime, such motor vehicle constituting a critical item of evidence contributing to the eventual solution of this matter.

Recruit Trooper Elmer Neal

RECRUIT TROOPER ELMER NEAL, Bethany Barracks, Connecticut State Police, for his attentiveness to duty and mental alertness on the 21st day of February, A. D. 1954, while participating in a search for the .32 calibre revolver believed to have been the weapon employed to effect the death of the late CLINTON E. BOND, Sergeant of Police of Union Township, as aforesaid, which weapon was alleged to have been thrown away by one of the participants in the principal offense in a marshy and dense area im-

mediately adjoining the Wilbur Cross Parkway in the vicinity of the Meriden-Wallingford municipal boundaries at Spruce Glen State Park, in finding and retrieving the aforesaid firearm, a critical piece of evidence in establishing the guilt of those who committed the principal offense.

BE IT FURTHER RESOLVED That The County Clerk of the County of Union be requested to transmit a suitably inscribed and certified copy of this Resolution to each law enforcement officer

named herein through appropriate channels; and

BE IT FURTHER RESOLVED That The County Clerk of Union County be authorized to release copies of this Resolution to the public press.

S/ MAX J. BERZIN
Foreman

S/ H. RUSSELL MORSS, JR.
County Prosecutor

Attest:
S/ THOMAS W. POWER
Clerk

Department of Police

TOWNSHIP OF UNION

March 10th, 1954



JACOB F. DENK
CHIEF OF POLICE



POLICE HEADQUARTERS
TEL. UNIONVILLE 2-0700

To: John C. Kelly Commander Connecticut State Police

Words fail to adequately express my thanks for the efficient police work performed by the Connecticut State Police, Bethany Barracks, under the supervision and command of Captain Victor Clarke, in the arrest of Albert Wise on February 14, 1954, wanted by this department on suspicion of holdup and robbery at the Tuscan Dairy and the murder of Police Sgt. Clinton Bond on February 12, 1954 this Township.

I wish to give special praise to Capt. Victor Clarke, for his splendid cooperation and assistance, to Trooper Frank Baylis for the arrest, to Trainee Trooper Elmer Neal for his part in finding the murder weapon. Let me also thank the several other troopers and trainees of the Bethany Barracks, as I know they also played a fine part in the investigation that followed the arrest.

They have exemplified in the performance of their duty, the calibre of men you have in the service of the Connecticut State Police. The fine work done by them in collaboration with this Department, constitutes a chapter in police work that will long be remembered by all police departments, especially Union Township N. J.

It is my wish that you convey the contents of this letter to the superiors and men under your supervision, who were directly engaged in this case.

Very truly yours

Charles F. Teufel

Charles F. Teufel
Acting Chief of Police

DEPARTMENTAL PROMOTIONS AND ASSIGNMENTS



CONGRATULATIONS: State Police Commissioner John C. Kelly is shown passing out gold badges to several sergeants who were promoted to the rank of lieutenant March 23. Receiving his lieutenant badge from Kelly is John C. Lawrence. The other new officers, left to right; Albert H. Kimball, Anthony P. Zemetis, Edward W. Formeister, William N. Menser and Louis D. Marchese. Absent from the picture because he was on vacation is Lawrence S. Beizer. ---Hartford Times Photo

Seven State Police Sergeants were elevated to the rank of lieutenant by Commissioner John C. Kelly on March 23.

Those promoted were: Edward W. Formeister of Stafford Springs; Lawrence S. Beizer of Canaan; Louis D. Marchese, Bridgeport; Albert H. Kimball, Wethersfield; William N. Menser, Canaan; John C. Lawrence, Windsor; and Anthony P. Zemetis of Meriden.

The seven new officers, who have an aggregate of 112 years service as State Policemen, received their lieutenants' badges and new assignments from Commissioner Kelly during a brief ceremony at State Police Headquarters.

Four of the seven were ordered to take over the command of State Police barracks. The other three were assigned to headquarters posts.

Lieut. Formeister, assigned to command the Danielson Barracks, has been in the department since 1940. He served in the Coast Guard during World War II and was promoted to sergeant in 1949 while serving at the Stafford Springs Barracks.

Lieut. Beizer was appointed a sergeant in 1948, seven years after he entered the department. He has been attached to the Canaan Barracks since 1949. He took up the temporary assignment of departmental quartermaster.

Lieut. Marchese also became a trooper in 1941 and was traffic planning officer at headquarters since last May. He became a sergeant in 1948 and was awarded a citation for bravery for saving five persons from burning to death in a dwelling fire at Georgetown. He took

over command of the Bethany Barracks.

Lieut. Kimball joined the State Police in 1938 and became a sergeant in 1950. He was with the headquarters traffic division ever since completion of a traffic course at Northwestern University in 1946. He assumed command of the Hartford Barracks.

Lieut. Menser, who was assigned the command of the Canaan Barracks, joined the department in 1935. He served in the weights and measures division and bureau of identification and was commanding officer of Bethany Barracks since last May. He was promoted to detective sergeant in 1945.

Lieut. Lawrence became a detective sergeant in 1945, eight years after he became a State Policeman. He served at the Stafford Springs and Hartford barracks and was transferred to the headquarters special service division in 1952. He retained this assignment.

Lieut. Zemetis was designated night executive officer in the headquarters communications division. He entered the State Police training school at Bethany in 1942 and served at the Bethany, Westport and Colchester barracks as well as the bureau of identification. He became sergeant in 1948.

The seven new officers placed highest in promotional examinations in which 15 sergeants received passing grades.

In conjunction with the promotions to lieutenant, the following departmental transfers were announced: Capt. Philip Schwartz from commanding officer of Westport barracks to night executive officer at Headquarters; Lt. Albert E. Rivers, from command of the Danielson station to command Westport; Sgt. Frank D. Leighton, from Hartford barracks to Groton, and Det. Sgt. Anton M. Nelson, from night executive officer to Hartford Barracks.

April 2 Promotions and Assignments

Commissioner Kelly on April 2 announced several departmental promotions and assignments. The promotions, to fill vacancies created by the advancement of seven sergeants to rank of lieutenant on March 23, were made as the result of recently completed Merit System examinations.

New sergeants are: Henry P. Kaliss, Waterbury; George Panciera, Cheshire; Vernon C. Gedney, North Branford; Thomas M. O'Brien, Andover, and Henry J. Marikle, Moosup. Thomas C. Leonard, North Haven and Edward A. O'Connor, Hebron, were promoted to rank of detective sergeant.

Transfers were announced as follows: Det. Sgt. Jerome F. Smith, Fairfield, from Westbrook Barracks to Westport; Det. Sgt. Robert J. Murphy, from Ridgefield to Westport; Sgt. George H. Ferris, Fairfield, from Westport to Ridgefield; Off. John J. Yaskulka, Rockville, from Special Services, Headquarters, to Stafford Springs; Det. Sgt. Roy W. Goodale, Niantic, transfers from resident officer for East Lyme and Old Lyme to Groton Barracks; Off. Leland B. Cable, from Groton to resident officer for East Lyme and Old Lyme with residence at East Lyme, and Off. Otto W. Hafersat who was at Danielson Barracks on temporary assignment has now been permanently assigned to that station.

Sergeant Kaliss, who entered the department August 15, 1940, was assigned to Headquarters at Hartford, public relations and information services. After training he was assigned to the Hartford Barracks and then served at the Beacon Falls Station which was deactivated when the station was built at Bethany in 1941. Upon return from service in the Air Force during World War II he was assigned to Headquarters at Hartford.

Promoted from detective, George Panciera entered the department January 15, 1942. Sergeant Panciera has served at Groton, Westbrook, Special Services Division, Hartford, and Bethany Barracks during the past ten years. He was promoted to detective December 14, 1951. He transferred from Bethany to the Westbrook Barracks.

Sergeant Gedney continues in his current assignment to the Traffic and Training Division at Headquarters. He joined the department August 22, 1938. He served at Hartford, Colchester and Westbrook, prior to his assignment to the Traffic Division, Headquarters, in 1946. He attended the Traffic Course at Northwestern University, Evansville, Ill., in 1946, and holds departmental

Meritorious Service and Honorable Mention awards.

Sergeant O'Brien transferred from his present assignment at Special Services Division, Headquarters, to the Danielson Barracks on April 5. He entered the department April 20, 1943 and was sent to the Westbrook Station after training. He was transferred to Stafford Springs in 1947 and then to Special Services, Hartford, in 1949. He attended the Harvard Seminar in Legal Medicine at Boston in 1952.

His assignment at Danielson was continued by Sergeant Marikle who joined the force August 15, 1940. He was assigned to Groton after training and served at Danielson prior to appointment as a resident officer in Griswold in 1944. After service at Headquarters in the Special Services Division in 1950 he returned to Danielson.

Det. Sgt. Leonard, who was promoted from detective, entered the department August 22, 1938. He continues assignment at Bethany. He has served at Westport, Westbrook, Beacon Falls, and Bethany Barracks. He was promoted to detective on December 15, 1951 and in 1950 was given a meritorious service award.

Sergeant O'Connor transferred from Special Services at Headquarters to Stafford Springs. He entered the department April 18, 1946. His assignments were to Stafford Springs, Groton and Colchester until 1953 when he was assigned to Special Services at Headquarters.

April 23 Promotions and Assignments

Seventeen State Policemen were advanced in rank on April 23 by Commissioner Kelly.

Det. Sgt. Anton N. Nelson of Hartford was promoted to lieutenant and temporarily assigned to Headquarters as night executive officer.

New sergeants are: Walter J. Able, Bridgeport; Ralph C. Boyington, Hebron; Angelo B. Buffa, Torrington; John J. Doyle, Meriden; Frank S. Duren, Waterbury; Walter W. Foley, Fairfield; Albert H. Pethick, Hamden; and Russell N. Starks, Winsted.

Promoted to detective sergeant were: Donald Paige, West Haven; Walter Per-

kins, Glastonbury and Edward P. Steele, Meriden.

New detectives are: Warren A. French, Fairfield; Joseph J. Jasonis, Bridgeport; Arthur E. Johnson, Avon; John B. Murphy, Danielson; and Robert J. Murphy, Danbury.

Off. Wayne Bishop transfers from Special Service, Groton to Special Service, Headquarters and Off. Daniel Reardon from Special Service, Headquarters to Bethany Barracks.

Sgt. Walter Foley transfers from Westport barracks to Ridgefield; Sgt. John J. Doyle from Special Service, Headquarters to Bethany; Sgt. Walter J. Able from Ridgefield to Westport; Det. Sgt. Edward P. Steele from Bethany to Hartford; Det. Sgt. Walter E. Perkins from Hartford to Stafford Springs; Det. John B. Murphy from Danielson to Special Service, Groton; Det. Arthur E. Johnson from Hartford to Special Service, Headquarters; Det. Warren A. French from Bethany to Special Service, Headquarters; Det. Joseph J. Jasonis from Bethany to Special Service, Headquarters and Det. Robert J. Murphy from Ridgefield to Special Service, Headquarters.

The following continue in their present station or division: Sgt. Frank S. Duren, Litchfield; Sgt. Angelo B. Buffa, Canaan; Sgt. Ralph C. Boyington, Colchester; Sgt. Albert H. Pethick, Hartford; Sgt. Russell N. Starks, Canaan and Det. Sgt. Donald Paige, Special Service, Headquarters.

YOU AND ME

In his personal life, a Chief of Police must be, like Caesar's wife, "above reproach." The Chief of Police is a public figure. He is on duty twenty-four hours a day, and each member of the community has a right to expect only the best service that he can render. While a Chief of Police is not to be denied his right to enjoy privacy in his personal affairs, he must be careful of the impressions that his personal habits, behavior during his leisure hours, and even his scale of living may create.

---Mass. Chiefs of Police Assoc.

Between



Ourselves

EASIER TO CATCH KIDNAPERS IF THEY DON'T GET TIPS DURING THE CHASE

The circumstances surrounding the kidnaping and eventual release of Leonard Moskowitz in San Francisco last month ought to inspire other communities to carry out similar procedures in their efforts to apprehend criminals. Too frequently the front-page aspect of kidnapings and other serious crimes seems to outweigh the importance of catching the miscreants. Every move by the police, not to mention their statements of what they intend to do next, is printed in elaborate detail, as if a picture of just how hard the local Dick Tracys are working was more important than actually solving the crime. Undoubtedly, false leads are often given by the police through the newspapers, but all too often the information is on the level.

In San Francisco, how different! The police and the newspapers knew, within a few hours of the snatch, that Mr. Moskowitz had been kidnaped. Never-the-less, the business of trapping the kidnapers and eventually arresting them was not hampered by a blow-by-blow account of just how the chase was going. Without tipping off the criminals to what was up the San Francisco police were able to break the case in a few days and, in all probability, to save the life of the victim. If newspaper readers were deprived of their story while the case was being solved, their sacrifice was amply rewarded afterward with a series of dramatic accounts and interviews which told the reader every detail of the episode from the first hello to the final stupid telephone call which resulted in the downfall of the kidnapers.

Of course, most people can sympathize with police lieutenants who talk too much and newspapers which print too much

of what they say. Almost everybody feels it necessary to make it plain that nothing is being put over on him. Thus a man whose house has been robbed can usually be relied on to tell the reporters that the thieves missed \$800 in two-dollar bills which was concealed in an old highboy right under their noses. A few years ago an officer of a small bank in Maryland yielded to this impulse and explained that a large bundle of bonds could have been had by the cracksmen if they had bothered to open one more drawer in the safe. Taking him at his word, the robbers returned later and picked up the bonds which they had missed the first time.

The moral of this, and of the San Francisco kidnaping, is that it is a bad idea for a cop or a victim of gangsters to tell the public how smart he is until the yeggs are safely in the hoosegow.

---Saturday Evening Post

DEPARTMENT OF PUBLIC SAFETY NEWS NEW MASSACHUSETTS HOUSE ORGAN

Perhaps we shouldn't call it "new" since the masthead says "Vol. 1 - No. 3" but the Department of Public Safety News, March issue, published in the Bay State has just come to our attention.

The "News", published under Otis M. Whitney, Commissioner of Public Safety for Massachusetts, serves the Uniformed Branch and Detective Bureau of the State Police as well as the Division of Fire Prevention and Division of Inspection.

Lt. Joseph P. McEnaney is editor of the publication which is printed by the offset process.

The issue features personal information about employees, visitors, news that Mass. State Police will enter teams

in the NEPRL matches, legal notes, report from the traffic bureau, identification reports and other interesting articles.

Vox-Cop extends a cordial welcome to the Massachusetts D.P.S. News into the small circle of non-commercial departmental magazines.

**KENNETH W. HOWLAND RESIGNS;
ENTERS PRIVATE INDUSTRY**

Woodbridge Police Chief Kenneth W. Howland, in charge of the Woodbridge Police for 21 years, was relieved of his duties at his own request February 28. He was succeeded by Sgt. Richard Ciarleglio as acting chief of police according to an announcement by Carl G. Hoff, chairman of the Board of Police Commissioners.

Chief Howland, who entered private industry, was given a testimonial dinner by his many friends in Connecticut law enforcement circles at Donat's Town-Ho Inn Restaurant, Milford, March 2.

Active in law enforcement and identification work for many years, Chief Howland during his service had held the offices of president and vice-president of the Connecticut Chiefs of Police Association, was at one time an official of the International Association for Identification, and was past president of the Connecticut Chapter, International Association for Identification.

**TWO OFFICIALS VICTIMIZED
BUT POLICE CHIEF IS SMART**

Police charged that two Massachusetts men had no sooner hit New Milford than they stole from a state representative and the second selectman and tried to panhandle the chief of police.

The last attempt resulted in their arrest on vagrancy charges.

While Chief Andrew Nearing was booking the pair, he got calls about the theft of a fountain pen from a store owned by State Representative E. A. Ambler and a can of auto polish from a

service station owned by Second Selectman Clement H. Noble.

Onto the book went those charges, too.

In Town Court, Judge Gerald Marsh sent each man to jail for 30 days for vagrancy, gave one of them 15-day suspended sentences on each of two counts of larceny and dismissed larceny charges against the **other**.

The man given the suspended larceny sentences was booked as Eugene Benefit, 43, of Edgartown; his companion as James F. Dugan, 54, of Fall River.

WHOSE JOB IS MOST VITAL?

The answer: Yours and Everybody's

Have you ever discovered whether the grass actually is greener on the other side of the fence? And did you ever get into a hot discussion with a fellow worker as to whose job was more important?...Well, it seems that the Captain and the Chief Engineer of a ship got into such an argument, and they decided that the only way to settle it would be to exchange jobs for a spell.

So, the Skipper went down into the hold to supervise the steam boilers and the engine room chief went up to the bridge to navigate the vessel. The Captain fiddled around with the steam valves and gauges, getting hotter and sweatier and sootier with each hour - but to no good. Finally he gave up in disgust, and started up the iron stairs for the open decks.

Half way up he met the Chief Engineer coming down the stairs.

"Take over your engine room, matey," said the Skipper. "I just don't seem to be able to get up enough steam for those boilers, and keep it up."

The Chief Engineer grinned. "Well, it doesn't matter anyway, Skipper," he said. "We've been aground for 2 hours."

So each went back to the job he did and did well, knowing at last that it takes a lot of men doing well the jobs they can do best - and convinced that every job in the whole outfit is important. ---Newington Hospital News

TODAY'S CHILDREN

Vox-Cop

March - April, 1954

Adults Must Share Blame For Increase In Juvenile Crime

By John Cutter

In Philadelphia, a panel of experts agreed recently that adults must bear the blame for the rise in juvenile crime.

The temptations adults offer through comic books, liquor, narcotics and their own examples drew censure in a Philadelphia Bulletin forum discussion of "are we building stronger Americans?"

The eighth annual forum opened with a keynote speech by Vice President Richard M. Nixon in which he said the Eisenhower Administration has turned back the spread of world Communism.

Speakers at the session on juvenile problems included Erwin D. Canham, editor of the Christian Science Monitor; Samuel M. Brownell, U.S. commissioner on education; Fredric Werthem, eminent psychiatrist and neurologist; Jeremiah P. Shalloo, chairman of the Philadelphia Crime Commission; and other specialists in the field.

Canham took one of the most optimistic views. He recalled that every great war has been followed by "a period of passion and political violence." He voiced confidence that "we will ... regain our poise and balance."

He expressed a belief, however, that the high divorce rate with its affect on the family and children, is "a grave social flaw" and marriage should be "a more sober and consecrated decision."

Comic books, with their lurid descriptions of crime and their advertisement of weapons like switch-blade knives, were the target of Werthem.

"Impairing the morals of a minor used to be a punishable offense," he protested. "Nowadays it has become a mass industry ... the problems of boys and girls have only one cause--adults ... if we really want to take their problems seriously, let us not create them in the first place."

Shalloo likewise had criticism for parents and some patterns set by adult behavior. He said one of the basic factors behind the problem is giving children an allowance without making them earn it by performing household chores.

Shalloo advocated a jail term of at least one year -- not fines -- for any adult who furnishes a juvenile with liquor or drugs.

Brownell said the three major concerns in education today are: (1) an alarming shortage of classrooms, (2) an urgent need for teachers, and (3) "a distressing loss of trained manpower through school and college 'drop-outs'."

He said no one group, government, agency or foundation can do the job alone.

"Financial support is only part of the answer," he said. "Quite as significant is a citizen interest."

Nixon, in his keynote speech, said the spread of world Communism has been stopped by some bold decisions made by the Eisenhower Administration in its first year.

Outstanding among them he listed the policy to avoid being trapped into "little wars" and relying on "the massive retaliatory power of our atomic weapons. . . and to use that power against the real source of the aggression. . . rather than at times and places that the enemy chose."

One result during the last year, he said, is that "in not one significant area of the world have the Communists gained, and in several areas of the world the free world has gained."

"The danger of overt armed aggression by the Communists in Asia or any place else in the world has substantially been reduced," he said, "but on the other hand, the danger of subversive activities has been substantially increased."

POLICE BREAK YOUTH RING

Activities at the Flying Saucer Luncheonette, 118 North St., New Britain were halted by local and State Police recently as they announced the arrest of four persons in connection with the goings-on of minors and teenagers in the place.

The North End store was labeled everything from the "town's most awful hangout" to a "den of iniquity" by investigators after a three-week probe.

Booked were the following: Stanley Sokolowski, 16, charged with statutory rape on a 13-year-old girl; William Pakutka, 28, and John Pakutka, 32, brothers, charged with contributing to the delinquency of children and Charles J. DuBord Jr., 21, booked for alleged possession of a dangerous weapon, possession of obscene literature and pictures, and carrying a weapon in an automobile.

Sokolowski was released in custody of his father. The Pakutkas are the owners of the establishment, police reported, and are being held in \$500 bonds each. DuBord, married and the father of two children, was placed under bonds of \$5,000. He was apprehended in Wallingford.

Det. Walter Kulak who, with Det. Vernon E. Nyquist, State Policeman John Yaskulka, State Policewoman Dorothy Scoville and Sgt. Samuel Rome, questioned about 50 youngsters and received statements from 20 of them, indicated that several more arrests would be made in connection with the case. Some, they said, would be in New Britain, others in nearby communities.

Rome also reported that several minor girls who made the luncheonette their meeting place already have been committed to the Juvenile Detention Home in Hartford. Some "referrals" have been made also to local juvenile authorities, he said.

The investigators labeled conditions at the Flying Saucer "vicious, sordid and sickening" and said a room had been set aside where youngsters were involved in "improper advances," drinking of wine and liquor, and petting and necking parties.

According to Sgt. Rome, empty bottles

were strewn around the place, some of the food was mouldy and, he asserted, William Pakutka admitted he paid off on pin ball machine scores.

---The Hartford Courant

REVEALING STUDIES OF JUVENILE DELINQUENCY

Those pest holes that pop up in the news every once in a while, as breeding places of juvenile delinquents, underline the growing seriousness of this problem. The one uncovered by police in New Britain this week is typical of the shabby kind of rendezvous that helps fill jails and reform schools. At the same time it illustrates the familiar story of family breakdown as a prelude to delinquency. For the children who hang around these dumps are not children who are loved and who enjoy wholesome family life.

About a million children get in trouble with the police every year. One in every 50 is now delinquent. The sobering fact is that juvenile crime has increased 30 per cent in the past five years. Life is currently publishing a survey of one group in New Jersey that is doing an intelligent job, in diagnosing the sources from which flow the anti-social acts that brought the individual into conflict with the law.

At this diagnostic center, through the use of hypnotism, drugs, and other tests, the subconscious motivations of the delinquent are often revealed. These psychiatrists have confirmed what others have long suspected, that delinquency is not basically the product of slum populations any more than of other strata, except as slum dwelling may be related to other factors.

The major cause is the instability of the smaller society that trains them for the outside world--the family. Where the family is dominated by unhappy or unhealthy influences, where prudishness, overprotectiveness or indifference prevail, the child can be subtly indoctrinated with the attitude that all society is a sham. Because this attitude is motivated subconsciously, the child is un-

able to explain why he behaves the way he does.

Only rarely does the child from a good home, (and the term good means loving, not rich) become a delinquent. Delinquent children are the products of delinquent parents, and it is too bad that there is no better system than we have in fixing that responsibility. The children who are picked up in these shabby pest holes are the sad by-products of indifference and neglect.

---Hartford Courant

THE CHILDREN'S POLICEMAN

By James E. Mitchell

I was driving slowly through the town of Ware, Massachusetts recently, when a policeman suddenly signaled me to a halt.

"You're a stranger in town," the policeman said. "Is there anything I can do to help you?"

He showed me where to park, helped me to find my destination, then, while saying goodbye, he offered me a stick of gum.

Surprised, I asked about this friendly, unusual behavior. "That's Mike Houlihan," I was told. "He's a friend of just about everybody. Especially the children. Mike can't keep from being helpful; it's as much a part of him as his ruddy cheeks and sparkling blue eyes."

"Mike must have been a policeman here for many years to have so many friends," I said.

"Only seven, though he's lived in Ware all his sixty-eight years."

On my return to Ware, weeks later, I was greeted by Mike almost before I saw him. And by name. As we talked, every few words were interrupted by children: "Hi, Mike"; "Hello, Uncle Mike"; or "Hello, Mickey."

Then I saw Mike lean over for a short intense conversation with a little girl of eight or nine. I overheard him say, "If you want to be a sweetheart of mine, you'll have to stay right up with the others." The child, with a tear glist-

ening in her eyes, shook her head enthusiastically in assent. Mike patted her little shoulder, and she hurried off. He turned to me. "She failed her school lessons yesterday and she knew I'd hear about it. I always tell them that I know it when something has gone wrong, and they see it doesn't happen again."

Then he added, "It's a shame, but so many children today just don't get the affection at home they need."

I learned later that, before he came to the attention of a chewing gum manufacturer, Mike used to buy the gum himself.

When Mike offered me a stick later that day, I asked him if he ever ran out.

"I make allowance for such things," he replied with a twinkle. "I keep a few hundred sticks of gum on deposit in the bank here at the corner all the time."

"Mike," I asked, "what do you think is the most important thing in life?"

His face grew serious. "I haven't missed church more than three times in the past forty years," he said, "but when my boy died, part of me died too. I lost 60 pounds and really had the doctors worried. But if your belief in God goes deep, you don't give up. I found that out."

Mike can talk about his son now. But no one knows how many times he is thinking of his own boy while helping someone else's. There was the crippled youngster, Robert Sands. Mike visited him every day in the hospital. On his release, Mike regularly wheeled Robert to the playground, where he would tell the boy when to swim and when to sun himself. Tenderly the policeman's strong, supple fingers massaged the wasted limbs.

Then--and this must be Mike's real reward--the boy's mother came to Mike one day, with tear-brimmed eyes.

"The doctor came this morning, Mike. Little Robert will be all right in every way. Mr. Sands and I...well, you know what I want to say. Thanks, Mike."

Mr. Mitchell is Field Supervisor, Travelers Insurance Company. ---Ed.

Auxiliary State Police

Vox-Cop

March - April, 1954

Auxiliary State Policemen Participating In Training

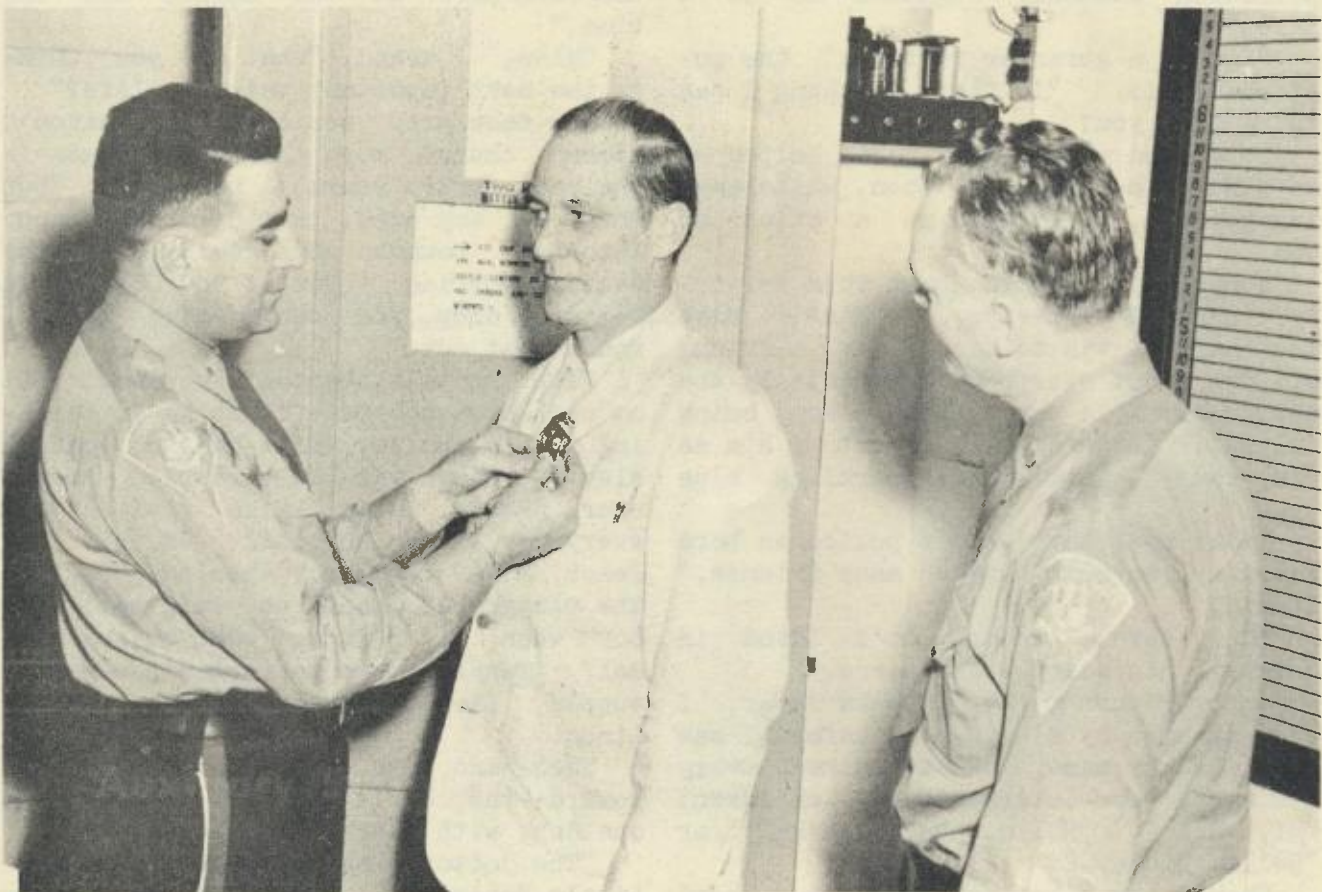
Training classes for Auxiliary State Policemen who may have missed courses previously scheduled and new applicants are now being held throughout the state. An opportunity is being afforded members of local Civil Defense Auxiliary forces to take the training with State Police Auxiliaries.

Classes started the week of April 4 and consist of traffic control and first aid. The standard course is being taught in the first aid classes. Each commanding officer has arranged to hold classes two nights a week, each class to be

scheduled for a two-hour period. Attendance records are kept on all trainees, including local auxiliaries.

In addition to State Police Auxiliaries in attendance at classes, the following towns have scheduled men for training: Monroe, New Fairfield, Bridgewater, Mansfield, Griswold, Pomfret, Killingly, Montville, Old Lyme and Essex.

Also, Cromwell, South Windsor, Berlin, Simsbury, Oxford, Seymour, Colchester, Bolton, Washington, Kent and Bethlehem.



Male departmental civilian employees were invited to join the State Police Auxiliary Force on a voluntary basis at Bethany Barracks recently. In the photo Lieut. Marchese, station commanding officer, is shown pinning an auxiliary badge on Dispatcher Paul Johnson while Officer Thomas Duma, Bethany Barracks Auxiliary Personnel Officer, at right, looks on.

Safety minds

Vox-Cop

March - April, 1954

IMPROVED DRIVER ATTITUDES SOUGHT



State Police Sergeant J. Francis O'Brien observes as Officer Lawrence Secor attaches strip reading "Make Courtesy Your Code of the Road" to rear bumper of patrol car. Slogan, seeking to improve driver attitudes, is a part of a nation-wide safety effort. Both state policemen are assigned to the Hartford Barracks.

The Connecticut State Police Department joined forces with other safety agencies concerned with translating into practical action one important goal of the recent White House Conference on Highway Safety--the improvement of driver attitudes.

State Police Commissioner John C. Kelly, who attended the recent conference at Washington, D. C., announced that strips reading "Make Courtesy Your Code of the Road" were attached to the rear bumper of state police patrol cars in March. The bumper strips were contributed by the Connecticut Inter-Industry Highway Safety Committee, of which Joseph Santin is chairman.

The concept of moral responsibility is embodied in the bumper slogan which asks every motorist to--

1. Share the road by driving in the proper lane.
2. Allow ample clearance when passing.
3. Yield the right-of-way to other drivers and pedestrians.
4. Give proper signals for turns and stops.
5. Dim headlights when meeting or following vehicles.
6. Respect traffic laws, signs, signals and road markings.
7. Adjust driving to road, traffic and weather conditions.

WHITE HOUSE SAFETY CONFERENCE:

PRESIDENT EISENHOWER'S MESSAGE

Mr. Secretary, Ladies and Gentlemen:

A privilege accorded me is that of coming to this meeting in order to extend to each of you a cordial welcome on behalf of the government of the United States.

The purpose of your meeting is one that is essentially local or community in character. But when any particular activity in the United States takes 38 thousand American lives in one year, it become a national problem of the first importance. Consequently, this meeting was called, and you have accepted the invitation, in an understanding between us that it is not merely a local or community problem. It is a problem for all of us, from the highest echelon of government to the lowest echelon: a problem for every citizen, no matter what his station or his duty.

I was struck by a statistic that seemed to me shocking. In the last fifty years, the automobile has killed more people in the United States than we have had fatalities in all our wars on all the battlefields of the wars of the United States since its founding 177 years ago.

We have great organizations working effectively and supported by the government, to seek ways and means of promoting peace in the world in order that these great tragedies may be prevented or at least minimized in the future. But we live every day with this problem that costs us so many lives, and not only lives but grief and suffering in the families from which those victims came--to say nothing of the disablement that so many other citizens must bear all through their lives either through their own or someone else's carelessness.

It is one of those problems which by its nature has no easy solution. No one can come along and say that we must have more policemen or more traffic lights or just more roads. It is a problem that is many-sided, and therefore every citizen can contribute something to it, if nothing else but his own sense of re-

sponsibility when he is driving his car or crossing the street or taking care of his children. But I must say that in each community I do believe that much would be done if the efforts of all of those to whom we give legal responsibility in this affair would have the organized support of all of us. If there were community groups established that could command the respect and the support of all of us. If there were community groups established that could command the respect and the support of every single citizen of that city or that community, so that the traffic policeman, so that everyone else that has a responsibility in this regard, will know that public opinion is behind him. Because I have now arrived at the only point that I think it worthwhile to try to express to you, because in all the technicalities of this thing you know much more than I do. I do want to refer, though, for one moment to this one factor: public opinion.

In a democracy, public opinion is everything. It is the force that brings about progress; it is the force that brings about enforcement of the laws; it is the force that keeps the United States in being, and it runs in all its parts.

So, if we can mobilize a sufficient public opinion, this problem, like all of those to which free men fall heir, can be solved. That public opinion is not a thing of passing moment, not a thing to be won to our side all in one day. It is earnest, long, dedicated leadership on the part of everybody who understands the problem, and then having once been formed, it takes the same kind of leadership to maintain and sustain it, so that this will not return--this problem will not return to us in exaggerated form. And that fear, I believe, is a very real one.

The same list of statistics that I saw said that in 1975--I don't know why I should be bothered about that year, except I have grandchildren--says there are going to be 80 million automobiles on our streets and roads and highways.

Now, the Federal government is going to do its part in helping to build more highways and many other facilities to

take care of those cars. But 80 million cars on our highways! I wonder how people will get to highway conferences to consider the control of highway traffic. It is going to be a job.

But that figure does mean this: we don't want to try to stop that many automobiles coming--I am sure Mr. Curtice doesn't anyway--we want them. They mean progress for our country. They mean greater convenience for a greater number of people, greater happiness, and greater standards of living. But we have got to learn to control the things that we must use ourselves, and not let them be a threat to our lives and to our loved ones.

And so I say all of this comes back to the mobilization of public opinion. This kind of meeting does something in the mobilization of that opinion. When you go back to your communities, each of you will have an opportunity that is probably as direct and immediate and personal as one as you could probably have in this whole government of ours. So while I thank you for coming here, for doing your part in this kind of job, in this kind of meeting, I also congratulate you on the opportunity that is opening up to each of you in your own communities.

And now again, thank you for the privilege of coming here and meeting you and saying that I think you are engaged in something--I know you are engaged in something that concerns the welfare of every citizen of the United States. But I believe that you realize it.

Thank you very much.

ELECTRONIC SAFETY

Much has been said about the detection of speeding cars by radar. Police and safety officials staunchly uphold the technique, while a surprising number of motorists grumblingly indicate that it's "sneaky" and somehow unfair to them.

Many of them seem to think that if they can careen along at 75, far above the speed limit, they ought to be detected and apprehended only by such

methods as a chase by a white-painted police car, or something equally obvious. The idea of an inconspicuous black box nailing them down evidently makes the culprits think they've been unfairly trapped.

One thing even its critics don't challenge very successfully, though, is the efficiency of radar speed detection. Many such devices produce written proof of the speed of the clocked car, which serves as a court record, if necessary. So it's not only the word of the arresting officer, but the impartial record of the radar box, that piles up practically unassailable evidence.

Traffic safety conditions on New Jersey's famed turnpike had gotten to the point where something drastic seemed needed by last year. In 1952, the super highway claimed the lives of 47 motorists, and chalked up more than 700 accidents.

Then it introduced radar speed detection. While deaths and accidents dropped very satisfyingly during 1953, speed arrests just as gratifyingly mounted. More than 5,000 speeders were caught by the radar set-up, while patrol cars caught twice as many. The total is more than three times the number arrested in 1952.

So it wasn't just the use of radar, but heightened vigilance all around, that helped reduce the traffic toll of the turnpike. It's impossible to say how many turnpike users are alive or uninjured today as a result of the stepped-up anti-speed campaign used there throughout all of last year. The accidents the drive averted probably represent more than merely the difference between 1952 and 1953 figures, for traffic on such highway facilities is increasing yearly.

With the current boom in super highway construction, it behooves any state to ponder the efficiency of mechanical speed detection. Quite clearly, the national toll from auto accidents will hover at about its present alarming rate unless something new to reduce it comes about. Such present methods as the usual police patrols seem inadequate, as the grim, blood-stained records of past years show. ---New London Evening Day

BE COURTEOUS

Why is it that people normally courteous in their every day life, become such boors once smugly ensconced behind the wheel of a car where courtesy is a life saver?

That is a good question that is asked by the state safety commission and the only answer seems to be that so many drivers are not willing to make the effort to comply with the same regulations as others. There is a chance taking attitude displayed rather than to permit the other fellow a temporary advantage which would in most cases make little or no difference to the one who yielded.

It is this insistence that leads to the recklessness which causes so many accidents. It is a timely effort that calls for more attention to be given to courtesy in the streets and highways.

The state police department has placed strips reading "Make courtesy your code of the road" on the rear bumper of state police patrol cars. It is well placed to carry good advice to other drivers and what it is intended to convey is that drivers should share the road by driving in the proper lane, that they allow ample clearance when passing, that they yield the right of way to other drivers and pedestrians, that they give proper signals for turns and stops, that they dim headlights when meeting or following vehicles, that they respect traffic laws, signs, signals and road markings and that they adjust driving to road, traffic and weather conditions.

Let such a code be followed and it is evident that there would be less trouble on the highways. It is a code which most drivers are inclined to respect. It is a policy which fits in with the recognized need of securing protection for self and assuring it for others.

Courtesy in the streets and highways is a highly desirable thing. It is just the opposite of that attitude which says keep out of my way and stay out, but it means that necessary contribution to safety which grows by the day as the number of motor vehicles increases.

It isn't the practice for people to bump into each other on the sidewalks to the extent of being discourteous. As a

rule they recognize the rights of others and go a bit out of their way to do it. There is no good reason why the same policy should not be followed in the driving of automobiles.

It is unfortunate that there are some who insist that they must be made to do those things that assure safety. They are the ones who give no heed to safety measures, who maintain a code of their own and who represent a class who are responsible for the growing list of fatalities and injured.

Too much attention cannot be given to the plea to be courteous in the streets and highways, give others a chance, refrain from speeding and live and let live. ---Norwich Bulletin

A HANDY LIFE-SAVER

Recent demonstrations by ingenious safety officers in Newton and Natick, Mass., have publicized the life saving idea of using a spare tire for rescue operations in water.

One of the first demonstrations was held at the Newton YMCA where various safety officials were shown that an inflated tire, mounted on a rim, is buoyant enough to support three adults. The most recent demonstration was held on the ice-covered Crystal Lake in Newton Centre where a Navy "frog-man" acted as the victim.

In using the spare tire, it was pointed out that it would be quite effective in a broken ice accident as it could be slid or rolled on the ice easily enough to a point where it safely could be pushed further into the broken hole. Under certain circumstances, this potential life-saver could be used in the warmer weather by utilizing poles, tree branches or other means to get the tire near the victim.

The idea was discovered and demonstrated by three popular, safety-conscious police officers, William Garvey of Natick and Charles Feeley and Gil Champagne of Newton. Natick Police Chief Joseph W. Shea and Newton Chief Philip Purcell gave impetus to the program of information. ---Mass. DPS News

**ENFORCEMENT KEYSTONE IN
N. C. SAFETY PROGRAM**

North Carolina's Commissioner of Motor Vehicles, Edward Scheidt, is making strenuous efforts to reduce traffic accidents in his state. He is emphasizing enforcement as the keynote of his program.

SATURATION

Each weekend a particular highway, shown by statistics to be unusually dangerous, is selected for "saturation." Instead of the usual complement of patrolmen, the highway is guarded by one patrolman every ten miles. The patrolmen remain on the highway at all times. (An ordinary patrol includes many miles of secondary roads in addition to several miles of primary highway.) Preliminary evidence indicates the plan has been successful in reducing fatalities on the highways selected for saturation. Editorial comment has generally been favorable. There has been some concern that fatalities on other roads might rise because of the concentration of patrol strength on one road. So far, there is no evidence that this is the case. Since most accidents occur on a relatively small number of roads and are most frequent on weekends, the saturation plan, while it might be called an experiment, gives promise of reducing the total number of deaths.

PLAIN CARS

In the field of traffic enforcement there is an argument of long standing over the relative merits of cars with conspicuous law enforcement markings and plain cars. In recent years the highway patrol fleet has included both kinds, but the emphasis has been on conspicuously marked cars. While the majority of patrol cars are still the familiar black and silver, many recent replacements have been either all black, or--even more inconspicuous--ordinary shades of blue and green. The large number of silver and black cars continue to serve the purpose of letting the ordinary driver know that the patrol is on the road. The plain cars are useful in apprehending the wary violator who escapes detection

by keeping a sharp lookout. Preliminary reports indicate a high degree of success for the plain cars.

SLOW DRIVERS

Commissioner Scheidt recently ordered the highway patrol to take action against drivers operating at very slow speeds. While high speeds are much more dangerous than very low speeds, it has long been recognized that any car moving either much faster or much slower than the normal flow of traffic is a hazard. Under the law, a driver going too slowly must first be warned to speed up. He does not commit any offense unless he fails to heed the warning.

STOP-CLOCK

To the "whammy" radar device, the highway patrol has recently added another type of instrument to obtain accurate measurements of speed. This is an electrical stop-clock connected to two rubber tubes. The two tubes are laid across a highway 132 feet apart. The clock itself is placed at the side of the highway some distance beyond the tubes. The wheels of a car passing over the tubes cause the elapsed time between the tubes to be expressed in miles per hour on the face of the clock. This type of equipment has certain advantages over radar. It is much less expensive and easier to operate. The indicating needle on the face of the stop-clock remains at the measured speed, and a skeptical driver can look at the clock and see for himself. The principle of its operation is much easier to explain in court than the principle of radar. A disadvantage of the stop-clock is that it takes more time to set it up and get it into operation than the radar.

JAMMING THE "WHAMMY"

As the patrol was putting its new stop-clock into operation, certain drivers in Wayne County were attempting to interfere with the operation of the radar speed checking devices which the patrol has been using for several months. One motorist dragged a chain behind his car to "ground out the Whammy". Others have put tin foil in the hubcaps of their cars, evidently borrowing an idea

from World War II when strips of foil were dropped from planes to jam enemy radar. The chain and the tin foil had no effect on the accuracy of the radar device. While these devices have done speeding drivers no good, evidence of them might well be useful in court. They tend to show that the speeding was intentional. A court could take the fact that such a device was used into consideration in determining the punishment to be imposed.

--AAMVA Bulletin

HOW TO PROTECT THE HIGHWAYS

In the drive for greater safety on our highways, engineers may dream of wider roads, straighter roads, more overpasses and fewer crossovers and the like; publicists, educators, and safety councils may preach endlessly such slogans as, "If you drink, don't drive," or "Remember, the life you save may be your own;" municipal officials may put up more stop signs and more traffic signals. All of these things are helpful.

But if we want greater safety in the state of Connecticut, the quickest, surest and cheapest way of getting it immediately is to set more state policemen at work patrolling our highways, and keep them there. In order to do so, we must add many more men to our present force, which is grossly undermanned and overworked.

We quote an editorial from The Deep River New Era which says in part:

"On rural highways where speeders are tempted to ride fast and furiously, these guardians of the public safety should be out in sufficient numbers to discourage excessive speeds and apprehend the law breakers. 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.....The President's Highway Safety conference took cognizance of the prevalent pennywise, pound foolish policies regarding state police forces when it said that lack of manpower and of selective enforcement, plus excessive speed, are undoubtedly some of the rea-

sons for the continuing increase in traffic fatalities in rural areas."

Such is the situation in Connecticut today. When there is a state police car in sight, or when there is likely to be one, the behavior of most motorists is exemplary. Any honest motorist needs only to check his own mental reactions to verify this fact. When he sees the police car, he automatically begins to ask himself questions. Am I going too fast? Is everything all right? Are my markers in order? Am I on the right side of the road? Etc.

But in Connecticut during the past year, the greatest increase in traffic law enforcement, as shown by cases in court, was the work of municipal authorities and local police. There was a large increase in highway arrests in towns and cities while there was an actual decrease in the activities of the state police on the state highways.

There simply are not enough state police to go around.

---Bridgeport Post

THE HEEDED WARNING

Harry W. Tisdall of Winchester, Mass. is one person who took the warning of a state policeman for what it was worth.

He was stopped by Officer Charles Sanga back in February for a minor violation, who told him that he was endangering the lives of his wife and child. Mr. Tisdall listened and went on his way.

With his family he traveled 3,000 miles. When he got home he wrote a letter to Officer Sanga, assigned to the Hartford Barracks.

"Perhaps you wonder if warnings go unheeded and if it pays to give them," wrote Mr. Tisdall.

"For the balance of our 3,000-mile trip the laws were strictly obeyed," he said. "We soon found the trip was a pleasure, although we had actually dreaded it.

"At least once a day during the trip we saw the remains of a fatal accident, which, but for your warning, could have been us."

---The Hartford Times

POLICE AT WORK

Traffic safety officials in most parts of the country are at their wits' ends trying to solve their traffic accident problems.

In spite of their most determined efforts, they continually find the death list surpassing all previous recorded totals. Warnings, arrests, fines and imprisonment follow each other in rapid succession.

Yet the death rate continues.

For the nation as a whole, the records show that there are more people killed on the streets and highways of the nation than we lost in the Korean war. Moreover, this total was established in the face of the most elaborate, most far-reaching road defensive system ever known in any country, anywhere.

Down New Jersey way, however, the officials seem to feel that a ray of hope is arising. They have reported that radar is effectively curbing speeders on the turnpike and helping to improve this highway's safety record.

According to a recent announcement to the press the first year of radar use has been completed, and the record shows that there has been a sharp reduction in accident and fatality rates. For the year, there were 32 fewer people killed on the turnpike. This put the artery in a class by itself, compared to other parallel highways in the same state, and compared also to the nation's highways as a whole.

One point to be particularly noted in the turnpike record ought to be jotted down for future reference by highway officials elsewhere. That fact is: radar brought to a halt twice as many reckless drivers during 1953 as were checked by the full complement of state police assigned to the turnpike during the previous year.

But in setting up this far better record of fewer fatalities, the state policemen in their radar equipped cars, have something extra up their sleeves. The radar unit clocks each vehicle and shows its speed on a recording device.

When the wandering line on the recording paper shows a speed violation, the policeman simply marks the car's li-

cense number opposite the record and radios a description of the car to officers ahead. They make the arrest. By the time the reckless driver discovers that the police are at work, it is too late--they have already clocked him, and have the record to prove it!

Perhaps the time will yet come when deaths and serious injuries on the highway will be reduced to an astonishing minimum.

---Bridgeport Telegram

KELLEY PRAISES ADMINISTRATION ON ROAD PLANS

Reason for all those cars on the roads, according to State Motor Vehicles Comsr. Charles F. Kelley:

1. The state's population in eight years has increased 13 per cent.
2. The number of automobiles registered had increased 67 per cent.

Kelley gave these figures recently when he took part in Gov. John Lodge's weekly television "report to the People."

And Kelley told Lodge:

The great number of automobiles in Connecticut "is why I feel your administration has been very foresighted in getting our big highway program underway."

In another phase of the broadcast, Kelley discussed the "birthday license plan" adopted by the 1953 General Assembly.

The plan, which goes into effect in 1955, permits motorists to obtain renewals of the operator's licenses on their birthdays.

Purpose of the legislation, said Lodge, is "to avoid a tremendous rush at one period and to spread the work evenly over the entire year." The law now in effect makes it mandatory for an operator to have his license by May 1.

Kelley said that "in order to work out this plan properly, some persons, at the start, will pay \$3 for a license good for one year plus some months. Others will pay \$6 for two years plus some months. After the initial renewal period in 1955, all future renewals will

be for periods of two years. The license procedure for the present year is, of course, the same as usual."

Appearing on the program also was Wilbur L. Cross, Jr., head of the division of engineering who also handles special assignments.

He discussed handicapped drivers, such as wounded veterans.

COMMISSIONER KELLY ISSUES CARBON MONOXIDE WARNING

A recent case involving accidental death of one person from carbon monoxide poisoning while in a parked car and serious illness of another has prompted State Police Commissioner John C. Kelly to reissue a warning concerning carbon monoxide dangers.

"It's a common situation for a tired motorist to pull over to the side of the highway for a brief nap," Commissioner Kelly said, "Sometimes the motor is left running to keep the car warm. A defective heater or exhaust pipe, or fumes directly from the motor, entering the car through the floor boards, may have fatal results."

"On March 11, an out-of-state man and his wife were overcome by carbon monoxide fumes while sleeping in their car on Route 15 in the town of Vernon. Investigation revealed the rear tail pipe of the muffler was broken off under the back seat of the car and exhaust fumes entered the car where the couple were sleeping. The man died at the scene and the woman was hospitalized.

"Although carbon monoxide deaths increase during the winter months this gas, which is colorless, tasteless and has no odor is a year-round danger," Commissioner Kelly asserted. He declared that where high concentrations of the gas are present in a vehicle the trouble may be traced to one or more of the following conditions: 1, loose exhaust pipe or manifold connection; 2, blown out exhaust gasket; 3, cracked exhaust manifold; 4, leaky or broken muffler.

Commissioner Kelly points out that exhaust gases escaping from these defects may enter the car in large quanti-

ties without the driver or passengers being aware of their presence.

"To be sure you and your family are safe from this silent killer, the state police head warns, "have your muffler and exhaust system inspected regularly."

AUTOMOBILE OF FUTURE WILL PROTECT DRIVER

By Robert Balme

In the automobile of the future, you will be able to crash head-on into a brick wall at 50 miles an hour and walk away, a leading auto-safety engineer predicted recently.

Edward R. Dye, engineer and idea man for the Cornell Aeronautical Laboratory, said envisioned safety changes in cars will give a driver enough protection to survive such an impact.

The engineer described the auto of the future with levers instead of a steering wheel, passenger "death seat" and back seats facing the rear, a dashboard that wraps around the driver securing him to his seat, and protective padding in vital areas.

The "human compartment" would be reinforced by a band of steel around the midsection to permit it to roll over.

The steering wheel--described by Dye as "obsolete" and a "harpoon" to the chest and head--would be replaced by hydraulically-operated levers at either side of the driver at his arm level.

"We'll have to change the driver's philosophy about cars ... no more spacious living," Dye explained. "The driver will be seated at a 'table' or 'desk' --ready for work."

Instruments would be raised to as close to hood level as possible. Four green lights in a row would indicate gas, amps, heat and battery were all right. A red signal would mean something was wrong.

"Drivers lose too much time looking from the road to instruments," he said. "At 60 miles an hour it might take two seconds to focus the eyes and readjust to the light, a distance of 170 feet."

---Buffalo, N.Y.--U.P.

LOCAL POLICE NEWS

Vox-Cop

March - April, 1954

Recently a pamphlet that was distributed to Bridgeport taxpayers came to our attention. It depicts the activities of the Bridgeport police department in complete and concise form and is profusely illustrated with photographs of various departmental activities. We reprint it in part:

Department of Police City of Bridgeport, Connecticut

Superintendent	1	Sergeants	36
Captains	7	Detectives	19
Lieutenants	16	Patrolmen	269
Total Personnel		348	

The people of our city have reason to be proud of the efficiency and splendid record of achievement of our Police Department. The soundness and effectiveness of its programs are demonstrated by the City's safety and low-crime records. This fine record is due in part to the competence and loyalty of its members and the high quality of their leadership. It is also due to the progressive manner in which the Department has been mechanized and in which it has adopted the most modern and approved police methods and equipment. This leaflet serves the useful purpose of informing our people concerning the facilities and varied operations of this Department which is constantly acting in the protection of life and property in the community.

Jasper McLevy, Mayor

The City is divided into three precincts, including the Police Headquarters' district. To each of these precincts are assigned a Captain, available Sergeants, Lieutenants and Patrolmen to cover the platoons and beats within the precincts. This Department enjoys an enviable crime record, and according to the crime reports of the Federal Bureau of Investigation, this record compares most favorably with that of Police departments in cities of our comparable size. The Police Department is continually receiving recognition from the State Traffic Commission of the State of Connecticut and from the National Safety Council for the records achieved in safety, both in pedestrian and motor vehicle effort.

The Police Department was the first in the New England States to install police radio in 1934. Since that time, they have kept abreast with developments in this field, and today all vehicles in the Police Department are three-way ra-

dio equipped. Likewise, it has three transmitting points and three mobile transmitters so that in case of any emergency whatever, the Police Department will be in a position to function through this medium of communications.

In the field of identification, the Police Department has kept abreast with all developments and was the first City in these parts to establish the hat identifier and wearing apparel identification methods. It is, likewise, the only law enforcement unit in the State of Connecticut, and one of the very few within the New England States to be equipped with a deceptograph, commonly known as a lie-detector.

The Police Department is uniquely equipped with all emergency mobile units. It has 33 pieces of mobile equipment, consisting of one emergency truck being equipped with all known life-saving devices, including resuscitator, diving outfit, emergency lighting equipment, etc.--two aerial tower trucks used



Bureau
of
Criminal Identification

John A. Lyddy
Supt. of Police



Radio
Control Room



for traffic signal lights. The newer one being equipped with a 22-foot hoist with bridge pointed in all directions. One pick-up truck, two police patrols, one white safety car, five sedans, one coupe, thirteen radio patrol cars, two accident prevention cars, one ambulance, one bus, one communication and identification mobile unit, one painters' truck, one stakebody truck used to carry barricades and wooden horses, signs, etc. It, likewise, has eleven solo-type motorcycles, five servi-car motorcycles and two motorcycle side-cars.

One of the newer divisions within the Police Department is the Youth Bureau, dealing with juveniles and teen-age youngsters. The prevention of crime amongst juveniles can well be attributed to the efficiency of the personnel attached to the Youth Bureau.

1953 WATERBURY POLICE DEPT. REPORT RECALLS LAW ENFORCEMENT OF PAST

By Quiller Lahy

The book is just off the press, and looks well; its frontispiece this year likens the so-called "line gang" of the department, the fellows who look after all traffic lights of Waterbury. For us, we wouldn't have this sort of a picture for the cover; light repairs are just an ordinary part of police proceedings. Few people today read annual reports; we do and have for years, particularly those of the head of the Police Department. The fundamental part of an annual police report, we have always been taught, is the general routine of the year, showing just what kind of people we are, whether we have been good or bad, and whether the rank and file of the force are able to "catch" us when we commit an unlawful act, misdemeanor or felony.

Now what is a misdemeanor? The answer is simple misconduct; any offense less than a felony.

And again we ask, what is a felony? The book tells us it is a grave crime, malicious, villainous, showing criminal purpose. Conviction for felony carries with it forfeiture of civilian rights.

Just as soon as one is so convicted, the Registrars of Voters remove his name from the voting list. But a misdemeanor is entirely different; we all commit a misdemeanor at times. In that, too, we include the cops; we know them and have for years. Once in a great while, we find a cop who violates his oath, and robs a store, the door of which he probably found open. But that is not true of Waterbury, in the present or past. Waterbury cops have always been known for their honesty.

The report affords interesting data and a lot of study to a fellow who likes this type of information. And we are among the lot. The language used and the figures presented are in good order, and to the credit of the men at the helm. But today everything borders on safety. We appear safety conscious; how many safety directors do we have in Waterbury? We pick up the newspapers and find a column or two from the safety director, a friendly sort of guy, but no more versed in the game of safety than any other person in the city.

Former Surveys

We don't like these so-called preachers of safety; all of us today possess some intelligence, but there are many of us who don't give a hoot for anything explained by the so-called leaders. We have had this sort of talk for years; back in the early 20's Waterbury engaged a smooth, fine-looking police inspector from New York, one Inspector O'Connor, head of the traffic division. He was here for several weeks. Afterward he appeared before the Board of Public Safety and the Chamber of Commerce, to whom he read his data, and his own viewpoint from what he had observed.

"From what I have seen," declared the inspector, "Waterbury will never get anywhere with its traffic problem until something is done in the eastern part of the city. That is the main stem; you can't run trolley cars and automobiles on that narrow highway too much longer; there must be an outlet."

Since then, as you know, the state has provided a new path of exit from "Out East" by way of Silver and Bridge Sts. and Hamilton Ave. But this wasn't

undertaken until long after the New York inspector had left Waterbury.

The 1953 annual report, naturally, bears this explanation, to wit:--

"This report was compiled, typed and reproduced by Police Department personnel, the graphs by the City Plan Commission engineer."

Cost Was Slight

This proves that the entire thing was prepared at slight cost to the people; is typewritten throughout; a printed document of this sort would cost a lot of money.

The man at the helm of the Waterbury Police Department is "Dewey" Roach, a smart cookie, a likeable person, and yet a fellow who like all of us, is sometimes "nailed" for so-called acts he was not connected with. Lots of administrative officers function without the direct knowledge of the superintendent. And that is just as it should be; no one man can operate a police force successfully; he must have help, and they must be loyal and trustworthy. Dewey is widely known in police circles all over the country, yes, and in foreign circles, too. He applied himself to the job from the start, tied himself into cooperation with the heads of some of the most important police units in America, and then when they met in annual conclave was able to go places on some of the legislative committees formed. From our observations of the man, he is not afraid to speak out and take a stand; he has done this at times, and he has lost some friends of his boyhood days down around Benzine corner. When we first met "Dewey" Roach he was an after-school messenger boy, and brought various notes and letters to our little room in the Rescue Mission on the south side of Grand St., almost directly over the flow of the scented waters that one always found coming from the open channel of Great Brook, at the junction of So. Main and Grand Sts. A wise, but not fresh, kid of those early 1900's, made us "follow" him in the after years, regardless of the otherwise feeling of some close and dear friends with whom we have associated during the years.

Supt. Roach formally tells us nine

persons were killed by the automobile in the past year. That's too many, says the police head, and every effort shall be made to protect our pedestrians more than ever. We would suggest one spot which should be cleared up during the night season; that is at the corner of Meriden Rd. and Hungerford Ave. One night recently our party of four were held up 10 or 15 minutes before we could pass; so many cars were parked around there we thought for the time being it was midday.

Details Supplied

Supt. Roach does one fine thing in the report by filling out the blank space of the data as submitted by the FBI. This includes the age and race of the persons arrested, and the type of offenses. Plenty of information is given in relation to the traffic accident situation. The total arrests numbered 5,266, of which 271 were women; 1,308 lodgers were accommodated, including 14 women. Why, back in 1906, Waterbury accommodated 2,441 male lodgers and 185 females. The arrests then were 3,000 for a city with a population of 75,000.

Old Waterbury used to keep tabs on the time lost by the members of the regular force; in 1906, 813 days were "lost," that is to say sickness and other causes made it impossible for some of the members to attend to their duties. This was in the day when the adjoining cop had to patrol two posts, say all of the East End beyond Wolcott St., and also Hamilton Ave. Every cop's book had to contain the hour in which those outside places of business had their doors tried by the man on post.

Not an automobile arrest occurred at that time, but in 1913 they began to show up; 21 drivers were arrested in that year for speed violations, about the same year when the first traffic ordinance was adopted by Waterbury.

We liked "Dewey's" salutation in the book we received, as follows, to wit:--

"To my friend, the Quiller, as a reminder of Rescue Mission days."

Ask for a copy of the report; it is well worth reading, if you are interested in police activity.

---Waterbury Sunday Republican

IN-SERVICE STUDIES

Vox-Cop

March - April, 1954

Electronic Speed Meter Evidence

By

Robert L. Donigan, Counsel
The Traffic Institute

Many requests have been received recently by the Legal Division of the Traffic Institute for cases concerning the admissibility of evidence of speed obtained by use of the modern radar speed meter. There have been no decisions brought to our attention as yet in which any court of appellate jurisdiction has had occasion to pass directly upon the admissibility of such evidence, obtained by means of the radar speed meter.

However, as to the legality and admissibility in court of evidence of speed obtained by means of modern scientific instruments, such as the radar speed meter, there are no new problems. Ever since the invention of the automobile, lawyers defending motorists charged with driving at excessive speed have been objecting to the admissibility of evidence concerning speed recorded by each new scientific speed detector as it has been developed. Just as frequently over the years have the courts overruled their objections and approved the use of such evidence when it has been shown definitely that such evidence was reliable.

Even before the speedometer had been developed and installed in all motor vehicles as standard equipment, a scientific device consisting of a camera and stop watch by which the rate of speed of an automobile could be mathematically calculated was developed about 1910. In that year, the Supreme Judicial Court of Massachusetts had occasion to pass upon the legality of evidence obtained by the use of this device in the case of Commonwealth v. Buxton, 205 Mass. 49, 91 N. E. 128. Buxton had been convicted of speeding and during his trial his lawyer had objected to the introduction of evi-

dence as to the alleged speed, which had been testified to by police officers who had used this particular device to calculate the defendant's speed, on the grounds that experiments with the instrument were insufficient to establish its accuracy and that the evidence was insufficient to establish its trustworthiness. The Court, in sustaining the conviction, said:

"In this case the result of the experiments did not depend upon the fluctuations of human agencies, nor on conditions whose relations to the result were uncertain, but upon the immutable working of natural laws; and upon the evidence the presiding judge may well have found that such experiments were likely to be more reliable as to the speed of the automobile than the conjectural statement of an eye witness or the interested statement of a chauffeur. We cannot say as a matter of law that the evidence would not justify the judge in coming to the conclusion that the experiments would be useful in determining the speed of the car. Indeed it would seem desirable to have some machine whose action being dependent upon the uniform working of the laws of nature would record the speed of a moving object."

The reasoning of the Court in that case is typical of most of the appellate courts in this country as use of the motor vehicle increased and new speed detectors, calculators, or recorders were developed. A number of decisions of the higher courts approving the use of the speedometer by police departments is exemplified by a decision of the Supreme Court of Washington in 1917 in the case of the City of Spokane v. Knight, 96 Wash. 403, 165 P. 105. In that case the

defendant had been convicted of speeding, based upon the testimony of a motorcycle officer as to the readings obtained from a speedometer on the machine. The officer testified that his speedometer was checked and tested for accuracy three times a week, but defense counsel objected on the grounds that even then the speedometer may have been out of order and did not register the speed of his client's automobile correctly. The Court, in sustaining the conviction, held this was a matter of fact to be determined by the jury and not a question of law, and further said:

"Speedometers, like other machines, may get out of order; but, where they are tested regularly, they may be relied upon with reasonable certainty to determine the rate of speed at which a machine is driven. It cannot be said therefore that because speedometers may get out of order, rates of speed may not be measured by instruments manufactured for that purpose, and which usually give approximately correct rates of speed."

In recent years, several devices, other than the speedometer or radar speed meter, have been developed for calculating or recording the speed of motor vehicles. Some of them use electronics in their operation--some do not. The use of one such instrument was contested in a recent speeding case in Kentucky, upon which the Court of Appeals of that state eventually had to make a final decision. The Prather Speed Device, an instrument consisting of a stop watch actuated by two electronic hoses laid across a measured stretch of the highway, had been used to calculate the speed of defendant's automobile in the case of Carrier v. Commonwealth, 242 S. W. 2d 635 (1951). At the trial, the police officer, thoroughly familiar with construction and operation of the instrument, had testified as to the principles of its operation, the checking and testing of it as to accuracy, and to the fact that at the time of its operation in this case, it was functioning properly. Defense counsel objected to the introduction of any evidence obtained by use of the device on the ground that its accuracy and reliability had not been sufficiently established. The

Court, in sustaining the conviction said:

"... when it is shown that an instrument meets the tests of accuracy, its findings are accepted in evidence. We have long accepted the testimony of police officers based upon the calibrations of a speedometer as competent evidence, even though it is a matter of common knowledge that various degrees of friction, temperature of the atmosphere, air pressure in the tires, and other factors affect the operation of the instrument to some extent."

"In the case at bar it was established by proof of high quality that the device used fulfilled the function for which it was designed and was mechanically sufficient at the time it was used in connection with appellant's apprehension. We conclude that the conviction was sustained by sufficient evidence and the judgment is therefore affirmed."

Thus it is apparent that the higher courts in this country treat evidence of speed obtained by use of a scientific instrument the same as any other kind of evidence obtained by scientific devices. If the evidence also clearly indicates that the instrument used is accurate and reliable in calculating speed, that it fulfills the function for which it was designed, and that it was mechanically sufficient at the time used, evidence of speed obtained by its use is legal and admissible.

The same legal principles applicable to earlier devices are also applicable to the use of the ultramodern instrument --the radar speed meter. As the Honorable Charles L. Terry, Jr., judge of the Superior Court in Kent County, Delaware, charged a jury which recently convicted a speeder in a case in which the radar speed meter had been used:

"You will recall that the defendant objected to any testimony being introduced concerning the operation of the Speed Meter, or its admission into evidence. The reasons advanced at that time were (1) that the Speed Meter has never been recognized as being a reliable instrument to record speed of vehicles upon the highway; (2) that the Speed Meter, even if admitted in evidence, standing alone, should not be held to

constitute conclusive evidence of the speed of defendant's vehicle at the time of the test in order to warrant a conviction in the present case.

"I overruled the defendant's objection based upon his first reason, and reserved my decision in relation to his second reason, subject to the production of testimony by the State.

"The State produced an expert who testified in detail regarding the construction, the operation and the purpose of the Speed Meter, its margin of error if properly functioning, and ways and means of testing its accuracy.

"Based upon the testimony of the expert, I concluded that the evidence as to the accuracy of the Speed Meter was admissible, and, since the Speed Meter that the expert used in defining the construction, operation, and purpose of such Meter was the same Speed Meter used to determine the speed of the defendant's motor vehicle on January 6th, I admitted the Speed Meter in evidence, subject, of course to your determination as to its accuracy in measuring the speed of the defendant's vehicle under all the circumstances in the present case.

"The mere fact that the test in the present case was made by a person not skilled in electronics is not of sufficient import to render the Speed Meter inadmissible in evidence.

"I conclude, therefore, that an electronic Speed Meter of the make and kind used in the present case, if found to be properly functioning and being operated in a proper fashion, is a device that the jury may find to be a correct recorder of speed.

"In other words, this device as indicated, the Radar Speed Meter, is subject, as always, to your determination of the accuracy thereof in measuring the speed of a moving vehicle. It falls in the category of recognized instruments used to determine the speed of a moving vehicle, such as a speedometer.

"In the present case, however, before you can return a verdict of guilty under this contention--that is, a finding by reason only of the Speed Meter--you must be satisfied beyond a reasonable doubt that the Speed Meter used in the present

case was functioning properly, was properly operated at the time, and was in fact an accurate recorder of speed; further, that its accuracy had been properly tested within a reasonable time from the date of its use, January 6th, 1953.

"If these essentials are found by you to exist, you may determine that the Speed Meter recorded the accurate speed of the defendant's vehicle at the time of the test on January 6, 1953, and such finding standing alone, if made by you, would furnish sufficient evidence for the conviction of the defendant in the present case."

(Editor's note: Since this article was sent to the printer, our attention has been directed to a decision of the Supreme Court of Erie County, New York, dated October 21, 1953, in the case of People v. Offerman, 125 N. Y. S. 2d 179. The defendant had been convicted in the City Court of Buffalo of the offense of speeding, based upon evidence obtained by means of the radar speed meter. The judgment of conviction was reversed upon appeal on the grounds that the accuracy and reliability of the device had not been shown by proper and competent evidence. However, in remanding the case to the City Court for a new trial, Judge Ward said: "Law enforcement should keep in stride with the advances of science and courts should receive scientific proof when presented in accordance with the established rules of evidence. . . . It may be that these electronic devices will become a great and much needed weapon in the armory of law enforcement. . . . In the not too distant future this science may bring push button justice unless and except such justice is surrounded by the long established rules of evidence." (Underlines are editor's.) This decision further emphasizes the necessity for establishing the accuracy and reliability of such devices.)

---Traffic Digest & Review

Laws are enacted for the benefit of the whole people and cannot and must not be construed as permitting discrimination against some of the people.

---Theodore Roosevelt

KNOW THE LAW

1953 Supplement to the 1949 Revision of the General Statutes

S. 8411 1951 SEC. 2470c. BREAKING AND ENTERING RAILROAD CAR, TRUCK OR TRAILER WITH CRIMINAL INTENT. Any person who shall break and enter any railroad car, commercial motor vehicle, trailer or semi-trailer, with intent to commit a crime therein, shall be imprisoned not more than ten years.

S. 8412 1951 SEC. 2471c. BREAKING AND ENTERING WITHOUT PERMISSION. Any person who shall break or enter any building or vessel, or a commercial vehicle, truck or semi-trailer, in the possession of another used as a place for the custody of property, or any building used as a place of instruction or of public worship without the permission, express or implied, of the person or persons legally in possession thereof shall be fined not more than five hundred dollars or imprisoned not more than one year or both.

S. 8413 1951 SEC. 2472c. BREAKING AND ENTERING WITH CRIMINAL INTENT. Any person who, with intent to commit any crime therein, shall break and enter any building or vessel, or any motor vehicle, in the possession of another used as a place for the custody of property, or any building used as a place of instruction or of public worship, shall be imprisoned not more than four years.

STATE LAW WOULD PROTECT MOTORISTS FROM EXORBITANT WRECKER FEES

Nearly every state or municipality is at times faced with the problem of exorbitant fees charged for wrecker service.

To meet this problem, Connecticut recently passed the following bill aimed at protecting the motorist from unreasonable charges:

Chapter 110, Section 1024c
1953 Supplement to the General Statutes

WRECKERS; SCHEDULE OF RATES; INSPECTION; REGISTRATION. (a) No person, firm or corporation shall engage in the business of operating a wrecker for the purpose of towing for compensation motor vehicles which have been disabled or wrecked unless such person, firm or corporation is a motor vehicle dealer or repairer licensed under the provisions of subdivision D of this part and has filed with the motor vehicle commissioner, in simple and concise form, a sched-

ule of rates and charges for services to be rendered within the state. The commissioner may disapprove any filing of rates and charges if, in his judgment, such rates and charges are not just and reasonable and, in making such determination, he shall be guided by the rates published in standard service manuals. No person, firm or corporation required to file rates and charges hereunder shall charge more than the charges and rates which it has on file unless the commissioner shall first approve an amended schedule of higher rates and charges. Any person aggrieved by any action of the commissioner under the provisions of this section may take an appeal therefrom to the court of common pleas for Hartford county in the same manner as is provided for in civil actions. (b) The commissioner of motor vehicles, by himself or an inspector authorized by him, shall examine each wrecker, its number, equipment and identification, and ascertain the mechanical condition of such wrecker and ascertain whether or not it is properly equipped

to do the work intended. Such wrecker shall at all times while being operated on the highways be equipped as provided for by regulation of the commissioner of motor vehicles. (c) On and after March 1, 1954, each wrecker used for towing disabled or wrecked motor vehicles for compensation shall be registered by the motor vehicle commissioner for an annual fee of three dollars. Each such registration shall expire on the last day of February in each year.

CARBON MONOXIDE POISONING

Carbon monoxide dangers are normally associated with cold weather, when there may be a temptation to operate a vehicle in a closed garage, or drive an automobile with all windows closed. A little known fact is that an equal concentration of the gas is deadlier in hot, humid weather.

Because carbon monoxide poisoning is a year-round danger the following data from the Ford Motor Company and reprinted by the National Safety Council, is called to your attention.

WHAT IS CARBON MONOXIDE?

Carbon monoxide (CO) is an odorless, tasteless, non-irritating, and almost colorless gas commonly produced by the incomplete burning of petroleum fuels such as gasoline, kerosene, benzol. It is present in the exhaust gases from practically all motor car engines.

HOW DOES IT AFFECT THE HUMAN SYSTEM?

When carbon monoxide is breathed into the lungs, it combines with the oxygen-carrying elements of the blood, making them incapable of carrying the required amount of oxygen to the tissues of the body. This oxygen starvation affects the brain and heart, and may cause death within a matter of minutes, depending upon the concentration of the carbon monoxide breathed into the lungs.

HOW MUCH TO BE FATAL?

Monoxide in the air may produce fatal results. Long exposure to low concentrations is likely to be more serious than

shorter exposure to higher concentration. Leading medical authorities on the subject state that as little as one part carbon monoxide in a thousand parts of air may be fatal when breathed for 90 minutes. This same concentration would produce marked symptoms affecting the efficiency and judgment of a motor vehicle driver.

WHAT ARE THE SYMPTOMS?

You can't smell carbon monoxide, but you can recognize its first affects by the following symptoms:

A sensation of tightness across the forehead, followed or accompanied by throbbing in temples, headache, weariness, weakness, dizziness, nausea, loss of muscular control, increased pulse and respiration. When the concentration of carbon monoxide in the air is high, or when the victim is at rest, loss of consciousness may result without any of these warning symptoms.

Running an automobile engine produces about one cubic foot of carbon monoxide a minute for each 20 horse power. This is enough to render the air in a single car garage deadly in five minutes if the garage doors are closed.

An FBI Law Enforcement Bulletin reports conclusions drawn from a survey of 1,105 motor vehicles of different types during five minutes or more of actual operation on California Highways under varying weather conditions. In two out of every 100 vehicles tested, the carbon monoxide concentration was sufficient to class them as "in a potentially dangerous condition."

The report states that where the concentration was high, the trouble could be traced to one or more of the following conditions: (1) Loose exhaust pipe or manifold connection. (2) Blown-out exhaust gasket. (3) Cracked exhaust manifold. (4) Leaky muffler.

Exhaust gases escaping from these defects may enter the driver's compartment in large quantities without the driver being aware of their presence.

To be sure you and your family are safe from this danger, have your muffler and exhaust system inspected regularly, by a competent mechanic.

---Consumers Cooperative Assoc.

**C.S.P. PISTOL TEAMS SCORE HIGH
IN NEPRL SECOND SERIES MATCHES**

Pistol teams from Headquarters and Westport won prizes in the recently concluded second series matches of the New England Police Revolver League, Inc. Several individuals also scored high in their shooting classes.

First place in Class 3 went to the Headquarters team with Lt. Michael Smith as captain. Other team members were Lt. Terry Zemetis, and Officers Loren Larson, Henry Kaliss and Walter Stecko. Lt. Leslie Williams and Lt. Louis Marchese were alternates. The team score was 4426 for the series.

The Westport team won second place in class 5 with a 4275 score. Team members were Sgt. George Ferris and Officers Ben Davis, John Carlson, William Quaintance, Jr., and Donald Hurst. Alternates were Francis Muldowney and George Raiselis.

Medals are awarded to first and second place teams.

High individuals were Lt. Edward Formeister, second in Class 1 with 1189; Officer John Yaskulka, first in Class 2 with 1157, and Lt. Mike Smith, third in Class 3 with 1162. Medals go to the first and second high individuals.

Other departmental teams entered were as follows: Class 1, Colchester and Stafford Springs; Class 2, Groton, Special Service, Ridgefield, Westbrook and Hartford; Class 3, Canaan; Class 4, Bethany Barracks, Danielson and Police-women; Class 8, Litchfield.

WE NEED YOUR HELP

We are attempting to gather as much information as possible on various illnesses and injuries that were uncovered through the use of chemical tests, when persons were suspected of being under the influence of intoxicating liquors.

On the front page of the January issue of Test Talk, we reprinted a story on the chemical test experience of Vancouver Washington. The Vancouver police department credited chemical tests with the saving of four lives in addition to uncovering two persons under the influ-

ence of drugs, two suffering from physical handicaps and three diabetics. All of these people had the appearance of being under the influence and were cleared through chemical tests.

We are greatly in need of information from other enforcement agencies that have had similar experience along these lines. If you know of any cases of illness or injury that were brought to light through the use of chemical tests, please send this information to the Secretary, Committee of Tests for Intoxication, National Safety Council, 425 N. Michigan Ave., Chicago 11, Illinois.

---from Test Talk

FALLEN WIRES ARE DANGEROUS

At accident scenes where a vehicle has hit a utility pole, or during and after bad storms, when trees or poles have been knocked over, fallen electric wires sometimes trail along the ground.

Never touch a dangling or fallen wire or any metallic object with which it may be in contact. Always assume that the wire, and thus any object with which it may be in contact, is still energized. Touching either of them might subject you to severe burns and possible electrocution.

If you are inside a car in contact with a fallen wire, do not leave it until the wire has been removed. Within the car you are safer than you would be if you attempted to leave it, when you might expose yourself to the electric current.

If you see a fallen wire in your area at any time, notify your station to call The Connecticut Light and Power Company at once and tell the operator where it is. After calling remain at the scene to warn passersby to keep clear until an emergency crew arrives. And never, of course, try to remove the wire yourself.

---Revised from Connecticut Light News

Decision and determination are the engineer and fireman of our train to opportunity and success. ---Burt Lawlor

IN MEMORIAM

Vox-Cop

March - April, 1954

Lieut. Harris J. Hulburt Dies After Heart Attack



Lieut. Harris J. Hulburt

Lieutenant Harris J. Hulburt, 59, State Police Department Quartermaster, died at his home Thursday, February 25, 1954.

Lieutenant Hulburt had been a member of the State Police Department for more than 30 years. He was transferred to the Headquarters Quartermaster Division, Hartford, in September 1950 after serving as commanding officer of the Stafford Springs Barracks since 1935.

In June 1948 he was given a testimonial by members of the State Police Department in recognition of 25 years of service.

He was born in Somers and joined the State Police in June 1923. He was promoted to sergeant in January 1928 and lieutenant in June 1940. Before entering the Department he was Constable of the Town of Somers. He had taken part in nearly all important cases handled in Tolland County for the past 25 years including the Cline murder in Mansfield, the Jackson murder case in Willimantic, the John Bey case in which Constable John DeCarli of Ellington was murdered, the Kaminski man hunt and many others. For a number of years he was investigator for the State's Attorney's office in both Tolland and Windham Counties. He

was one of the most widely known police officers in the State and compiled an enviable record.

He leaves his wife, Mrs. Verna A. (Gowdy) Hulburt; two sons, Harris J. Hulburt, Jr., and Louis J. Hulburt; two daughters, Mrs. John Goodhall of Holland, Mass., and Miss Barbara Hulburt of Stafford Springs, and two grandchildren.

High officials of the Department, County and town officials, representatives of police and fire departments of many towns and many others attended the funeral services February 27 at the Stafford Springs Congregational Church.

The church was filled with mourners and was one of the largest attended funerals in Stafford in many years.

Escorting the body from the Lette Funeral Home in Thompsonville to the church were Officers Walter Smiegel, Edward Beattie, Ludwig Kolodziej, Wendell Hayden and Arthur Johnson.

Present in the group were Ionic Lodge, AF & AM, Baker Chapter OES, representatives of Strazza-Tonoli Post, American Legion and Corporal Henry Toberman Post VFW, and State Police, firemen, court, and county officials.

Active bearers, all State Police lieutenants, were: Harry Taylor, Albert Rivers, Osmus Avery, Francis Mangan, Leslie Williams and William Casey.

Services were conducted by the Rev. William T. Thistle, pastor; the Rev. Roland T. Heacock, rector of the Staffordville Congregational Church and the Rev. Douglas W. Kennedy, State Police Chaplain.

Burial was in West Cemetery, Somers where Masonic burial services were conducted by Past Master Lawrence M. Hansen of Ionic Lodge.

Members of the Massachusetts and Rhode Island State Police Departments were present and Tolland, Windham and Hartford County local departments were represented.

AROUND THE CIRCUIT

Vox-Cop

March - April, 1954

STATION "A", RIDGEFIELD

IN NAME ONLY

A very humorous article appeared in the New Milford Times of March 19. Officer Louis Pinto of this station spoke to the nurses of the New Milford Hospital on the duties of State Policewomen and State Policemen. The paper reported the speech by Officer Pinto as follows: "Following the business session a talk was given on the qualifications and duties of State Policewomen and State Policemen by STATE POLICEWOMAN Louise Pinto of the Ridgefield Barracks."

Officer Pinto on reading the article felt that as he was given the title of State Policewoman he should be entitled to the same rate of pay along with a State Policewoman's uniform.

CIVIL DEFENSE GROUPS ACTIVE

Since Civil Defense has made its area headquarters here at Station "A" we have an average of five different groups meeting here weekly; the key personnel of Civil Defense occupy the top floor, radio amateurs, State Police Auxiliaries, First Aid Red Cross group and Civil Defense Small Arms Team.

SPEECHES INSPIRE ASSISTANCE

Lieutenant Henry M. Mayo has been busy making speeches ever since his return from his Florida vacation. His subjects have been juvenile delinquency and the shooting range. He allows a fifteen minute question and answer period and most interest seems to center around the range. The interest is so great that following a speech many merchants and business men express a desire to donate their services to help make this project a success.

SHOOTING RANGE NEARING COMPLETION

The shooting range which is being developed in the interest of juveniles,

police and Civil Defense will be opened on or about May 1st or 15th. There is no range in the East comparable to it as it's an interchangeable range and may be used for rifle, revolver, skeet, trap or archery. There are three PPC ranges for police. Some police departments have already signified their intention to request the use of the range, along with other groups affiliated with rifle clubs. A large number of telephone calls and letters have been received from mothers, fathers, and children showing their interest and requesting use of the range.

LIEUT. HARRIS HULBURT

We of Station "A" deeply regret the passing of Lieut. Harris Hulburt. Our relations with him were most cordial and any time Lieutenant Hulburt visited this station he thoroughly enjoyed himself as both he and Lieutenant Mayo could be found in the dining room reminiscing over a cup of coffee. Our most sincere sympathy is extended to his family.

TULIP TIME

We, as well as the townspeople, are all anxiously waiting for the tulips to bloom on our station grounds. Last year they were quite a spectacle. Many people drove to the barracks to observe the more than 2,000 tulips and many took colored movies of them. Our janitor, Dave Belin, was thinking seriously of changing his job for greener fields elsewhere until he noticed the tulips popping up. Then he changed his mind.

STATION NEWS

Lieutenant Mayo and Officers Robert Lineweber and Louis Stefanek came back to Station "A" with fine tans after spending a three week's vacation in the Florida sunshine.

Officer Joseph Pirri who is in charge of the State Police Auxiliary of this station and doing a marvelous job, is well liked and thought of by the Auxil-

aries. He recently purchased a piece of property adjacent to the barracks and intends to start building this spring. Another new home owner is our garageman, Fred Leary, who has purchased a home in Danbury and has left the good town of Ridgefield.

Officer Mario Bruno is thinking seriously of leaving the ranks of bachelorhood and taking the big and fatal step into matrimony. However, he has had much advice from experts and persons who know from experience that one should never take such a big step without a world of thought.

Officer George "Bunny" Bunnell, a member of the higher echelons of the American Legion, was responsible for a minstrel show in the town of Monroe which raised several hundred dollars for the organization. From all reports seems as though the venture was very successful.

Officer Edward McMahon is back on duty and assigned to desk duty after extended sick leave subsequent to his being shot last March 27 by William Crick of Newtown. Officer McMahon still has trouble and pain from this injury.

NUMEROUS BREAKS SOLVED

Officers Walter Abel and William Francis were successful in apprehending four men and a woman who were responsible for over 20 breaks during the past two years in this territory. Several thousand dollars worth of goods were recovered and in most instances returned to the rightful owner with little or no loss to the victim. Letters and phone calls were received here commending both officers.

BEST WISHES

Our congratulations and continued success to all the sergeants who were recently promoted to lieutenant.

Happiness is not in our circumstances but in ourselves. It is not something we see, like a rainbow, or feel, like the heat of a fire. Happiness is something we are.

---John B. Sheerin

STATION "B", CANAAN

BEST WISHES

It is with a distinct sense of pleasure that we preface this issue's notes with hearty congratulations to the new lieutenants whose added responsibilities are but the natural result of conscientious application to the problems at hand through years past.

We feel certain that, in retrospect, the multitude of tasks which at the time appeared discouraging, now reflect themselves as pleasant duties whose accomplishment gives measured satisfaction to those whose elevation places them in positions of community trust and respect.

Our best wishes go out to Lieutenant Menser in his new command at the old home station.

"NO ORDINARY MAN" IS HE

Jim Guckin is no ordinary man; he has a flair for canes, not so much for added dignity, mind you, but mostly because a cane will hold one steady when the law of averages shows that he might otherwise be staggering.

Jim, a bricklayer by trade, had long since discarded the tools of his profession in favor of long walks in the country, an occasional bucket of grog, and the use of a handful of "light fingers" which could pick up the darndest things.

It was on one of these long walks through Lakeville that our story begins. Local businessmen had opened their doors expecting the usual neighboring customer out for the usual neighboring purchase of the day's provisions. It wasn't long, however, before they were aware of a stranger in their midst. A trifle unsteady and braced by a cane, the strange one "made the rounds" and left in silence--with measured step.

A flood of phoned complaints brought Officer Chapman to the scene and there, sure enough, in the village center, stood James Guckin, no ordinary man.

Among his newly acquired possessions were three socks, all for the left foot, a bottle of perfume, a jug of Cashmere hand lotion, a jar of "Sooth Skin" hand cream, and the usual walking stick.

TOLLAND COUNTY TALES

Suffice it to say, James slept poorly in the cellblock--not from any pangs of conscience, but rather because pink elephants and tiny red mice kept crowding him into a corner and he was defenseless without his cane.

Yes, James Guckin is no ordinary man with his walking stick but, after all, what can one do with no weapons against a herd of pink elephants?

CHECK YOUR CAR TRUNK

If you're out for a Sunday drive and the back of the car seems noisy, don't head for the nearest garage; it may only be your suspicious husband in the trunk.

Pierre T. was just a little guy whose world revolved about his Mrs. Love almost passed him by but slowed down some years before just long enough for him to "change partners."

Mrs. Pierre T. was mistress of the household. Large, by contrast with her little man, she assumed command of the home and its provider, enforcing her will with whatever weapon was available.

For years, according to Pierre, she beat him on the slightest provocation. She beat him when he worked and arrived home late for supper and she beat him when he loafed because there was no work available. Then the worm turned; Pierre became suspicious of her nocturnal wanderings--in his car. Determined to find the truth, he secreted himself in the trunk of the family car early one evening and was swished over bumpy back roads with unsuspecting Mrs. Pierre at the wheel. They hadn't gone far when she parked, well off the traveled portion of the highway, out in a lot. Then, just as suddenly, another car appeared. Pierre couldn't restrain his curiosity; he raised the trunk lid in order to see who would woo this Amazon of his. He must have been observed for suddenly Mrs. Pierre started off in a rush, wheeled back into the yard and yanked her little man from the trunk.

Battered but defiant, he called the police; Pierre had finally "seen the light." Mrs. Pierre was arrested.

So, let this be a lesson; if you're out for a Sunday drive and the back of the car seems noisy, don't head for the nearest garage, just look in the trunk.

CONGRATULATIONS

Congratulations to all the men who recently were promoted to the rank of lieutenant. Among this group Lieutenants Formeister, Beizer, Kimball and Lawrence, at different periods of time, were assigned to this station. We are going to miss Lieut. Formeister. He has been stationed here ever since joining the department.

PROUD PARENTS

The Stanley Nasiatkas are proud parents of a son, Gary Steven, born February 8, at Hartford. From all reports, the young fellow just doesn't get used to the change of shifts, causing Stanley to lose much valuable sleep.

THOROUGH CHECK PRODUCES

Lud Kolodziej apprehends his criminals in the strangest places. He checked a store in Portland after the owner complained that someone was inside. Finding no one lurking behind the counters, he went to the men's room; no culprit there. To the ladies' room--and there sat the culprit with the stolen goods and the money.

On another occasion, armed with a warrant, Lud was to check a tavern for his man. Driving up in front, he noticed the fellow looking out of the window. However, he was nowhere to be seen by the time Lud entered the building. This time the men's room produced the culprit. It pays to leave no place unchecked.

JUVENILE APPREHENDED

A thirteen-year-old boy in one of our towns was apprehended by Frank LaForge and Margaret Jacobson after he had broken into and entered a house on two different days during the daytime when the people were at work. Jewelry to the value of over \$300 was recovered from an old wrecked automobile where the culprit had placed it. The money that was taken had been spent. Two other cottages in the vicinity had also been entered and the things taken were recovered.

A little over a week later, this same boy was truant from school two days, entered a house, took money and with the money purchased an identification bracelet. As a result of this second episode, he was finally placed in detention by the juvenile authorities and within a short time had escaped from there on two different occasions. The latest that we hear from this boy is a request made to the juvenile officer that he be placed on a farm with one of the station personnel and he is sure he will not get into trouble and he will work hard. He was on a farm for four years in another town and never got into any trouble. If more of our juveniles had things to keep them busy, there would be less time for getting into trouble.

BUYS SELF RING; REJECTS ARDENT SUITOR

Imagine spending \$425 plus tax for a diamond ring for yourself to show an ardent suitor that his attentions are not wanted. This came out during the investigation of a complaint by a parent that his thirteen-year-old son had been stopped on the highway by a woman and had been given a dollar for writing a name and address on a mailing label. The boy did not get the name and address correct but did get a good description of the car and did have the registration but had two numbers of it transposed. The woman, when located, was found to have always wanted a diamond ring and had thought that by sending the diamond to herself and telling her suitor that she was engaged, he would leave her alone. She did not feel that she had done anything wrong by having the boy address the label.

FATAL ACCIDENTS STILL OCCURRING

With winter past, we have thought that we would have fewer accidents and less fatals. Within one week, we had two accidents in which service men were killed. We only hope there will be no more for some time to come.

CAMERA RECOVERED

Recently a call was received from an FBI agent from Rhode Island, who stated that a very valuable camera and equipment had been stolen from a Navy officer

and the suspect was a man who had been involved in an accident in the territory a few days prior. Within a few minutes the camera was located at a local drug store where the owner of the car involved in the accident had left the camera as security for a loan of \$25.00 from the druggist. The next day the camera was taken by the FBI agent.

STATION NEWS

St. Patrick's Day didn't pass by without being duly celebrated at this station. Appearing on the table were dishes of green oatmeal, green scrambled eggs, and green cake. In fact, some people looked rather green when they saw this food placed before them. We never lack for variety at mealtime.

Within a few days, our dispatcher, Marjorie Yoskovich, will be sporting a new Buick Special. Garageman Tracy has a new Ford convertible.

Norm Tasker and his wife, Mary, clerk at Station K, are enjoying a vacation in the sunny south.

Fishing season opens soon and then the log book will contain many notations, "Will be fishing at ____, from ____ to ____."

PROBATION AND PAROLE ASSOCIATION MEETING

Policewomen Ruth Wilcox and Margaret Jacobson attended the spring meeting of the Connecticut Probation and Parole Association held at the Yale Law School, New Haven, Conn., March 29, 1954. The guest speaker was Mr. Edmond Fitzgerald, Chief Probation Officer of Kings County Court, Brooklyn, N. Y. He was sent to Israel by President Eisenhower to help set up the court system there.

During his address, he brought out the fact that great changes have taken place in police departments where brains, training and scientific methods are replacing brawn. He said that the State of Connecticut is tops and out in front in the nation as far as probation for children is concerned but is very far behind where probation and parole for adults is concerned. He cited the need for pre-sentence investigation for the courts relative to the background of the accused, his family life, his occupation, his strengths and weaknesses.

The probation officer has many duties. His responsibilities include rehabilitating the offender, identifying those who need discipline in the reformatories and prisons, changing the attitude of the community toward the offender, insuring that no offender is thrust back into a community without proper orientation and preparing the community for his return. He must guide the offender and assist him in disciplining himself.

Mr. Fitzgerald brought out the fact that Connecticut has no uniform method of selecting probation officers. Many of the officers now serving are part-time, untrained men and women from all walks of life. The supervisory services are haphazard. Many courts have no probation officers. He sees a need for a better state-wide probation system on the adult level.

One other fact that he brought out was the matter of providing recreational facilities for all. This has been over-emphasized as a cure-all for delinquency.

STATION "D", DANIELSON

COMMANDING OFFICERS CHANGE

Lieut. Albert E. Rivers, who has been in command of this barracks for the past eight years, was transferred to Station G, Westport recently. He was presented with a beautiful automatic wrist watch as a token of our esteem. He carries with him the best wishes of our station personnel. To lose a good man and gain another the same day, is real news and we welcome a brand new lieutenant, Edward Formeister, formerly Sgt. Formeister of Station C, Stafford Springs. We hope he will be with us for many years.

CAREER DAY SPEAKERS

Officer Henry Marikle, who can speak on any subject was picked as one speaker to represent our station on Career Day at Killingly High School, Danielson. He spoke on the duties of a State Policeman and the enforcement of laws. Susan G.

Kenyon, Policewoman, spoke on the duties of a State Policewoman.

TRAGEDY ON A SUNDAY AFTERNOON

In the operating room at the Day Kimball Hospital a youth, age 15, is dying from a gunshot wound inflicted by his cousin, age 15, while they were playing cowboys and indians. Mother and father are close by with stark realization showing on their faces that their son's life is ebbing away. Wails of despair follow when the end comes.

What a bitter and difficult way to learn that guns can and do kill. Youths are not as much to blame as their parents who buy them dangerous weapons and then do not provide any training in the safe handling of firearms. It is apparent from the officer's reports that they were walking along with loaded guns with the safety released in order that they might get a quick shot at a crow. The horseplay that followed when one wheeled around, cowboy fashion, shouting, "See how quick I could get you," and the other boy's retaliation of the same movements resulted in the gun going off. The last thing the stricken youth said was, "You stupid fool!" and how true. The responsibility still rests with the parents of boys, who always think they know where and what their children are doing at all times. The final bitter twist to this particular case was to learn that the .22 cal. rifles were Christmas gifts.

"THE PERFECT SQUELCH"

Recently while lost in the wilds of North Sterling, yours truly had a conversation with a little boy at a cross-road.

Me: Say where does this road to the left lead?

Boy: I dunno.

Me: How about this one to the right?

Boy: Dunno.

Me: Say kid, you don't know very much do you?

Boy: Dunno. But I'm not lost.

THE SICK BAY

Auxiliary Arthur Whitman is a welcome visitor at this station after his serious illness of the past few months. He

has given many hours of his time to patrolling with the boys at the station.

William MacDonald, former Prosecutor of the Town of Brooklyn Justice Court, is convalescing at the Day Kimball Hospital after a serious operation. He will appreciate hearing from any of the boys.

STATION "E", GROTON

OFF. HICKEY FOLLOWS COLD TRAIL

Officer Paul Hickey arrested a man for theft of one hundred dollars from a package store. The theft was not reported until the following day. A cold trail is harder to travel than a hot one so, congrat's are in order for Officer Hickey.

STATION SHORTS

Captain Schatzman, Lieutenant Williams, CD Area Director Homer, and 2nd Selectman Clyde Solt of Groton were guests recently at our barracks.

Officer Bishop is working on a case with the Groton Town PD. A 150 pound safe had been removed from a store and was recovered by the local PD minus \$3,000.

Lieutenant Williams was master of ceremonies at the annual city basketball league dinner in New London recently.

The barracks now has a new green interior. Mr. Zimmer and Mr. Williams of the Emergency Division did the honors with the brushes. Mr. Zimmer, in a pensive mood, would often wonder what he had done with last year's earnings. Mr. Williams would always reply, "You covered it up with all that green paint."

We welcome back Sergeant Leighton who has been transferred to our station.

Now that spring is here Officer Skelly is cleaning up his golf clubs.

MODERN "FAGIN"

Father of nine admits to many breaks and thefts in ten towns. He sat in his parked car and sent three of his juvenile sons into a garage to steal tires, batteries and motor oil. Judging from the pile of loot recovered, and stored

in our garage, the thief only took what he could resell. The case was investigated by Officers Bellefleur, Hickey, Bishop and SPW Williams.

MOTORISTS PUT ON ALFONSE AND GASTON ACT

Officers Sullivan and Farrow recently investigated a serious accident. A Conn. registered car tried to avoid an approaching out-of-state car which was first on the left and then on the right side of the road. The dodging of the two cars finally resulted in a head-on crash demolishing both cars and sending the operators to the hospital. The operator of the out-of-state car turned out to be an escaped mental patient with a stolen car.

HOLDUP MEN CAPTURED

Just two minutes after an alarm was given by the proprietor of a package store in Niantic, three out-of-state men were arrested for armed robbery. The proprietor of the store advised Det. Sgt. Goodale that he had been held up at gun point and robbed of \$300. Immediately upon receiving the news from Det. Sgt. Goodale, road blocks were set up. Felicitations are in order for all the state policemen that participated in the capture, especially so to the Westbrook barrack's men who made the actual capture.

MONOLOGUE ARTIST SILENCED

Officer Bishop went to New York City and brought back a prisoner for violation of parole. He couldn't get in a word as the prisoner proved to be a fast talker. The prisoner met his Waterloo when Judge Troland sentenced him to a long term in jail.

RENO VISIT CURTAILED

Officer Hickey flew to Reno, Nevada to bring back a couple arrested for theft of government checks. The couple forfeited their bonds in Reno and the day that Off. Hickey arrived there the pair was apprehended by New London, Conn. Police. Officer Hickey missed his prisoners and, we also learned on the "QT", he didn't get a chance to see the famous Marlene Dietrich who was introducing a new style dress in that city.

SPW WILLIAMS AIDS MARINE

SPW Williams reports that on her way to the barracks one morning she observed a car parked in the middle of the bridge. She stopped to ascertain the trouble and learned that it was a "gyreen", officially called a Marine, who, after travelling half way across, discovered that he didn't have a dime to pay the toll at the end of the span. Everything being in order, Miss Williams gave him a dime and sent him on his way. In Groton they ask, "Oh sister, can you spare a dime?"

AVOIDS DOG; TAKES OFF

Officer Farrow reports an out-of-state operator swerved to avoid striking a dog in the road. He applied his brakes and the car skidded down a steep gulley, somersaulted once, and landed upside down in a tree. Some speeders are classed as flying low but a spectator coming upon the scene of a car perched in a tree certainly would think of it as having done so.

STATION "F", WESTBROOK

QUICK THINKING RESULTS IN SPEEDY CAPTURE

Off. Fred Moran, while on patrol in Old Lyme recently, overheard a radio call instructing Off. Edward Leonard to go to the Baldwin Bridge and call the barracks by telephone, and to be on the lookout for two colored men. Shortly thereafter Off. Moran was given similar instructions.

Arriving at the bridge, Off. Moran observed a car containing colored men passing through the toll gate west bound. Knowing that Off. Leonard would subsequently make the call from the bridge, Off. Moran decided to follow the car. Drawing near enough to obtain the registration and the make of car, Off. Moran radioed the information to the barracks and learned that an armed robbery had been committed in Niantic by colored men. It was decided to stop the car in front of the barracks. Sgt. Mielke blocked the west bound side of

the highway with his car. Off. Moran boxed the suspicious car in when it stopped behind the Sergeant's car.

The Sergeant, Officers Moran and Suchanek rushed the car and took the men into custody. They found that a .32 cal. automatic and a .32 cal. revolver had been dropped alongside the car. The men first denied any part in the holdup, but when searched the stolen money was found on them. Shortly thereafter Det. Sgt. Goodale arrived at the barracks with the holdup victim, who identified two of the men as the culprits, and all were turned over to the Sergeant to be taken back to Niantic for prosecution.

The good judgment, quick thinking, fearless action and efficient police techniques displayed by all officers involved in this case resulted in a speedy capture, and reflects credit not only to Station F, but to the department.

ROAD "BED" PUT TO USE

The Boston Post Road may be no bed of roses for anyone caring to take a nap, but it almost served as such one Saturday night when an inebriate bedded down on the highway in front of a hotel, and apparently would have been content to spend the night there. Somebody had to spoil it all by calling the barracks. Off. Edward Leonard arrived to take the man into custody. He didn't care to be arrested and, in fact, made strenuous objections. However, Off. Leonard "persuaded" him to come to the barracks. "Ed" would rather make an intoxication arrest any day, in preference to investigating a fatal accident.

UNUSUAL EXIT PROMPTS INVESTIGATION

Recently Off. Babcock assigned Off. James E. McDonald to investigate a complaint from an innkeeper who reported that a guest had paid his bill, gone back to his room, left by a second story window, jumped from the roof of a porch to the ground, and walked down the street. Locating the subject, Off. McDonald after a short conversation, decided the man's behavior warranted a more intensive investigation at the barracks. This was agreeable, and both started back towards the barracks in the officer's car.

Enroute the man became violent and punched out the windshield. Shouting that he had a "message from Garcia" he then leveled four or five punches to the side of Off. McDonald's head (explaining later that he wanted to be sure that he got the message). Off. McDonald stopped the car and subdued his assailant, and shortly after Officers Dunphy and Emmertal of the Emergency Division assisted in bringing him to the barracks. He was later committed.

We think that the man's physical method of making certain his message was received was unnecessary, as Off. McDonald was valedictorian of the last class at the Bethany Academy.

STATION BRIEFS

We're all happy that "Tom" Egan has had a speedy convalescence. He's back attending to his duties at the Emergency Division.

Lieut. Mangan, Officers O'Brien, Suchanek and SPW Haggerty have all given up smoking. This isn't too hard for us smokers to take, but the abuse we get from Officers Baldwin and Fagan, both non-smokers now, although for years a big black cigar was as much a part of their countenance as their nose, makes us wonder if smoking is worth while.

Off. Fred Moran spends a good portion of his off-duty hours as Sidewalk Superintendent at 90 Rod Road, Clinton. This will be his mailing address when his new home is completed.

Sgt. Dorence W. Mielke is enthusiastically pursuing his avocation of delving into the mysteries of radio and television. We expect that shortly he will be able to diagnose the trouble with all our sets, as he has so skillfully done when we had camera problems.

One of the most frequent causes of automobile accidents in Connecticut is the practice of following too closely behind other cars. The studies of the Motor Vehicle Department on the causes of accidents during 1951 indicated this fault to be present in more than 10 per cent of the cases where errors were a cause of the accident.

STATION "G", WESTPORT

LIEUT. RIVERS NEW STATION COMMANDER

On Tuesday, March 23, we welcomed our "New Boss", Lieut. Albert Rivers, who was transferred from Station D. Lieut. Rivers is known to quite a few of us, as he served in this station as a sergeant about ten years ago. We hope you will enjoy being in this part of the state again lieutenant. We know you'll need the help of all your friends to find a new residence for your family, knowing what the housing situation is these days in this area.

CAPT. SCHWARTZ BECOMES

NIGHT EXECUTIVE OFFICER

Captain Philip Schwartz left us to return to Headquarters where he will serve as night executive officer. He is anxiously awaiting the day he will go on that cross-country trip he has been planning.

STORK ACTIVE IN FEBRUARY

During the month of February, two of our officers became "new papas". Officer Donald Waite became the father of a six-pound girl and Officer Paul Harrington became the father of a seven-pound boy. Congratulations to both of you, you seem to be doing well after comparing notes about your new arrivals.

And, adding to the population, our Officer George Raiselis became the father of a third "income tax exemption" for his next report! Congratulations to you and Mrs. Raiselis, also.

BETTY ANGESKI "CAPPED"

Officer Angeski recently took a trip to Philadelphia to see his daughter Betty receive her "Cap", as she just finished her probationary period in nursing, and believe it or not!, didn't Jimmy and his wife celebrate their 21st Wedding Anniversary on March 12. Good luck for many, many more!

STATION BREVITIES

Officers Lundberg and Carlson have returned from trips to Florida. Both visited Orlando. Officer Carlson is now

wearing a beautiful tan; but Officer Lundberg did so much tripping about the State of Florida sightseeing that he missed out on getting a tan.

Mr. John Palmieri has returned to us after going to Grace Memorial Hospital in New Haven to have an operation. You're looking fine, John, and we hope your troubles are over.

Did you see that birthday cake Ma Spear, our chef, made for dispatcher Mary Coulombe! Did someone say there were only sixteen candles on it? Really, Mary, you must have gotten beyond sixteen to have so many grandchildren!

Ma Spear has a new assistant, Mr. Theodore Miller, who has become a part of our station family. Shortly after joining us he had to see the dentist and is now sporting "New China Choppers", and is he showing them off!

Sergeant Frank Bennett has been instructing our auxiliary classes in first aid and reports the students are doing well.

Officer Alfred Kosloffsky has asked for a "Floating" vacation. We would like to know when this will be, maybe in the next month or two? By-the-way, what is a "Floating" vacation?

Officer Fray's anxiety about moving has finally broken. He is now residing in his new home up Long Hill way.

SIGHTSEEING TRIP CUT SHORT

Officers Quaintance and Ford recently spotted a suspicious car shortly after it entered Connecticut. The youthful driver was a 15-year-old lad accompanied by a 15-year-old and a 16-year-old, all from New York City. They wanted to see Connecticut in the car which they had taken. They didn't see much as they were picked up after they had gone about 200 yards over the State line. Needless to say, these boys were very much disappointed.

AWOL SOLDIER PAYS EXTENDED VISIT

An AWOL soldier that Officer Haxton picked up recently overstayed his detention time in our station lockup. Officer Boston rechecked and learned that the Provost Marshal at New York and the MP's were assigned to pick him up. When the MP's failed to arrive in due time, Offi-

cer Boston rechecked and learned that the Provost Marshal's Office was waiting for another call as they had sent the MP's to West Point! They were unable to locate their man there and were at a loss as to his exact place of detention. Fortunately, for the prisoner, Officer Boston's recheck finally got him on his way.

LUNDBERG RESCUES DOG--EARNS NICKNAME

Officer Lundberg recently saw his name in print, right on the front page of **the** Bridgeport Post. Why?? Well, it **seems** a dog was stranded on a piece of driftwood in the middle of the Saugatuck River at Weston and it had to be rescued. So--in order to do so, Officer Lundberg had to use a **certain** amount of "discreet caution" and removing his pants, effected the rescue. Now he is known as "pants-less Charlie".

STATION "L", LITCHFIELD

CONGRATULATIONS

We at Station "L" extend our congratulations to Lieutenants Formeister, Beizer, Marchese, Menser, Kimball, Lawrence and Zemetis and wish them the best of luck on their new assignments.

SOMETHING NEW

Through the courtesy of John Maloney, Houseman at Station "L", we are now enjoying "TV". John recently purchased a TV set and very generously placed it in our new lounge room, thus enabling the personnel of this station to enjoy it on their off-duty time.

Needless to say Off. John J. Kenny, Jr. has been very happy since he was assigned a new 1954 Ford cruiser. John has been noticed on many occasions going out the back door with a handful of polishing rags.

PERSONNEL NOTES

Officer Paul Falzone, "Our Scoutmaster" has been busy in his new duties, actively participating in the paper collections in an effort to raise funds to

send the boys to camp.

The wives of Officers Calkins and Thompson were recently hospitalized and we are happy to report that at this writing they are both at home and feeling better.

Mrs. Sinclair Jennings, wife of our station chef, was also recently confined to the hospital and she also is at home recuperating.

Officer Cleveland Fuessenich, since his assignment to the State's Attorney's Office of Litchfield County, has been observed carrying ream upon ream of paper and we are considering getting him a bigger and stronger brief case to carry his material.

STATION "L" TICKLER

Officers Frank Duren and William Carty on a recent extradition case to New York State picked up a subject wanted on a charge of fraudulent issue of checks. While enroute home the subject inquired if he could treat the officers to a "drink". The prisoner went on to say that due to lack of funds the officers would first have to cash a check. Needless to say the offer was not accepted.

AUXILIARY NOTES

On February 17th forty auxiliaries of Station "L" enrolled in the advanced Red Cross first aid class. Through the kind cooperation of the Connecticut Junior Republic these classes were held at their "Town Hall" building under the instruction of Officers Frank Duren and Cleveland Fuessenich, and Aux. Off. John F. Kilgus, M.D. Two of the men had to leave the class due to business reasons, and thirty-eight men successfully completed the course. On March 22nd, the final session of the class, a group picture was taken of all the auxiliaries who were able to appear for it and this group consisted of 61 men. Following the "examination" the group retired to the parlor building at the Republic where coffee and doughnuts were served. At the insistence of the auxiliary group a collection was taken up for the lunch and a contribution of \$58.00 given to the Republic in appreciation of their kindness and cooperation.

TRAINING ACADEMY

The thirty members of the present class at the State Police Training Academy constitute one of the largest groups ever to take the three month course.

However, it is not the size of the group that sets them apart from the others that have gone through the school before them. The average age of the group is 28 and is somewhat higher than usual. To add to the group's uniqueness almost 25 per cent are southpaws.

With due appropriateness, Lieut. Leslie Williams, who is in charge of the academy, calls them "left-handed old men." Nevertheless the men have taken the strict training in stride.

In addition to their comparatively advanced age for recruits, the men, as one might suspect, represent a solid family group. Distributed among the 24 married men are 36 children. On visitor's day the dormitories take on the aspects of nurseries and the walls resound with youthful hubbub.

Should the State Police ever become a sea-going outfit the present class would be well prepared with 13 former Navy men in the group. The Air Force has contributed seven men to the class, the Army six, and the Marines four.

A wide variety of civilian jobs comprise the backgrounds of these would-be State Policemen. Plumber, auto mechanic, jet pilot, surveyor, salesman, welder, shovel operator, stock car racer, laboratory technician, embalmer, milkman and FBI communications expert, are some of the positions formerly held by the men.

In addition there are former local policemen from the New Haven, Bridgeport, West Hartford, Westport and Fairfield police departments.

The class has already had a taste of what lies ahead of them upon the completion of training. On February 21, only five days after reporting to the academy, they were called upon to assist in the search for the weapon used in the killing of New Jersey Police Sergeant Clinton Bond. Student Officer Elmer Neal found the gun and has been awarded a citation from the Union, New Jersey Grand

Jury for his achievement.

The students are also aware of the importance of good public relations and on a recent Saturday played host to over 100 Cub Scouts from Wallingford. While giving the scouts a demonstration of their marching ability the students were instructed not to obey any order not preceded by "Simon sez." The first three men to make a mistake had to "run the gauntlet" of Cub Scouts, much to the joy of the latter.

With the exception of Tolland, every county has at least two representatives at the school. New Haven and Fairfield Counties are deadlocked for furnishing the largest number of students, each having seven.

The breakdown by county follows:

LITCHFIELD: Peter Lawson, Canaan; Sidney Toomey, Norfolk.

HARTFORD: William E. Doyle, Windsor Locks; William J. Doyle, Hartford; Robert Gay, West Hartford; John McLaughlin, Bristol; John Prior Jr., Manchester; Charles Rust, Simsbury.

WINDHAM: Robert Hetherman, Quinebaug; John R. Smith, Willimantic.

NEW LONDON: William E. Douglas, Norwich; Thomas Gauthier, Hanover; James Hunter, Norwich; George Potter, Groton.

MIDDLESEX: Arthur Blomberg, East Hampton; Herbert Haberstroh, Colchester.

NEW HAVEN: Everett Anderson, Ansonia; Arthur Harvey, New Haven; Raymond Lilly, New Haven; Elmer S. Neal, Hamden; Jerome Nipiarski, New Haven; Carl Niedzialkowski, Waterbury; William Sullivan, New Haven.

FAIRFIELD: Eugene Griffin, Bridgeport; John Fagerholm, Fairfield; Fred Keller, Bridgeport; Robert Krysiak, Bridgeport; Glenn Meeker, Westport; Robert Rasmussen, Fairfield; David Smith, Bridgeport.

A new generation of Americans is looking toward us with a gaze--both hopeful and watchful--that can be neither ignored nor evaded. For this generation's hopes for peace, for jobs, for just wages and decent homes, depend upon our foresight, our candor, and our courage.
---Dwight D. Eisenhower

FOR POLICEMEN ALL

By Edgar A. Guest

Defenders of what's best and right
Policemen swear to be,
And in that service, day and night,
They're never peril free.
I know the dangers they must face
And their temptations, too,
Still from the chief to humblest place
The failures are but few.

Time was long hours with them I shared
Their valorous deeds to pen,
I learned back then how much they cared
To serve as honest men.
When with arrest wrong-doing ends,
Though evil was the deed,
I know the prisoner's powerful friends
For him will come to plead.

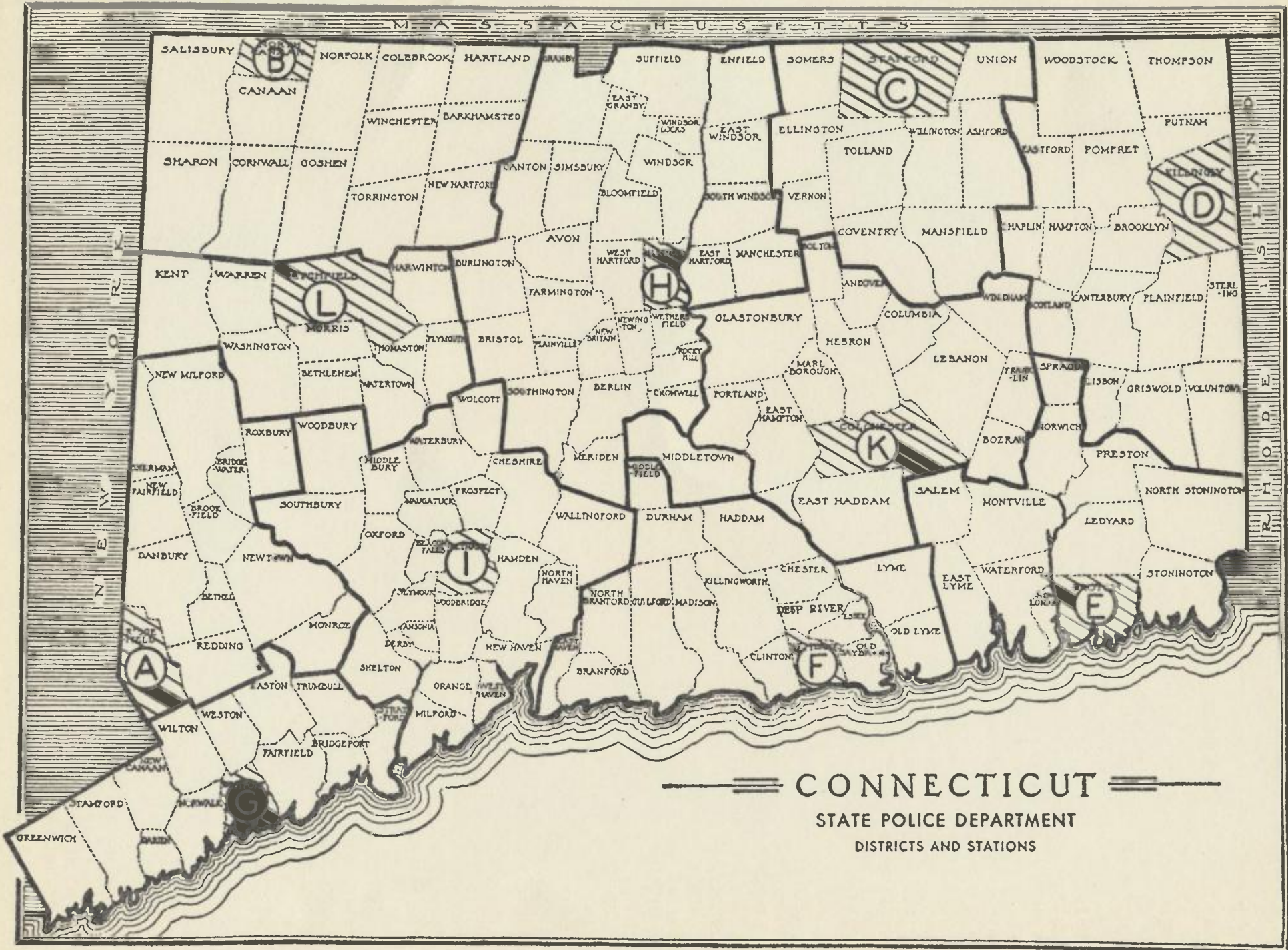
When one a reckless driver stops
As he to do has sworn,
The man may speak of all as "cops"
In bitterness and scorn.
But if good citizen were he,
He would at once recall
'Twas done that streets might safer be
For him and for us all.

The cares of him who grows to chief
Are many through the day.
Night may not bring to him relief,
He's often called away.
There are no stated hours for crime.
This simple truth I tell,
He has to battle all the time
To guard this city well.

So to the chief and humbled man
This tribute small is paid,
For us they stand on guard and plan
For us unfailing aid.
For us their courage they display
When desperate men draw nigh.
And sometimes, it is sad to say,
For us their bravest die.

---The Police Chief

Ability will enable a man to get to
the top, but it takes character to keep
him there.
---Teamwork



CONNECTICUT
STATE POLICE DEPARTMENT
DISTRICTS AND STATIONS