

Vox-Cop

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CONNECTICUT STATE POLICE DEPARTMENT



NOVEMBER - DECEMBER, 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."



JOHN C. KELLY
Commissioner



The Miracle of Christmas

Christmas, the day when with reverence we join in celebrating the nativity of the Christ Child, has the power to work an awesome magic on men's souls.

Throughout the land there is a new stirring of faith, a quickening of hope and aspiration, and a welling-up of tolerance, forgiveness, and understanding.

These are the qualities that can bring peace on earth, and it is the reaffirmation of our belief in them that constitutes the

Miracle of Christmas

BY THE Yankee Clipper

Vox-Cop

November - December, 1954

"Crooked Cop" Movie Cycle Is Dangerous

By William H. Mooring

A dangerous new cycle of movies about "crooked Cops," is now playing just the kind of moderate-priced theatres that draw many juveniles.

Several other columnists have given this subject a whirl.

One of them, Bosley Crowther of the New York Times agrees that these films encourage "cop hating," which is unfortunate, juvenile crime being the national problem it is today.

Mr. Crowther says "this is a matter that calls for the discretion of the makers of films, not for police or censor action."

Los Angeles Police Chief William H. Parker takes approximately the same stand. He does not argue for any arbitrary censorship of movies. He certainly would not, as police chief of one of our most important metropolises, suggest that law enforcement authorities have either the right or duty to decide how, where or when our internal weaknesses shall be reflected in our movies.

Chief Parker is a realist. He does not pretend that all policemen are everything they should be.

But in talking over these films with me, he did claim that most of them are hard working, conscientious citizens who take seriously the duties for which they are trained.

He mentions that "society is not producing enough officer material. Of 3,650 men who recently applied to take the examination for policemen, only 89 qualified for training. Of this number only 67 were graduated from the Police Academy and finally accepted for duty.

"The police," Chief Parker says, "are an integral part of the law abiding elements of society, although it is a common mistake to separate "the law" as symbolized by the police force, from the rest of our society.

"The efficiency of law enforcement depends on the confidence of the people whom it serves. Therefore anything--such as the recent film emphasis on bad policemen--which tends to weaken that confidence also to an extent endangers law and order in society."

Several of these new films about "crooked cops" were submitted in script form to the Los Angeles Police Department before production. This Chief Parker points out could not provide final guarantee that no wrong emphasis would develop when a whole cycle of such films was put on the screen all at one time.

Ida Lupino, who produced "Private Hell 36", explained to me that her company had had this script in preparation for two years. Finally the assistance of the L.A.P.D. enabled her to "take out some of the bugs." There still may have been room for improvement but the weaknesses of the film, insofar as it may tend to diminish public respect for the police, were thrown into bold relief when we got a number of similar screenplays.

Some of these "bad cop" films were made even after Chief Parker's department had disapproved them. "There was nothing we could do about that, he says.

In others the best was made of a bad job. It is not a simple matter for the police, even if invited by the movie

producer, to re-write a whole film script.

"Dragnet," which Chief Parker considers has exercised, via TV, a remarkably beneficent influence generally, came to the screen with a few blemishes. Police treatment of a known criminal, for instance, reflected what many may have felt was sheer harrassment. As the police would put it the film showed a "bumper-to-bumper" surveillance of the crook.

In actual practice, Chief Parker says his department would have tailed the suspect by what they call the "arm's length" method. "Some may feel the 'Dragnet' film opened too brutally by showing a vicious gang murder," explained the Chief, "but this not only was true to our records; it had the merit of taking audiences into the know as to who was responsible for the crime. This helped justify, in their minds, extreme methods later employed by the police."

Happily, however, it is against the inclinations of most police executives, either to give official endorsement to particular films or exert any kind of police censorship.

They leave such matters squarely with those responsible for the dramatization of law enforcement activities and experiences. After all the principal aim is a commercial one.

Since most of these recent films have been reportorial in form, and others of the same kind are sure, sooner or later, to appear, it seems the Hollywood Production Code would provide the best rallying point at which the movie producers might determine a sound and safe public policy.

In trying to reflect true situations, the Hollywood film makers, through cooperation, might avoid unbalanced emphasis upon the natural weaknesses of law enforcement and other social services.

They also might arrive at some voluntary agreement to respect the advice of competent authorities once they have solicited it.

Unless and until this is done, the Hollywood movie industry must endure the stigma thrown upon it by a few movie

racketeers who go after a fast buck no matter how much violence is done to our society. --The Catholic Transcript

GIRL CHEMIST DETECTS CRIME FOR MASS. STATE POLICE

By Richard J. Sinnott

Husky 6-foot State Police detectives do the groundwork in probing crimes in Massachusetts, but often as not it's a slim blonde girl with a heart-shaped face who tips the scale to conviction.

She's 23-year-old Beverly Whalen of Lowell, the Bay State's only woman police chemist.

After troopers gather the evidence, it's up to Beverly to check and analyze it. She tests bloodstains, slivers of glass, paint chips, dust, fingerprints--and the 101 other factors that might determine a jury's verdict.

Beverly investigates murder, assault, hit and run, manslaughter and breaking and entering cases.

She joined the State Police two years ago, not long after she graduated from Trinity College, Washington, D.C. Since then she has appeared as the state's star witness in scores of trials.

More than one defense attorney has been startled when the state called its chemist to corroborate evidence and the quiet, unassuming girl took the stand.

Says Beverly:

"At times it's a terrifying thought knowing my testimony might mean life or death for a man or woman but the feeling is quickly dispelled by the knowledge that science has perfected our research and that fingerprints, blood stains, and other specimens rarely lie."

How did her family and friends first react when Beverly joined the police force?

"I guess I surprised everyone," Beverly says, "But when they saw I was in earnest and really loved my work, they began to tell me how lucky I was.

"Most people seem to realize how interesting it is and now my folks and friends accept it as routinely as if I were an office secretary."

The similarity to a secretary ends there. Beverly's laboratory resembles a secretary's office not at all.

Beyond her workbench and test tubes are stacked row upon row of evidence, tagged and classified.

To one side lies the broken bicycle of a young hit and run victim. A box contains a housebreaker's shoes. He discarded his work clothes, but forgot to change his shoes. Dust on the shoes indicates his guilt.

Another exhibit displays a murder victim's clothes. A bullet hole shows in the crown of his hat; and a blood-spattered rubber mat lies beside the hat. Shrubbery the victim was dragged through has been analyzed for court presentation.

Handling this sordid evidence had not hardened the blue-eyed, 5-foot-4, 106 pound test tube detective.

Others in her position might aspire to becoming a feminine super-sleuth, but Beverly's ambitions are marriage and children.

TRAINED DOGS ARE EFFECTIVE

Two trained dogs from the State Police Barracks at Bethany accomplished more in 10 minutes recently in the dramatic and tragic search for six-year-old Walter Maine, Jr., than hours of tireless effort by hundreds of helpful volunteers.

The son of Mr. and Mrs. Walter Maine, Sr., of Norwalk, the youngster was found drowned in a drainage ditch running parallel with a street adjacent to the one on which he lived after an all-night search in which hundreds of persons participated.

The account which follows was taken from the Norwalk Hour.

Civil Defense police auxiliaries, volunteer firemen, police regulars, and scores of neighbors were scouring the entire Cranbury area without success throughout the night when the state police dogs arrived at 3:12 a.m. and led the searchers directly to the spot where the venturesome lad had toppled into a deep drainage ditch.

Policeman Lloyd Baker had laid the groundwork for the success of the man-hunting dogs. First policeman on the scene and leading the investigation, Baker determined that Walter was last seen in the yard of Atty. and Mrs. Morris Robinson at 15 Carlin street, two blocks from his home.

He learned that Walter and Paul Robinson, four, had been playing in a sandbox in the Robinson yard about 2:30 p.m. when sand got into Paul's face and the child went crying into his house. Walter ran. No one knew in which direction. He was gone when Mrs. Robinson looked out the window.

When State Trooper Leonard Menard arrived from Bethany with the dogs, Baker suggested that the hunt begin in the Robinson yard. Menard, veteran trainer of bloodhounds, obtained a pair of trousers which Walter had been wearing earlier in the day and while keeping one dog locked in a state police van, allowed the other to sniff the trousers.

"C'mon, boy," coaxed Menard, "we've got to find a little boy who's lost." The dog sniffed at the trousers again, sniffed at the sandbox and followed a scent directly to a ornamental wire yard fence, three feet high, erected to protect children in the Robinson yard from the 10-foot open ditch at the rear. The ditch runs from Dry Hill road to Newtown avenue, directly at the rear of homes on the north side of Carlin street.

"Looks bad," commented Menard. He took the dog back to the sandbox, gave him another smell of the trousers and softly said, "C'mon boy. Let's try again. Maybe he went that way." He pointed the dog towards the Robinson front yard, but the animal whirled around, picked up a scent and again went directly to the bank of the waterway.

"We'll try the other dog," said Menard as hope began to fade among the members of the searching party. Walter Maine, Sr., father of the lost boy, watched hopefully, silently.

The first dog was a bloodhound, long accustomed to man-hunts. The second dog, equally as large, but of lighter color and livelier than the first was a Weimaraner. It had been given to the State Police as a puppy by Mrs. Harold S.

Goldsmith of Shorehaven, president of the Weimaraner Club of America and champion of keeping the Weimaraner breed pure. She will be remembered as the breeder who entered into a controversy with Arthur Godfrey when the radio and TV performer reported about mixing the Weimaraner breed.

Confident of the intelligence of Weimaraners, she had suggested that Menard train it as he would a bloodhound. He now uses the two dogs interchangeably.

Trooper Menard put the bloodhound back in his bed in the truck and brought out the Weimaraner. Again, he held the boy's trousers to the dog's nose and started him off from the sandbox. The dog followed a scent directly to the same spot at the fence as the bloodhound.

"Let's try again," said Menard somewhat desperately. Back to the sandbox they went and again the dog led the state trooper to the fence.

"I'm sorry," said Menard. "That's it." CD police officers called in all men still scouring the area.

Police asked Charles Mansfield, an off-duty policeman, to bring his eight-foot pram. They got grappling irons from local headquarters and others from the State Police barracks at Westport and began dragging the ditch.

The body was found at the rear of the home of Sabino Mastroberardino, 13 Carlin Street, adjacent to the Robinson home. There is a narrow stone and cement wall along the water's edge between the two homes leading to a bridge from the Mastroberardino yard across the ditch. Police believe the Maine boy climbed the Robinson fence and was attempting to make his way to the bridge when he fell in.

Residents in the area said the ditch was dug about six years ago to help drain an area east of Dry Hill road at the time of its development into what is known as Dreamy Hollow Estates. It proceeds under Newtown avenue to a stream leading to Betts Pond.

Police Capt. John W. Smith, active chief in the absence from the city of Chief Max Orlins, expressed his appreciation to the State Police for their

assistance with the dogs.

OVERWEIGHT TRUCKS RUN AFOUL OF STIFFENED STATE LAW

It is hard to get very much choked up over the plight of truckers, caught driving trucks overloaded far in excess of the rated capacities of the vehicles, despite the show of indignation recently by attorneys, presenting their side of cases in superior court. Public Defender George Gilman told the court that the 1953 revision of the law, dealing with overloading on the highways, is "outrageous" and that he thinks there is no question that it will be "amended, altered or repealed" at the next session of the legislature. In fact, Gilman, representing one trucker who is alleged to have had an overload of 15,000 pounds, said unless some of the fine was remitted, his client would have to pay \$1,350 under the law, and "I don't believe this man ever saw that much money at one time in his life."

Somehow the suggestion seemed to prevail that overloading of trucks is not quite such a heinous offense as the fines, provided under the new statute, would suggest. Unfortunately for this reasoning, there is sound reason to believe that certain things are happening regularly on the highways of this state -- many times deliberately: Some truckers (not all, by any means, but too large a percentage) are deliberately overloading their vehicles, convinced that the risk of being stopped at a weighing station, and then getting nicked in court, is relatively small.

Every day they manage to operate trucks with heavy overloads, the revenue increase counts up. So far as the state is concerned, it definitely has the right to regulate very strictly the amount of registration fee it will collect for trucks of various rated capacities, and to permit anyone to operate trucks, continually, that are heavily overloaded robs the state motor vehicle fund of money.

Why is it reasonable to conclude that many trucks are being operated well be-

yond their rated capacity on the highways?

Some of the truck drivers will admit it, in matter of fact fashion, if you talk to them about it. Moreover, word spreads like wildfire the moment a truck weighing station goes into operation. Drivers who have passed through the station wig-wag signals by headlights to other drivers, headed toward the weighing stations--many miles the other side of them usually--and it is not at all unusual for the truck drivers, thus warned to head immediately onto alternate routes--even much longer, round-about and secondary roads--so they will not have to pass the weighing station ahead. Knowing the trucks they are driving are heavily overloaded, they do their utmost to avoid the check-up.

There is no secret about this kind of thing. It goes on continually. Insofar as the truck driver is concerned, who probably never saw \$1,350 in one wad in his life, there is this interesting question: Did he know his truck was carrying $7\frac{1}{2}$ tons over its rated capacity and, if so, did he know what the penalty might be under the new law? If the answer is "yes" to both questions, it obviously comes down to an issue of taking a long chance and getting caught.

Overloading trucks not only gyps the state of Connecticut of revenue--the same type of revenue the passenger car motorist has to pay--but it also may be highly dangerous. A ten ton truck carrying $17\frac{1}{2}$ tons is potentially dangerous to other motorists in many ways. For instance, its brakes were not designed to stop, in approved distances, with that much overload. Its normal safety factor on axles, wheels and many other points may be grossly exceeded.

The present law may, in the last analysis, be somewhat too tough on trucking concerns. That is, the penalties may be unrealistically high. That is another matter entirely. But teeth are needed in the law to stop this practice--and more spot checking of trucks would be even more of a deterrent. It is a hopeless task to try to weigh even one third of the trucks using the roads, and hence the actual checking is spotty. But most states have discovered that the law

won't enforce itself, and that laxity means more and more evasion of the meaning and purpose of the law. With very spotty enforcement, the number of truckers, willing to "take a chance" on a heavy overload, increases greatly. If caught and fined the fee is just another operating expense.

The complaints about high registration fees charged trucks is a perennial, of course. Some trucking companies even paint the cost of registration, and other fees, etc., on their trucks. "This truck pays \$1,215 annually in taxes for the right to operate" says a sign on the back of a large truck-trailer.

To the uninitiated it sounds like a lot of money. But the trucks operate in competition with the railroads, which own their right of way, pay taxes on it and on stations, etc., and do not ask the state for a penny for upkeep. The continual pounding of the Connecticut highways by heavily loaded trucks does unquestionably shorten the useful lives of roads. The truckers would give one the impression this is nonsense--but turn the trucks loose on secondary roads and see how fast many of these roads go to pieces.

The charges levied on heavy trucks help to build better and stronger highways--so that larger and heavier trucks may roll over them. The better the roads become, the heavier the trucks permitted.

---The New London Evening Day

What a pleasure life would be to live if everybody would try to do only half of what he expects others to do.

---William J. H. Boetcker

February is the most wintry of the months, according to the records of the three official U. S. Weather Bureau Stations in Connecticut. It is the month of lowest average temperatures and of the lowest recorded temperature at all three stations. At two of the three, February was also the month with the greatest amount of snowfall.

Sgt. Mielke Ends Career in Westbrook Starts on Two Others

Sgt. Dorence W. Mielke of Durham, attached to the Westbrook State Police Barracks for almost a quarter of a century, brought one career to a close recently and began two more. For one, he's going to school.

One of the most familiar state police figures of the Station F area, Mielke is being retired from the service after 24 years and eight months of duty, all of which was spent at Westbrook except for three months at Groton and two more at Bethany.

HELD IN HIGH REGARD

The high regard in which he is generally held by the public is shared by the officers at the barracks, who presented him with a collection of fine fishing equipment including a rod of glass, lures, landing net and other pieces of tackle.

Known for his knowledge of photography and the work he has done in that field for the state police and other police departments, Mielke is now preparing himself for entering the field of TV photography. He is especially interested in TV news photography and hopes eventually to become active in it. Recently he began classes in a radio-TV school in New Haven.

At the same time, he started still another career as an automobile salesman with the Schneider Motor Company of Madison, successors to the Burke Motor Company.

Modest Sergeant Mielke says there has been nothing very exciting about his career. However, he has taken part in the investigation of 125 fatal accidents during his work here, has covered murders and suicides, and even, at one time, delivered a baby when the ambulance taking the mother to the hospital couldn't make it in time.

CONSIDERABLE EXPERIENCE

Known as a top photographer, he was in charge of the photographic work at Westbrook for some time and, since 1938,



Sgt. Dorence W. Mielke

has done an impressive amount of work in that field. He has knowledge of dark room techniques and short cuts which he has shared with newspapermen and other photographers. He has been in demand as a speaker before camera clubs, police departments and church organizations, and has done a considerable amount of work for other departments which lacked photographers of their own.

Photography has not been his only specialty. He also is a crack shot with the revolver and for some time was in charge of shooting at the barracks and was a member of the shooting team. As a pistol shot he has taken part in many meets and has a collection of 18 medals and a cup won in competitive matches.

Mielke has a record for service difficult to beat in any field. He worked for seven years without losing a day, and then went another eight years without any sick time. Because of his record, his retirement from the department has been advanced a bit in order to balance the sick leave he was entitled to take.

Mielke says the changes have been

great in this area since he left the Bethany training school, from which he was graduated in May of 1930. Then a rural area, with neither Route 80 nor Route 79 available, the Station F district had little crime that wasn't home-grown, so to speak. If there was a break in a store, police usually looked for the culprit in the town in which the break occurred. Today, the great increase in automobiles and highways on which to drive them brings in the traveling criminal, who makes his base of operations in one state and operates in others. There was no radio for squad cars as they now appear. State Police officers were equipped with Model A automobiles and motorcycles.

"It's hard to get through," said Mielke Saturday night, before collecting his new fishing equipment and other personal belongings. "I know a good part of the population, and I have so many friends in the department and the locality that it's a wrench. I guess I'm inclined to be sentimental, anyway. But it's a fact that I can't think of anybody I wouldn't want to meet again."

Now 47 years old, Sergeant Mielke lives in Durham with Mrs. Mielke and their two children, Janice, who now attends New Haven Teachers' College, and William, who is now in high school. The latter is interested in TV photography, and his father says maybe it will work out so that he will be able to help his son.

With two new careers it is not likely however, that he will not lack for something to do for some time to come. And, in spite of the active program he has mapped out, he expects to be able to make good use of his fishing tackle every time he goes bass fishing, which, he says, is often.

---New Haven Register

GOOD HUMOR

Honest good humor is the oil and wine of a merry meeting, and there is no jovial companionship equal to that where the jokes are rather small and the laughter abundant.

---Washington Irving

Some Laughs

FROM TOLEDO POLICE FILES

Toledo, Ohio probation officers accustomed to serious work report they occasionally investigate crimes that produce a few laughs.

Chief Probation Officer James Henahan said that a restaurant porter recently wanted to become a guitar player. He decided to steal the instrument used by a member of the orchestra playing at the cafe and made elaborate plans to get into the building at night. He got the guitar, handed it outside to two friends but in closing a door, locked himself in. He was rescued by police, who charged him with larceny.

And there is the case of the "Polluted Pirate of Point Place." Henahan said a drunk stole a rowboat that didn't have any oars. He sobered while drifting in the boat across the Ottawa River to the Michigan bank, thus creating the problem of whether he would be tried in Ohio or Michigan.

A man with a hobby of stealing motors from boats landed in the penitentiary. He was convicted of stealing the same motor three times, each time selling it to a different person and then stealing it again.

Then there was the 19-year-old boy who admitted throwing a brick that knocked a young woman unconscious. The youth told a judge, "My head was in the clouds."
---U. P.

WHY DELAY?

A merchant took out a fire insurance policy and on the same day his store and its contents burned to the ground. The Insurance Company suspected arson but could not prove it. The Company finally had to content itself with writing the following letter:

"Dear Sir:

"You took out an insurance policy at 10:00 a.m. and your fire did not break out until 3:30 p.m. Will you kindly explain the delay?"

Local Police News

Vox-Cop

November - December, 1954

NEWINGTON PROUD OF ITS POLICE, COURTS

Newington Chief of Police William E. Halleran leaned back on his swivel chair smiled the broadest, friendliest smile this side of the Rhode Island line, and proudly but simply stated, "The people in this town have developed a sense of respect for our forces--and we have done the same for them."

That the police and the townspeople of Newington get along so well can be attributed to a close relationship, a firm but fair sense of enforcing the law, and perhaps, though he'd be the last to say so himself, the smiling disposition of Chief "Bill" Halleran.

And the proof's in the record. "We have got no juvenile delinquency here," Chief Halleran said, "And we're all constantly planning against it."

"We've never had a major crime," he commented, flashing that grin and adding emphasis with a solid knock on wood.

TRAFFIC BIG HEADACHE

"Traffic is our number one headache, but thanks to the new lights on the turnpike, there aren't so many of those horrible crashes."

Newington's police force recently went through a bit of an upboosting, Chief Halleran noted, with the promotions of a new lieutenant and two sergeants. In all, the chief stated, Newington is protected by seven regular policemen, 26 supernumeraries, one regular policewoman and 12 traffic police-women.

Chief Halleran, who lives with his wife, the former Agnes Zvakay of New Haven, and daughter Carol Ann, 10, at 563 New Britain Ave., takes pride in the recognition of his force's accomplishments.

Two handsome scrolls, one from the National Traffic Safety Council and one from the Automobile Association of America, proclaiming that Newington was free of traffic fatalities in 1953, adorn the



Chief William E. Halleran

walls of the chief's office in the Town Hall building.

"We won't be getting any of those this year," he commented--without the smile--"because of an accident on New Year's Day in which two were killed."

Chief Halleran attributed Newington's clean crime slate to many factors. "The courts back us up one hundred per cent!"

SAFETY STRESSED

And, "we're always trying to think of something to keep the children in town traffic conscious." One of the schemes in that category is a program whereby 20 theater passes are awarded weekly to the children for practicing safety.

Chief Halleran credited Supernumerary Frank Surowiec and Walter Kordeck, theater manager, with being instrumental in the success of the plan.

"We give the children a Christmas

party every year, and plan other programs throughout the year for them," he continued. Little League, of which he is a town commissioner, drew the chief's praise.

Back in 1934, Chief Halleran was working at Pratt & Whitney, in West Hartford when he was asked to take a job as a special constable for the summer. He did, and before long he became a regular constable.

ORGANIZED IN 1947

In 1947, when the regular force was organized, Halleran became the chief with three other men serving as regulars. That was the beginning of the force which exists today.

"We constantly try to keep up with the most modern crime-fighting techniques," he said. "We have three cruiser cars, radio dispatcher headquarters and our own radio. We use the

facilities of the New Britain jail for prisoners."

The chief proudly opened a bulky box at the corner of his desk, to compare the force's new camera with that of the Herald reporter's.

"And every year, we attend police training schools," he noted.

He's a member of the State Chief of Police Association, and is active in the Newington Lions Club.

About his own work, he comments, "I'm not tied down to anything in particular. I handle special investigations and any other assignments that come up."

And of his own force, he said, "every one of them is a big help to me. They will come out any time to handle something. That shows they're real policemen."

And the same might be said of the chief.

---New Britain Herald

BERLIN'S FIRST CHIEF LAW ENFORCER

Harold Theodore Strand of Seymour is Berlin's first, full-time paid law enforcement officer in the town's 160-year history, but the tenure of office is not certain as yet.

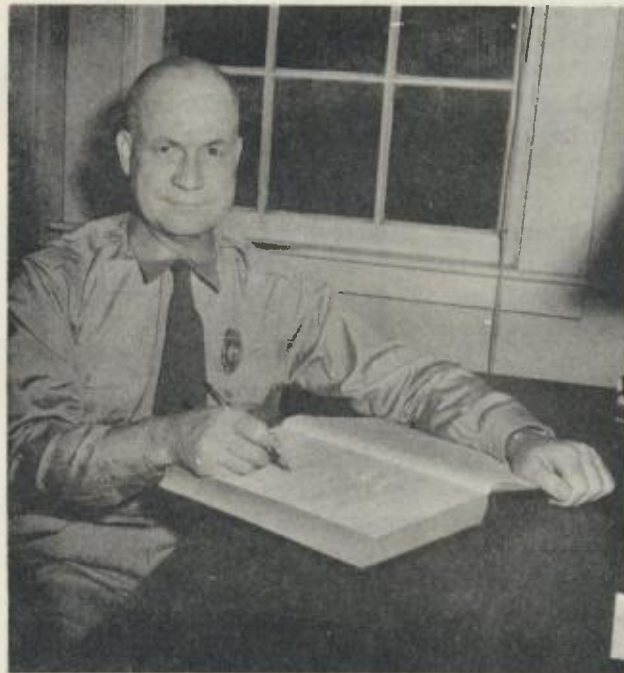
First of all, Strand doesn't know whether the job will last beyond election day in November of 1955. The matter comes up for a vote at that time.

And then, although he has the unofficial title of "police chief," Berlin actually has no formal police organization.

It doesn't have a police cruiser and the "police station" consists of two rooms in the Town Hall on Worthington Ridge.

Strand, a retired 48-year-old former State Police sergeant of Swedish descent, has been appointed by the Board of Selectmen as a "special" constable and charged with the responsibility of administering the work of the constabulary.

His appointment was effective July 1, and was made after a committee designat-



Harold T. Strand

ed by the Selectmen to study ways of improving the efficiency of the constab-

ulary, recommended, among other things, that a full-time man be hired to administer the town's informal police setup.

COMMUTER DAILY

Described by Major George Remer of the State police as a "good investigator", one who can handle "everything in the book," Strand was appointed after a competitive oral examination.

He commutes daily from his rent in Seymour, but intends to move his family to Berlin if the job continues and that depends upon whether the voters decide to appropriate money for it in the next budget.

No salary has been set, but the figure of \$5,000 is being considered.

Strand is now on duty in the daytime at the "police station" and does patrol work in his own car.

The station also serves as headquarters for receiving fire calls and is therefore manned 24 hours a day. A special staff of four men is engaged for that purpose.

\$7.50 A NIGHT

The town's seven elected constables take turns manning the station for police work at night. One is on duty each evening from 7 o'clock to midnight. After that hour, he remains available at his home until about 8 o'clock in the morning as complaints received after midnight are relayed to him by a telephone dispatcher.

Strand now handles daytime calls, but previously they were referred to the State Police if the dispatcher could not locate a constable.

For each night of duty at the station, the constable receives \$7.50. If he investigates a motor vehicle accident he gets an additional \$2 and if an arrest is made, he receives \$3. The extra dollar is to compensate him for the time he has to spend in court.

Those fees for motor vehicle cases remain the same no matter how much work is involved in making the investigation, Many require hours of time because of considerable paper work.

The constables get nothing for the use of their cars in motor vehicle cases.

FEES COMPLICATED

Fees for handling cases classified as criminal, such as breach of peace, assault, drunkenness, are fixed by state law and are somewhat complicated.

The law provides for fees only in cases where an arrest is made. Since the constables answer many complaints in the criminal classification without making an arrest, the town gives them \$2 per case in such instances to cover their time and the use of their cars. The \$2 fee is not given, however, if the call comes in between 7 p.m. and midnight when the constable is on duty at the station.

For arrests in criminal cases, the constable gets \$1.50 for his investigation and 20 cents a mile for going to the scene. If the accused person cannot post bond, the constable gets \$1 for every 12 hours each person arrested is in the lockup before being presented in court. Since the town has no jail, those booked are lodged at the New Britain police station.

The constable also receives \$1 for appearing in court, 40 cents for signing the arrest warrant and 40 cents a mile for taking those arrested to jail and to court, although the mileage is paid only for distances those arrested are actually transported in the constable's car and does not include miles covered in going to get the offender and returning from where he is transported.

Fees in both the motor vehicle and "criminal" classifications are paid only to the one constable in charge of the investigation.

There is no fixed rate for those serving as "assistants," although they usually get about \$3.

Strand does not participate in the fee system.

Augmenting the work of the seven elected constables are eight men appointed by the Selectmen as "special constables." They are available for assignment, but do not participate in manning the "police" station.

Strand was with the State Police for 24 years before retiring. He is married to the former Ruth E. Jenkins of Ansonia. They have three children, Ruth, 12, Donna, 10, and William, 7.

GREENWICH POLICE CHIEF NAMED AS TOWN'S BOSS

By Don Ross

Greenwich Chief of Police John M. Gleason, who started as a rookie patrolman twenty-five years ago and now bosses one of the nation's outstanding small police departments, got a shiny red apple and a lot of congratulatory slaps on the back recently.

Chief Gleason began a new job Dec. 1, when he became Greenwich's first Chief Administrative Officer. The post was created last spring by the Greenwich Representative Town Meeting. The new job and Jack Gleason have been big topics of conversation in Greenwich, a residential community of 42,000 which has known and liked Jack since he was graduated from Greenwich High School in 1926.

TO COVER BROAD FIELD

Police Chief since 1941, Mr. Gleason has acquired a national reputation for the excellence of his 116-man department which has kept the crime rate below the average of that of other towns in Greenwich's population bracket. He is a past president of the International Association of Chiefs of Police and has served in West Germany as Public Safety Specialist for the United States.

It's easy to describe Chief Gleason, a stocky friendly man of forty-seven with graying hair, but not quite so easy to describe his new job. The Legislature in Hartford has not spelled out its duties and functions, although generally speaking, the job is that of full-time administrative supervisor of all town activities under the part-time three-man Board of Selectmen.

Where Chief Gleason used to be concerned only with the Police Department he now has administrative responsibility for police, fire (forty-six paid men, hundreds of volunteers, and twenty-six pieces of apparatus), five large parks, the town council's office, streets and roads, the incinerator and the three town bathing beaches. Even two ferryboats to take bathers to the beaches will also be under his jurisdiction.

Chief Gleason said he would be "day-to-day operating boss of the departments subject to the basic policies defined by the Board of Selectmen." There are two Republicans and one Democrat on the board. C. Carleton Gisborne, a Republican, is First Selectman of Greenwich, a heavily Republican community. Under the law, the Board of Selectmen must contain one member of the minority party.

NOT A CITY MANAGER

Chief Gleason is not city manager. That much is certain. The very mention of the words are enough to anger many Greenwich citizens. This is a community where residents, many of them commuters, give up much of their time serving on unpaid town boards and commissions. They believe that democracy--at least on the small-town-level--requires that much of the work of government be done by volunteers. They don't want a city manager, with all the powers and authority that the phrase denotes.

Often, when a town creates a new administrative watchdog it means there's something wrong with the way things have been going. Not so in Greenwich.

"There's no corruption here," said Chief Gleason. "There is no bonded indebtedness. Recently the last of the bonds were burned up in a ceremony by the board of Estimate and Taxation. The tax rate is low--\$29.80 per \$1,000 of valuation."

The total town budget for 1955 is \$9,295,448. Apparently Chief Gleason's job is to see to it that things keep on much the same way only better, if possible. Though a registered Republican, Mr. Gleason declares that where his official duties are concerned he is completely nonpartisan.

When Chief Gleason moved out of his office, Deputy Chief David W. Robbins took over.

Along with thirty other people, Chief Gleason applied for the job of Chief Administrative Officer, which starts out at \$11,040 and rises after five years to \$12,445. As Police Chief he made \$9,600. He was the unanimous choice of the Board of Selectmen.

PLAINVILLE PROUD OF POLICE CHIEF

There's an article on a counter just inside police headquarters in Plainville's Municipal Building which might be considered out of place in most police stations. It's a machine which, for a penny, gives out with balls of bubble gum.

Although the kids of the neighborhood aren't encouraged to hang around headquarters, they are welcome to drop in for a chew of gum at any time, and they are made to realize while still very young that the police are their friends.

Chief Louis Datoli, a husky man in his forties who grew up in this town and has been a member of the police force for close to two decades, has very strong convictions about the handling of youth. He gives the townspeople full credit for the fact that the "juvenile delinquency problem" is almost non-existent in Plainville. But it also has been noted that the chief is always among the leaders when anything is done to better life for the youngsters.

He has been a staunch supporter of the Little League movement, for example, and "got a big kick" out of seeing the local little Leaguers battle their way into the state finals this year. He is always among those encouraging and supporting other sports for the children and says he is looking forward to the day when there will be a YMCA or a boys' club in town, which will give the children a place to go during the winter months.

But while the chief makes it a special point to try to know and befriend the children, it seems he doesn't fit in too badly with their parents either. Only last winter, when members of the Madeley-Roberts Post, Veterans of Foreign Wars, picked their "Man of the Year" the fellow who got the most votes was Chief Datoli. He was the youngest man every so honored.

All kinds of praise was heaped upon the chief at a banquet which followed. Chief Daniel J. Cosgrove called Datoli "one of the finest police chiefs in New England." The heads of Connecticut's FBI said they were proud to point out "that he is a graduate of our National

FBI Academy in Washington, D.C." And everybody who spoke seemed heartily agreed on one point: Louis Datoli is a decent guy.

Such accolades might have proved a little embarrassing to the chief at the time. Such praise usually doesn't come to a man until he has completed long years of service and has either retired or is on the verge of retirement. And Louis is certainly much too young to think of quitting the work which he enjoys so much.

Rather, he points to the great strides which his department and the town itself has made since he was a boy here and he looks to a brighter future. When he joined the force in 1937 there weren't even any stoplights in town. There were no shifts protecting the town around the clock as there are today.

In addition to more than a dozen "regulars" serving under Datoli, there is now a large force of supernumerary and auxiliary officers. One cannot think of Plainville as an isolated small town. It is a hub for traffic, with three main thoroughfares, and the town is bulging with factories.

In investigating a murder or minor case of breach of the peace, Datoli says that he and his men, above all, "try to exercise good common sense." And it seems to pay off. There are few towns which boast of a finer relationship between the men in blue and the taxpayers than does Plainville.

The chief's interest in seeing the children participating in sports comes quite naturally. He was a fine ball player himself in his younger days and pitched on some of the leading baseball teams in this area. He also managed baseball and football teams.

Married to the former Carolyn D'Angelo of Southington, Datoli has a daughter, Jean, 15. He belongs to a number of civic organizations and has held offices in many, but he says that his work prevents him from taking as active a part as he would like.

For the fact that he was named "man of the year" didn't lighten his burden a bit, even though he admits he greatly appreciates the honor.

COMPLIMENTS

Vox-Cop

November - December, 1954

United States Department of Justice

UNITED STATES ATTORNEY

DISTRICT OF MASSACHUSETTS

Boston 9

November 5, 1954

Commissioner John C. Kelly
State Police Headquarters
Hartford, Connecticut

Dear Commissioner Kelly;

Re: United States v. Russell T. Halliday, Martin F. Feeney alias,
James L. Schworm, William Couture and Richard Lavoie
Criminal Nos. 54-253-F, 54-254-F, etc.

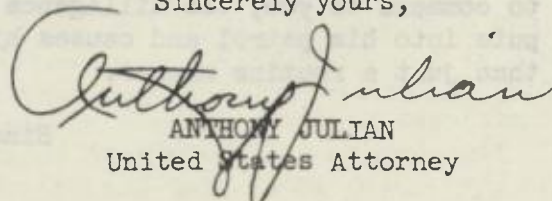
With the successful conclusion of the trial of the above-described group in the United States District Court at Boston, I feel that it is only proper that I write to you and convey certain thoughts with reference to your department and its personnel. I want you to know that this office appreciates the excellent police work and cooperation demonstrated in the capture of four of the defendants, Halliday, Feeney, Schworm and Couture on the evening of August 13, 1954.

The Assistant United States Attorney who presented these matters to the Grand Jury and to a petit jury at the trial has informed me that he was greatly pleased by the manner in which the men named below conducted themselves and that he was impressed by their ability as witnesses to convey their story to a jury. We feel certain that the assistance of these men in the first instance and their appearance in court were instrumental in obtaining guilty pleas and guilty verdicts.

They are: Sgt. Henry Marikle, Det. Guy Bonuomo, Officers William E. Douglas, Merrill Johnson, Marcus Johnson, Vincent McSweeney, Robert Hetherman, William Adint, Wendell Hayden, and Gail Smith. It is my thought that if you maintain separate personnel folders, you might wish to incorporate a copy of this letter in the folder of each of the men named.

Again, may I thank you and your staff for your willingness to assist this office and for your excellent cooperation.

Sincerely yours,


ANTHONY JULIAN
United States Attorney

C O M P L I M E N T S

LETTERS OF COMMENDATION

Officers who were the subject of letters of commendation between the period of October 16 and December 10 were:

Officer Edward Anderson	Officer Victor Keilty	Officer John Prior
Officer William Anderson	Officer Timothy Kelly	Officer William Quaintance
Officer Raymond Brown	Officer Alfred Kosloffsky	Officer John Raineault
Officer Roy Carlberg	Officer Frank LaForge	Officer Joseph Riley
Officer Richard Chapman	Officer Peter Lawson	Officer Robert Sautter
Officer Frank Cassello	Officer Robert Lineweber	Officer Marcel Simon
Officer Frank DeFilippo	Officer John Martin	Officer Thomas P. Smith
Officer William Demlong	Officer William Mathews	Officer Stanley Sobolewski
Officer William J. Doyle	Officer Robert Northcott	Officer Kenneth Tripp
Officer Thomas Duma	Officer John O'Brien	Officer Donald Waite
Officer Stanley Elton	Officer Roy Paige	Officer William Wallace
Officer Donald Hurst		Officer John Wilcox

Also the subject of commendatory letters, were State Policewoman Ruth Wilcox, Dispatcher Philip Loucks, Aux. Officer Leander Williams and Aux. Officer Robert Anderson.

TOWN OF NEWTOWN
Newtown, Conn.

Dear Commissioner Kelly;

At 12:15 in the morning on October 19, 1954 a serious fire was averted by the alertness of State Policeman Robert Sautter. While on patrol duty on U. S. Route 6, proceeding down Sandy Hook Hill he observed flames emerging from the roof of a garage owned by Ronald Olsen. He alerted the occupants of the nearby home, and being completely familiar with our fire-warning system, was able to report the fire in a matter of a minute or two. We were able to arrive promptly with equipment and extinguish the blaze with a booster line. Had more time elapsed before the discovery of this fire the garage and car inside would have burned and the length of time required to pump water from the Pootatuck River could very well have been just long enough to permit the two homes near the garage to catch fire.

It is my belief that a rapid rate of speed and a "looking straight ahead" would have taken State Policeman Sautter by the blaze with no resultant discovery. Therefore, I especially want to commend to you, the dilligence and observation that this officer puts into his patrol and causes him to perform his duties in more than just a routine manner.

Sincerely,

Albert H. Nichols
FIRE MARSHAL

Between



Ourselves

Vox-Cop

November - December, 1954

Department Given Portrait of Comm. Hickey



Mrs. Fulton Rindge of Deep River is shown with the remarkably life-like portrait which she painted of the late Edward J. Hickey, long-time commissioner of the Connecticut State Police. Hickey and Mr. and Mrs. Rindge had been friends for many years and the commissioner often visited at the Rindge home, "Fulton's Folly." The Rindges have presented the portrait to the Department and it has been hung at department headquarters in Hartford.

(New Era Photo)

POLICE FORCE CORRUPTION
MOVES CLOCK BACK IN N. Y.

By Walter Arm

The current revelations of a well organized traffic ticket racket among a certain segment of the police force are a knockout punch to the honest members of the department who have been fighting since 1950 to recover their good name--besmirched at that time by the disclosures of the Harry Gross case.

The seemingly systematic conspiracy with some members of the neighboring police departments not only revives the cynicism with which the public had come to regard the ordinary police officer, but spreads it to other counties.

Gone far down the drain are the efforts of recent New York City police commissioners to build up morale, to re-establish the reputation of "New York's finest" and to get members of the force an increase in salary.

The exposure of dishonest policemen is a distasteful and thankless job to any prosecutor and even more so to a commissioner striving to make his force the best in the world. It earns for them an ignorant hatred engendered by the bitter crooked cop and carried out of a misplaced sense of loyalty by even the honest, misguided officer who wrongly blames not his corrupt brother officers for dealing in graft, but the honest men who expose them.

Police Commissioner Francis W. H. Adams' blast at the crooks in the department has earned him, ironically enough, just that sort of criticism from the majority of his 20,000 men. They won't say so for the record, but among themselves they gripe that his statement is hurting the department, blindly forgetting that his charges that there were traitors on the force were not fancy but cold, bitter fact.

The more intelligent policeman--and regrettably his number is low--supports the commissioner. He points out that Mr. Adams had done more than any other police official to put the department back on its shattered pedestal; he argues that Mr. Adams had re-won the public's confidence in the police force by

picturing its members as honest, decent men waging a never-ceasing battle against superior criminal forces. He contends that only "a few bad apples" have ruined the barrel and that the majority of the force is still honest and efficient and doing its job without gain or glory.

But while this may be so, the damage has been done. The public, including the very citizens who did not hesitate to pay out graft to avoid traffic tickets, is once again repeating the old cliches that "all cops are crooked so what's the use of giving them any raise --they get more on their own."

It does no good for the decent police officers to argue that only 150 of the city's vast force was involved in the Gross case; that less than 100 men are suspected of taking part in the traffic-ticket fix--all 20,000 men are tarred with the same brush.

Certainly there have been crooked policemen on the force since it was first organized 100 years ago, but the percentage of thieves has been low. When a bank teller runs off with the day's receipts, do we label all tellers crooks? When a member of the Army Quartermaster Corps is involved in deals do we call all soldiers grafters? When John Francis Roche, a plumber's helper, brutally killed a school girl, did we label all plumbers sex fiends?

No one has found a cure for dishonesty; fear of punishment doesn't do it; neither does the shame of exposure. The crooked cop regards himself as a rugged individualist, taking calculated risks, playing percentages, reaping his gains out of greed and laughing up his sleeve at the "honest jerk" who walks the beat with him for his measly \$5,015 a year.

There is no excuse for a dishonest cop, but an honest officer should not suffer because of him.

---New York Herald Tribune

Choose a career you love. Give it the best there is in you. Seize your opportunities, and be a member of the team.
---Benjamin F. Fairless

STATE'S DOCTORS URGED
TO PRESS FOR CRIME LAB

By Nat Sestero

One of the nation's top authorities on legal medicine recently urged Connecticut doctors to push for the establishment of a full-fledged state crime laboratory.

The advice came from Dr. Richard Ford acting head of the department of legal medicine at Harvard Medical School, and medical examiner for Suffolk County, Mass.

Addressing the 163d annual meeting of the 900-member Hartford County Medical Association at Manchester Country Club, Dr. Ford said his state's medical examiners and investigating authorities "are supported by a central laboratory which Connecticut yet hasn't had the courage to establish, though your state's been thinking of it for 15 years."

What is needed in any state, Dr. Ford said, is a laboratory upon which authorities can call freely to give adequate pathology support "not of the general hospital nature but the kind that can provide good medical evidence for the courts."

Such laboratories, Dr. Ford said, investigate not only the obvious, but all violent, unexplained deaths. There is little doubt, he said, that many homicides go undetected for lack of sufficient medical investigation.

INVESTIGATIONS by legal medical experts often have helped convict killers --or exonerate the innocent upon whom suspicion had fallen.

"Justice may miscarry when there is no one in the community who knows about these matters," he said.

Dr. Ford detailed, with slides, a number of cases in which expert medical-legal investigations played a leading role in convicting or exonerating persons accused of crimes of violence.

Connecticut medical examiners, coroners and other enforcement officials long have sought a state crime laboratory headed by a pathologist but so far the Legislature has only authorized a state toxicological laboratory to aid

them in the investigation of crimes involving poisonings, and for the analysis of body fluids and tissues.

---The Hartford Times

NEW ENGLAND ASSOCIATION
OF POLICEWOMEN HOLD MEETING

Several of the policewomen from the state and local departments here in Connecticut attended the fall meeting of the New England Association of Policewomen, held at the Roger Smith Hotel, Holyoke, Mass., the week-end of November 20 and 21.

Miss Rita O'Connell, of the Springfield Police Department, association president, presided at all sessions. Saturday afternoon there was a panel discussion on the subject "The Increase in Delinquency Causes, and Our Part in the Project to Curb Them." Panel leader was Gerald T. Bowler, senior probation officer of the Holyoke District Court. Bowler advocated the formation of Juvenile Bureaus in the different police departments. The policewomen expressed their opinions relative to the handling of the juvenile delinquents. The matter of juvenile records was also discussed and the fact brought out that at times these records have been made public in the court rooms and in newspapers. Everyone felt that less publicity should be given in the newspapers to crimes committed by juveniles and more to the achievements of young people and good deeds performed by them.

Guest speaker at the banquet was Judge William E. Nolan of the Holyoke District Court. He praised the work of policewomen and emphasized the invaluable contributions which they make in the prevention of crime.

During the business meeting, the following policewomen from Connecticut were elected to office: Kathryn Haggerty, Vice-President, Margaret Jacobson, member of the Board of Directors, both from Connecticut State Police, and Vera Conroy, Hartford Police Department, Treasurer. Marie Higgins from Middletown Police Department was a member of the nominating committee.

- JUVENILES -

Vox-Cop

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GREENWICH AMONG FEW COMMUNITIES IN CONTROL OF JUVENILE DELINQUENCY

By Jack V. Fox

A town of 45,000 is one of the rare communities in the United States where juvenile delinquency is showing no upward turn whatsoever.

It's a fairly wealthy community, an old town, a residential area, a place with marked geographical and natural advantages.

But there's more to it than that, a great deal more.

I talked with the police, the judges, the probation officer, the Chamber of Commerce, the newspaper editor, the Community Chest, the church people--trying to find out how Greenwich managed to keep its young people out of trouble while the nation at large is plagued with juvenile crime.

I found solid agreement on this: The basic job of keeping teenagers out of trouble lies in the home. It is the disciplinary task of the parents.

But this town takes over from there. It is a community of "joiners."

Housewives, dads, kids--everybody is forever joining something: The PTA, the Boy Scouts, amateur theatricals, church groups, home owners' associations, beach clubs, civic groups, luncheon clubs. It's almost impossible to stay aloof.

Boys have a choice of the Boy Scouts, the Sea Scouts, the YMCA, or a boy's club, started in 1920, which now has 1,300 members.

There are 30 churches, all of them active in youth work.

The first Congregational Church, for example, sponsors a stay-out-all-night party on New Year's Eve for teenagers. They come to a dance at the church auditorium about 10 p.m., dine sometime after midnight, watch movies through the early morning hours and have breakfast together about 7 a.m.

The same church this summer sponsored for 200 young people of all faiths a production of the operetta "Die Fledermaus." The teenagers spent the whole summer in rehearsals, put out some \$3,000 and netted a profit of more than \$1,000.

The city took over a peninsula jutting out into Long Island Sound. It spend \$550,000 developing one of the finest beaches on the Atlantic Coast, plus picnic grounds and boat basin where a youngster can moore a small craft for a few dollars a year.

One new section of homes holds an annual jamboree, the fathers have as much beer and hot dogs as they can consume, the youngsters get unlimited soda pop. There are contests for prizes and prizes for no reason at all -- say a girl between seven and nine whose name begins with "L" and who has brown eyes and freckles.

The police force is one of the best, the highest paid and most fully-equipped in the nation.

The latest available figures show 79 arrests of youngsters between 15 and 20 in the course of a year. Of that number, 30 were brought in for "disorderly conduct." Most cases involved the police finding boys loitering on the streets very late, ordering them home and bringing them in if they put up resistance.

Recently a boy attacked a teenage girl near a high school. It was the first such case in three or four years. So well did the police know the neighborhood that they caught the boy immediately.

The courts and probation officer put particular emphasis on bringing in the parents. Two gangs sprang up several years ago in a housing project and stag-

ed two battles. The police waited no more. They collared the boys in each gang, got them before their parents and gave a warning that the next fight would bring arrests. The gangs broke up.

While I was talking with the probation officer, a woman, the telephone rang.

It was the father of a boy who has been on probation up to about six months ago. The boy was determined to get married. The father wanted the probation officer to tell him whether he should permit it.

A judge told me that one of the most important factors was the time so many of the men in the community donate to public service. It represents a huge saving to the city government. The Fire Department is a volunteer one, built around a nucleus of professionals.

Greenwich has a Negro population of about 3,000. For as long as anyone can remember the Negro children have been mixed in the schools. They have their own club, the Crispus Attucks, named after a Negro who was the first American killed in the Revolutionary War.

The town has about 6,500 industrial workers, about 3,000 commuters to New York. It is 28 miles from New York, located between two very heavy industrial centers--Portchester, N. Y., and Stamford, Connecticut.

The largest factory in Greenwich is the Electrolux Co. Shortly after the company opened a new plant here, it caught the community spirit and built a big recreation center for its employees and for use by the community.

One note of worry is about drinking among teenagers. Many boys carry beer coolers to the beaches, raid the ice-boxes of the old man's beer at parties. Perhaps it is not surprising. Fairfield County is said to have the highest consumption of alcohol per capita of any area in the United States.

It's impossible to hold Greenwich up as a "model" community for other towns and cities with severe problems of juvenile crime. The authorities here are the first to admit that.

But there's a spirit here of doing things, not just talking about them, that has a great deal to do with one

town's success in bringing its children up well. ---U. P.

WANTED: OLD FASHIONED FAMILY WORKING TOGETHER

What this country needs, says an expert on juvenile delinquency, is a good old-fashioned family that has its fun together.

"There is a definite trend away from family activity," insists William N. MacKay, parole officer of the Connecticut Third District Juvenile Court.

"The mother has her interests the father his, and the child goes his own way. Family activities in which parents and children work and play together are fast disappearing from the American scene."

MacKay thinks that in thus breaking up the family unit, our American culture is also promoting juvenile delinquency. It has two basic characteristics, he says, which cause most of our trouble with youngsters. They are:

1. Selfishness.

"Delinquency, neglect, divorce, desertion, immorality, alcoholism and the acquisition of money to the neglect of family solidarity are all symptoms of our culture that are based on selfishness."

2. Our social thinking lags behind our ability to create.

TEACH CHILDREN

"We must teach our children to develop their social thinking so it can compete with their scientific skills. We can build a car that goes 100 mph but we cannot teach people to drive it without killing others. We build a hydrogen bomb but cannot harness it for peace."

MacKay says there will always be problem boys and girls until an answer is found to the broken or emotionally disorganized homes that produce them.

"Neurotic and immature parents produce similar children who become the same kind of parents. Rarely does a child surmount the deadening frustration of a broken or disorganized home."

Of his cases, MacKay says, 40 per

cent of the youngsters are from broken homes and another 40 per cent are from homes where the only surviving parent or both parents are working.

JUVENILE OFFENSE

Juvenile offenses are symptomatic of underlying personal or family problems, explains MacKay. "You protect the community by treating the offense. To bring about a readjustment in the child, you must also treat the underlying causes."

Most delinquent or emotionally disturbed children suffer from definite lacks in their living patterns, MacKay says. A few are:

1. Lack of love and affection.
2. Lack of security -- material and emotional.
3. Lack of recognition.
4. Lack of discipline.
5. Lack of variety of experience.
6. Lack of character training.

Chances are, if a child doesn't lack any of these things, delinquency will hold no appeal for him.

JUVENILE "DELINQUENTS" NOTED MORE NUMEROUS, VIOLENT EVERY YEAR

By Jack V. Fox

You've seen him time and again.

A good-looking boy, about 16, tanked up on beer. He's swaggering along a downtown street with three or four of his buddies, calling out a lewd remark at a passing girl, elaborately pretending not to notice he is forcing a passer-by to step into the gutter.

The world is his oyster this night. More beer is easy to come by and adventure is in the wind. Maybe it will come in smashing the high school windows. Maybe in picking a fight. Perhaps in trying a reefer and picking up a girl.

A little later he may pass again in a convertible, the top down, the radio blaring dance music. Maybe the car is his dad's, maybe even his own. Unlocked cars outside a dancehall are fair game and joy-riding is a good sport.

If he's an old hand at this sort of thing, the night may produce not only a

thrill but some cash through a burglary in the dimly lighted suburbs, or rifling parked cars.

Maybe he's got a mean streak in him and a gang to give him courage. Then there's rolling a drunk, holding up a liquor store with a gun, forcing a girl to a lonely lover's lane.

And if he is in search of the ultimate thrill it can come--as it did for four Brooklyn youths--in murder, the motiveless torture and beating of derelicts. Or there was the "stomp killer" who kicked a man's brains out because he kept humming a song.

That is the "juvenile delinquent."

You've seen him time and again.

So have the nation's police and its judges and probation officers. They are worried sick because he keeps coming before them over and over, each year in increasing numbers, in more serious crimes.

The United Press has conducted a spot check of juvenile crime in 10 cities across the nation--Chicago, Los Angeles, New York, Boston, Pittsburgh, Memphis, Denver, Houston, St. Louis and Columbus, Ohio.

In all but one (Memphis) the authorities reported juvenile delinquency in an alarming upward spiral. It had flared immediately after the war, subsided somewhat in 1947 and 1948. Now it is passing all records.

Through it all runs the same heart-breaking theme:

Broken homes, mothers who must work, loss of parental discipline, truancy.

Liquor, especially beer, easy to get; horror comics the favorite reading matter.

Correctional institutions that train a youngster in crime, not citizenship. Gangs in the big cities--New York, Boston, Chicago, Los Angeles.

FBI Chief J. Edgar Hoover says the growing incidence of crime among teenagers and those in their beginning 20's is the most menacing part of an over-all picture that shows criminality on the rise.

--U. P.

Puppy Love is the prelude to a dog's life.

STYLES IN CRIME

Vox-Cop

November - December, 1954

Postal Crimes Big Business

Postmaster General Arthus E. Summerfield reported recently that mail fraud schemes are costing the American public over \$10,000,000 a year.

In discussing the record of postal crimes which resulted in 5,977 arrests in the year 1953, Summerfield said those most frequent were burglaries of post offices, holdups of mail custodians, and theft of mail.

Other frequently occurring crimes against the postal laws, according to Summerfield, included the wilful destruction of rural mail boxes, the mailing of fraudulent, lottery, and obscene matter and the raising and forgery of money orders and Postal Savings Certificates.

One hundred and twelve postmasters and postal workers, a minute fraction of the more than one-half million postal employees, handling a gross money turnover of over \$21 billion dollars in 1953, were arrested during the year for embezzlement of funds.

The investigation of postal crimes uses the time of about 200 of the 900 men in the Inspection Service who serve under the Bureau of the Chief Inspector in Washington, D.C. One hundred additional inspectors are now being added to meet the ever-increasing volume of work and to afford some relief to the constantly long hours of continuous duty served by the present staff.

Records of the inspectors to date show 99 per cent of all those arrested have been convicted.

The Inspection Service, he pointed out, goes back to the days of our first Postmaster General in Colonial times, Benjamin Franklin; is the oldest of the Federal government law enforcement arms; and is charged with protecting the mail and investigating all postal crimes.

While the Inspection Service is constantly on the trail of mail swindlers and others violating postal law, Mr.

Summerfield cautioned that the continuing tremendous losses through mail frauds--aggregating \$10 millions yearly--calls for more vigilance by the public in its own self-interest.

An outstanding example of mail fraud in 1953 victimized 900 people who were swindled out of \$1,000,000 on the promise of an operator they would get tax-delinquent land. He had no such land.

Another example was that of a lawyer who promised investors a return of 20 per cent. He collected \$500,000 in six months from 100 victims and absconded.

A matrimonial swindler, posing as a rich Texan, married well-to-do women through lonely hearts clubs, lived with them until he got their money, and left. His ill-gotten gains totalled \$50,000.

Vicious medical frauds claimed many victims with promises of home cures for cancer, tuberculosis and the like. One operator took in \$1,000 a day for 100 days on worthless pills.

Among nine arrested in 1953 for violation of the laws prohibiting the mailing of poison and explosives was a socially prominent lady who mailed boxes of arsenic poisoned candy to her Sunday school class, making 21 persons violently ill.

After his offer of marriage was rejected, a jilted suitor mailed a homemade bomb to a young lady in Boston. The bomb was built so that a .22 caliber pistol would discharge when the package was opened, setting off a mixture of gunpowder and shells. The gun went off, sending a bullet into the young lady's arm, but she escaped death when the lethal mixture failed to explode.

The home mail box thief, often preying on the aged and dependents receiving regular government or private checks through the mail, is the most frequent violator of postal law and probably the most calloused.

Postal inspectors caught 3,851 per-

sons for stealing mail in 1953, including 2,544 for pilfering home mail boxes.

Even when the victim recovers the stolen funds there is often a delay and hardship involved in such thefts, Summerfield noted. A locked box discourages some thefts, he added.

Some other statistics on arrests include: burglary, 441; holdup, 19; damage to mail receptacles, 469; theft of government property, 52; possession of stolen goods, 186; fraud and lottery, 227; mailing of obscene, surrilous or defamatory material, 166; impersonating postal personnel, 7; extortion, 19.

Summerfield emphasized the great care taken to protect the mails. Of 52 billion pieces handled in 1953, only 500,000 were lost or stolen. This was one piece out of each 104,000, a loss percentage of .00096.

Some other unusual cases included that of a dangerous armed criminal who went on a four-day crime spree with five burglaries, two auto thefts and attempted murder. He made his mistake when he robbed the Farmersville, Texas, post office. Postal inspectors took him at gunpoint.

A woman mail box thief averaged \$100 daily for five months stealing checks from apartment house boxes before inspectors caught her. Another hallbox thief stole electric bills from mail boxes. He confronted the housewives and told them their light bills were overdue and threatened to turn off the electricity unless they paid up. He collected \$1,500 before he was caught.

Some other points revealed in the summary: Many mail thieves are driven to their crimes by the craving for dope. Mail losses at handling points outside of postal jurisdiction--in mail rooms of private companies, for example--are an increasingly serious problem.

---Michigan Police Journal

Every man stamps his value on himself. The price we challenge for ourselves is given us by others. Man is made great or little by his own will.

---Schiller

BANK ROBBERS USE WALKIE TALKIE

In San Francisco, using a walkie-talkie to keep in touch with a lookout man, four bold robbers took an estimated \$16,000 from a branch bank recently.

The ingenious holdup men had opened a manhole at the rear of the Bank of America branch and had cut all cables, including telephone and burglar alarms.

Three of them entered the bank, two carrying walkie-talkies.

"Freeze!" One robber commanded as he pointed a gun at bank officials and customers. Then he ordered tellers to put cash on their counters. They failed to get many more thousands in a bank vault.

Police said the lookout remained in a parked car with another walkie-talkie and Asst. Mgr. Al Gentenaro, of the bank, said the holdup men "talked constantly" with the instruments.

Roadblocks were set up immediately.

THIEF WALKS UP AT WRONG MOMENT

In Albany, Ga., while police were investigating a theft at a home, Lloyd Dobner, an airman at Turner Air Force Base, walked up to find out what was going on.

The burglary victim, a housewife, noticed the antenna of her tiny radio sticking out of Dobner's pocket.

Dobner was arrested. ---U. P.

BANDIT'S GIRL RETURNS MONEY

In St. Louis, Joe Johnson, 28 year old service station attendant, reported this incident to deputy sheriffs.

An old car drove up to his station, a man pointed a shotgun at him and demanded the receipts be given to his woman accomplice. Johnson handed over \$30.

The woman hesitated momentarily and then suddenly shoved the money back to Johnson.

"This isn't right, honey," she said to the bandit. Before the car sped away she said: "He's been out of work since January."

IN-SERVICE STUDIES

Vox-Cop

November - December, 1954

Bingo Game Crooks

By Michael MacDougall

Michael MacDougall is the internationally famous exposé of cheats, swindlers and gambling sharps.

The bingo game in the Frontier Club in Reno, Nevada, was running full blast. An attractive woman in her early 30's, apparently a thrill seeking housewife, sat at the table nearest the door.

Outside the gambling house an automobile was parked just beneath an open window. The couple seated in the car could hear the loud, clear voice of the caller just as well as those inside the building. On the man's knee was a bingo card, an exact duplicate of those used by the Frontier Club except that the spaces were blank.

"Under G, Fifty-five," shouted the bingo operator. "Under G, fifty-five," repeated his assistants.

Quickly the man selected two 5's from the type box by his side. Into the holder they went, a firm press on an ink pad, and number 55 was printed on the bingo card. A dozen numbers were called before he had five in a row. Hurriedly, he filled in the balance of the spaces with uncalled numbers. Then he handed the finished card to the girl in the front seat. She sped around the corner to the main entrance, slowed to a walk, entered the gaming room, the bingo card under her arm concealed by a silken scarf.

Surreptitiously, she slipped the manufactured bingo card to the older woman, who exchanged it for one on the table. The player waited for a moment or two, then called "Bingo." The card was checked, found to be okay, and the woman collected.

Not always could the man print cards in time to collect the prize. Many times, before the phony card could be substituted for the real one, another

player would bingo legitimately. However, the fast-working trio managed to clip the Frontier Club that night for almost \$2,000.

The man knew that before long the counterfeit cards would be discovered by the operators. He didn't want to be around when that happened. Early the next day he and his two aides drove down to Las Vegas.

A few nights later, after the man had cased the various games, and procured the matching cards, they swindled the Las Vegas Club out of another \$1,000. And again the larcenous trio hit the road.

All over the country they traveled, wherever bingo games were played for cash. Finally they returned to their home town, Newport, Kentucky. There the combination split up.

Rightly or wrongly the man got the idea that the woman plant, who had always wanted a bigger cut, was going out on her own. If she did, he threatened, there would be trouble. Hoping to escape his vengeance, she moved across the river to Cincinnati.

A month or so passed before he found her. What happened then is best described by an item in the Cincinnati Times Star, which I quote:

"Police are searching for Sammy Wright, 38, well-known hoodlum, in connection with the bombing of a parked automobile on Iowa St., Walnut Hills, early Wednesday.

"The car belongs to Mrs. Kathleen Wilson, 32, 2218 Iowa St., who says Wright is after her because he is under the impression she has spoiled his business. Wright's 'business,' she told police Lt. Wayne Monroe and Det. John Green, is cheating bingo games with cards on which he prints the winning numbers." ---McClure Newspaper Syndicate

**SURGEONS TOLD \$30 DEVICES
CAN CUT AUTO CRASH INJURY**

By Earl Ubell

Safety features costing \$30 could change the automobile to a life-saving suit of crash-resistant armor about the passengers, the American College of Surgeons were told recently at Atlantic City.

A surgeon, Air Force surgeon, and state policeman suggested five auto design changes:

1. Safety belts to keep the passengers in a crash from "rattling around like a teacup shipped loose in a barrel."
2. The front seat anchored to withstand crash forces of more than forty times the force of gravity.
3. Removal or redesign of all projections like instruments, knobs and mirrors. This would include placing a four-inch-thick foam rubber plastic mat on the dashboard to cushion head blows.
4. Door locks so arranged to keep the door from springing open in a crash.
5. A steering rod that telescopes slightly under the impact of the driver's body.

The three-man panel made their suggestions after investigation of the kinds of injuries suffered in crashes, the effect of safety features in airplanes and laboratory studies made at Cornell University and other places on auto accidents.

They had two more long-term suggestions that would be more expensive. One was a crash-absorbing bumper to reduce high velocity impact. Another was a steel bar to support the roof of the auto.

The panel consisted of Dr. Horace E. Campbell, of Denver, who heads his local medical society's Traffic Injury Committee; Col. Don S. Wenger, of the United States Air Force Surgeon General's Office, and Sgt. Elmer C. Paul, of the Indiana State Police.

---New York Herald Tribune

It is twice as hard to crush a half-truth as a whole lie. ---Austin O'Malley

HOW TO SPOT A DANGEROUS DRIVER

By George H. Waltz, Jr.

New Jersey's State Troopers have set safety records by stopping 10 types of motorists. Here's how to pick them out.

If you look closely enough--and know what to look for--it's not too hard to spot the driver who may cause trouble. I found that out recently riding with the New Jersey State Police who patrol that state's 118-mile long, high-speed Turnpike. I was amazed at their ability to spot cars and drivers who might cause accidents.

This knack of being able to spot "an accident on its way to happen" or a potential reckless driver is one reason why the Turnpike's 77 picked Troopers under the leadership of Lt. George Probert rounded out 1953 with an all-time safety record--4.14 deaths for every 100 million miles of travel as compared with 7 for all the nation's roads and 7.5 for the Pennsylvania Turnpike!

When I first tried to pin the Troopers down on the telltale signs they look for in sizing up motorists, most of them just grinned and shrugged. "Sixth sense, I guess." However, by prodding, listening and watching as I rode with them in patrol cars (including unmarked black sedans) I was able to come up with some portraits of the kinds of drivers the Troopers consider most unsafe. When you're on the road, you should look out for these types too. By spotting them in time you may avoid an accident.

1. The Low Flyer. He is easy to spot. He no sooner gets his wheels on the high-speed road, or any good road, than he tromps down on the gas pedal regardless of weather or traffic conditions and all but takes off. Last year, the Turnpike Troopers spotted and grounded more than 15,000 Low Flyers.

2. The Mope. You can spot him because he creeps along at a snail's pace. He seldom gets into trouble himself but by trying the patience of those behind him he often goads them into doing something dangerous so they can get him and put him in their past. On the

Turnpike, The Mope is firmly invited to try other less traveled roads. He is even--in extreme cases--subject to fine!

3. The Talker is the wordy driver who isn't happy unless he's gabbing--complete with violent hand gestures that take at least one hand off the wheel--with his car companions. His head is usually turned sideways, his jaws are always moving.

4. The Pusher, on the other hand, isn't really a reckless driver at heart. He's the driver who isn't accustomed to high speeds (above 45 or 50) but who unhappily pushes himself to keep up with, or ahead of, the crowd. He tends to exceed his own "built-in" speed limit. The tip-off is that he generally sits tense and hunched up over his steering wheel looking grimly determined and anything but relaxed.

5. The String-And-A-Prayer Driver is given away by the appearance of his car. Badly wrinkled fenders, a dangling exhaust pipe, a bumper held in place with baling wire, or tires that sport bald spots instead of treads are the tip-offs to his generally unsafe mental driving attitude. He's apt to be in trouble any moment.

6. The Sticker Maniac is easy to spot, too. He's the fellow who plasters his windows with travel stickers proving he's more interested in telling people where he's been than in seeing where he's going. His disregard for visibility is a good measure of his poor driving habits.

7. The Sorehead Driver. At the moment, he is peeved at the world in general--or his boss or wife in particular--and shows it in his driving. He mistreats his car and his fellow drivers and is apt to push down on the gas just to prove he's right. At that point he is a menace who should slow to a stop until he cools off.

8. The Arm-Airer advertises the fact that he's a reckless driver, who needs watching. He likes to speed along with his left arm dangling out of the window or hooked up over the door grabbing the roof while he pilots his car with one hand.

9. The Leech, or the Bumper Rider, can't drive unless he's all but climbing

up the back of the car ahead of him. What he should learn is that driving on a high-speed road is different from driving in slow city traffic. A car going 60 travels 60 feet by the time its driver reacts to danger ahead and then slithers another 175 feet before its brakes can bring it to a stop. The Leech is a maker of "chain-reaction accidents" that can involve a good many cars.

10. The Non-Stopper. Here is the most difficult of all unsafe drivers to spot. Yet, if the Turnpike statistics are any gauge, he accounts for more than a third of all fatal crashes on high-speed roads. He's the fellow who gets tired and sleepy but who drives on--often into an accident. The Troopers watch for the Non-Stopper day and night. If a car shows any signs of wandering or wavering they stay behind it and try to attract the driver's attention by flashing their headlights or blowing the horn.

Only as a last resort do they risk pulling up alongside a drowsy driver. Once they flag him down, they firmly suggest some time out. Yet, in spite of their vigilance, the records show that of the 36 who lost their lives on the Pike last year, 13 probably died because nine drivers wouldn't "take a break" and fell asleep.

Grim portraits, to be sure, but what makes them even grimmer is the news that too many of us, according to the Troopers, match the pictures much too well.

In other words, watch out for these characters, but above all don't be one!

---This Week Magazine

A good conscience is a continual Christmas. ---Benjamin Franklin

A new Connecticut lake will be created in western Connecticut by a dam now being built by the Connecticut Light and Power Company. It will be between Candlewood Lake and Lake Zoar, both of which were also formed by power dams.

STATE POLICE RECRUITS GRADUATE



Members of the State Police Training School Class of Nov. 4, 1954, and their assignments are as follows:

First row, left to right, Edward J. Courtney, Canaan; Robert W. Connor, Litchfield; Edward Collins, Bethany; Commissioner John C. Kelly, Major George H. Remer, Maurice Fitzgerald, Danielson; Joseph A. Bohan, Hartford, and Robert L. Dee, Groton.

Second row, Francis M. Jepson, Westbrook; Nelson G. Hurlburt, Litchfield; Paul E. Seaman, Hartford; Francis P. Lewis, Stafford Springs; Jesse G. Haymes, Ridgefield; Donald L. Kelly, Colchester, and James M. Jacob, Westbrook.

Rear, William R. Goddu, Westbrook; William E. Prindle, Danielson; Leonard M. Cusson, Groton; William P. Carroll, Stafford Springs; Paul Stensland, Jr., Colchester; Stanley P. Szczesiul, Canaan, and Louis S. Leitkowski, Danielson.

Local police officers who attended the course were: Patrolmen Robert R. McCue and Paul R. Koistinen of the West Hartford Police Department, Det. Sgt. Joseph J. Ciccalone, East Hartford Police Department, and Patrolman Vincent A. D'Orso, Norwalk Police Department.

Safety minds

Vox-Cop

November - December, 1954

Word to a Boy Driver:

ANY FOOL CAN GO FAST

By Sidney J. Harris

This is an open letter to a boy, about 18, who forced me off the road while cutting in sharply and passing me on a hill yesterday afternoon:

Dear Son: You may think you are a good driver, and perhaps you are. But I'd like you to keep in mind that most of your "skillful" driving is due to other motorists.

Anybody can whip along the road as fast and as carelessly as you were going. There's no trick to that--the new cars are loaded with power and pickup--too much so, I'm afraid.

Just remember that it was my alertness that prevented an accident on the hill, not yours. And the driver who was approaching us also had to brake suddenly and swerve in order to save your life and his.

It is not your courage or dexterity that has kept you alive as long as this, but the prudence and politeness of other motorists. You have been trading on our good will and sense of self-preservation.

I wish it were possible to point out to you that your kind of driving is nothing but bad manners--it is not heroic, or adventurous or manly.

Suppose you ran down a crowded street pushing people out of your way, knocking packages out of ladies' hands and kicking children into the gutter. What would be so heroic or manly about this?

Nothing, of course. Then why do you suppose that having 2,000 pounds of steel under you makes it any better? There's nothing to be proud of in driving fast--any fool can do that. It's a form of cowardice to threaten other drivers, not courage.

Suppose you beat me at the getaway, or up the hill? What does that prove? Nothing, except that the car you bought is faster. You didn't make it; it's a commercial product. Anybody can buy one like it--and anybody can drive with a maniacal disregard for safety.

So don't take any pride in your deadly accomplishment. A real man is considerate and polite--and takes chances only when it counts, when his honor and conscience call out for it. On the highway, most of all, it's easy to tell the men from the boys--for the men have to save the boys from the consequences of their foolish and needless bravado.

---Reprinted courtesy of the
Chicago Daily News

WANTED: SAFER AUTOMOBILES

Condensed from Changing Times

American cars are beautiful, comfortable, dependable--and none too safe. A shopper, recently examining a lovely peach-colored hardtop convertible, noted the frail supports for the roof. "What happens if you turn it over?" he asked the salesman.

"You are not supposed to turn it over," was the bland reply.

The salesman might have added that at 80 miles per hour you are not supposed to try to stop unless you have at least 400 feet of clear road ahead; that while you can steer with one finger, you will have to spin the wheel like a top to make a really sharp turn in an emergency; that if you do make such a turn at

any kind of speed, you will probably roll over; that if you don't get compressed into jelly by the roof, the steering column may crush your chest, and the un-padded dash board and projections from it may make mincemeat of any passengers.

Lastly he might have said, with some truth, that most of these horrors could be lessened by better design, but that Americans aren't particularly interested.

Of course, you personally don't want a car that is unsafe. But somehow safety gets lost in the demand for power, beauty, smoothness and comfort. If you really want more safety, however, there is something you can do. Next time you go to a showroom, keep safety in the front of your mind and argue about it.

Use the illustrations given here. Maybe you will get brushed off, but remember this: The manufacturers build the kind of car they think the public wants. If enough people ask for safety features future models will have them.

Brakes. For ordinary city driving the brakes on your car are fine. But for that once-in-a-lifetime emergency stop from high speed, they may let you down. High heat is generated, which reduces the friction between the brake lining and the drum and causes what is known as "brake fade."

The U. S. Bureau of Public Roads, testing for brake fade, found that from an initial speed of 30 miles an hour it took 49 feet for a car to stop. But when the car was braked down from an initial speed of 80 miles an hour, the distance it took to stop from the 30-mile-an-hour point varied from 56 to 68 feet.

Some foreign sports cars are equipped with water-cooled or air-cooled brakes. Airplanes have disk brakes which are air-cooled and do not fade. The only American car to have disk brakes is one of the expensive Chryslers. Yet all cars could have them at little extra cost.

Safety harness. When a car going 55 miles an hour hits a relatively immovable object, it stops. But the driver, passengers, seats and everything else in the car tend to keep going at 55 until

they, in turn, hit something solid. The results all too often are crushed chests, catapults through the windshield, mangled faces, detached ears, etc.

The Indiana State Police, studying the state's 1952 auto deaths, concluded that most victims would have been saved if they had worn a safety harness. Such harness should fit around the shoulders and either hips or chest, and should be anchored to the chassis of the car, not to the seats. The seats themselves should be securely fastened so they won't suddenly ram the occupants forward.

The American Automobile Association, which supervises stock-car races, found that when a racing driver was killed, it was usually because he had been thrown. Officials make safety belts and shoulder harness mandatory, and since that time there have been some fancy crack-ups in which the driver has been saved.

Roof supports. Cars that compete in the AAA-sponsored stock-type races have another safety feature that would be valuable in all cars, particularly convertibles, hardtops and otherwise. An arch-shaped piece of 2½" pipe known as a "roll bar" is welded across the top to keep the roof from being crushed.

Steering. Modern steering wheels are designed for ease and comfort. There is plenty of play and looseness in the wheel so you won't feel the shock of bumps. The worm gear makes the wheel easy to turn, but also note that you have to turn it 4½ or 5 times to get from sharp right to sharp left. Racing-car drivers won't have this type of steering. They don't want to be insulated from the front wheels; they want direct contact to get the feel of the road. Also, when they turn the wheel, they want action. Their ideal steering ratio is 2½ turns from right to left.

Springs. Modern cars are "soft sprung"--the springs are limber. They give you a comfortable ride but make it mighty dangerous to go fast around curves. The body tips; the car wants to roll over; the out-side wheels want to dish, while the inside wheels lose their grip on the road. As most people suspect, if a car were designed to travel

no faster than the speed at which it could safely take a moderate curve, either it would have half as much horsepower as today's cars or it would have radically different springs.

Weight distribution. The heaviest part of the car, the engine, rests nearly over the front wheels. The rear end is relatively light, so with little provocation the car tends to skid. Sports cars, with their long hoods, have the engine back where it should be. And they are safer.

Lights. Driving around a curve on the highway at night, you see two red lights ahead. What do they mean? Have you caught up with another car going a-long ahead of you? Or are you bearing down on a car that is stopped or even backing up? The stop lights and the regular tail-lights are the same color--red. Unless you happen to see them brighten up when the brakes are applied, you can't tell what they mean. If tail-lights were amber and only stop lights red, many a driver who piled into the back of a stalled car or truck would be alive and uninjured today.

Headlights still blind, too, although the glare could be eliminated by universal adoption of polaroid headlights and windshields.

Rear-ledge missiles. You may not have thought of the shelf under the rear window as being a safety hazard, but how would you like to be hit on the back of the head by a can of oil or a screw-driver traveling 55 miles per hour? That is the argument for getting rid of the shelf.

Steering wheel and dashboard. If the steering column were mounted on a heavy spring or held by a shear pin that would break under shock, the driver would have more of a chance of coming out of a crash. A better opportunity of going through life undefaced also would be given the front-seat passenger if the fancy knobs and other protruding gadgets were removed and the dashboard covered with shock-absorbent material. A little cushioning can be the difference between life and death. If you doubt this, let an egg drop six or eight feet onto a thin pillow and then (if you don't care about the egg) onto a hard floor.

Do motorists really demand safety features? The car manufacturers think not. Nash did offer a model with a safety belt, but gave it up on the grounds that the gruesome implications hurt sales. But certainly no one is going to refuse to buy a car because it has disk brakes, a roll bar, a padded dashboard and better weight distribution. As to the safety harness, do you object to fastening your safety belt in an airplane?

The truth is, manufacturers could make cars safer without loss of sales. But the only thing that will persuade them to do so is public opinion. That's you.

---Science Digest, August, 1954

SAFE DRIVING MAY DEMAND NEW TESTS

By David J. Wilkie

Your emotional stability and behavior characteristics some day may be tested before you're given a driver's license.

Insurance company psychologists are concerning themselves with these factors in trying to determine whether human or mechanical failures cause most highway accidents.

These experts say studies already show there are accident-free and accident-prone individuals. The accident-prone, they say, should be weeded out before they have accidents.

The psychologists wouldn't wait until a driver has had a series of traffic accidents. They propose to develop a battery of instruments that will register emotional and behavior characteristics.

Extensive studies have been made by Dr. W. A. Eggert, chief psychologist for the Kemper group of insurance companies, and A. H. Malo, of the Lumbermen's Mutual Casualty Company.

Studying commercial drivers employed by 140 different companies, they found 12.8 per cent of the drivers had 60.5 per cent of the accidents. Among common characteristics uncovered were a lack of responsibility toward their families, a tendency to drink excessively, to rebel against authority, loss of temper and a

desire to teach other drivers a lesson.

Other authorities on highway safety say regardless of what measures are taken to improve roads and parking facilities and build safety into motor vehicles, there must be safety training for the man behind the wheel.

This, they say, is a matter of "safety thinking and awareness" requiring constant training for even the most experienced motorists.

L. C. Howe of Birmingham, Mich., who has had considerable success developing safety procedures in industrial plants, says the totally accident-free highway can be attained. But to get it, he says, "safe driving must be thoroughly and constructively sold at the most important point of contact, that is, on the highway where the driver is behind the wheel going somewhere."

Safety training, Howe adds, must incorporate widespread and efficient person-to-person instruction as now conducted by many public schools, automobile clubs, automobile dealers and other driver training agencies.

He recommends "positive safety thinking" and "safety-selling installations" on the highways.

First, however, he says, statistical records for designated stretches of highway in test areas should be compiled for the purpose of study. "With these in hand," he adds, "safety improvement can be accurately gauged."

The tests, preferably on 20-mile strips carrying fairly heavy traffic should be instituted by local, state and federal governments, "or suitable foundations in the interest of deathless highways," Howe says.

---Waterbury Sunday Republican

TWILIGHT HAZARDS

More people are killed in traffic accidents during hours of twilight, darkness and dawn than are killed in such accidents during daylight, states a Safety Commission bulletin stating that this fact is even more significant when it is considered that there is less exposure during these hours when fewer

cars are on the road.

Special emphasis is made of dark-hour hazards during dark-hour months when "it is later than you think - at dusk," when half-light and half-darkness cast shadows and play tricks on motorists and pedestrians alike. During these months more than 30 per cent of traffic fatalities are recorded. It is the time of year that has all the hazards of traffic plus reduced visibility - and as might be expected, results in increased accidents.

One of the most important safeguards for dark-hour travel is proper lighting, continues the bulletin, and states, "Don't guess, be sure you can see." That means headlights should be turned on just as soon as semi-darkness descends without waiting for the other fellow to do so first.

Since headlight glare blinds motorists right into an accident, it is also suggested that motorists dim headlights when approaching or following behind another car, and focus eyes on the right-hand edge of the road, thus reducing the blinding effect and preventing motorist from running off road shoulder.

For that emergency stop at night because of mechanical failure, states the bulletin, reflectorized material, flares or reflectors are life-savers. As an added precaution, of course, the motorist should pull off the road as far as possible and turn on dim lights and dome lights.

"This is the time of year," concludes the bulletin, "when darkness" sets the stage for accidents. It is the time of year when motorists and pedestrians will have to put on their best performance for survival."

---Stafford Press

CONN. TRAFFIC FLOW INCREASES

Vehicular use of Connecticut's 15,000 miles of trafficways will record record-breaking totals this year according to a survey developed by the Connecticut Safety Commission. By the end of the year eight billion miles of motor vehicle travel will have been recorded by a record-breaking registration of 900,000

vehicles operated by one million persons the Department of Motor Vehicles will have licensed.

"It is little wonder that highway users complain about congestion in and around traffic distribution points" states the Safety Commission report, "when it is considered that Connecticut has more than 55 vehicles per lineal highway mile, one of the highest ratios in the nation, and more than 169 registered motor vehicles per square mile of state area. Residential decentralization has resulted in steadily increasing traffic flow from rural areas to urban industrial locations, causing severe tieups at peak hours of highway use and consequent collisions as traffic lines loosen and drivers seek to make up time lost."

Only three states in the nation, states the Safety Commission report, has higher concentration of vehicles per highway mile. They are Rhode Island, New Jersey and Massachusetts, in that order. Despite increasing crush on Connecticut's highways, the Safety Commission states that latest National Safety Council checkup credits Connecticut with second lowest traffic fatality rate of 3.0 deaths per 100 million miles of vehicle travel. "It is a tribute to increasing safer highway use by motorists" comments the Commission.

Every month this year has recorded greater highway use than same month in past years. The Safety Commission survey indicates peak Connecticut highway use during July when about 754 millions miles of automotive travel was registered. The Safety Commission predicts that for the first time in Connecticut's Automotive history, motor vehicle travel will exceed eight billions of miles on Connecticut streets and highways.

---Connecticut Safety Commission

I desire no added blessing for the coming year but this--that I may do some good and lasting work and make both my outward and inward habits less imperfect --that is, more directly tending to the best uses of life.

---George Eliot

I'M JUST A STEERING WHEEL

I'm Just A Wheel. A steering wheel. And you're my captain. Behind me you're the lord and master of a miracle. You can make me take the kids to school. You can turn me down the sunny road toward town. With me you can guide your goods to the market place ... you can rush the sick to be healed ... you can go in minutes to places hours away. You can do magic.

Yet, in the blink of an eye, in the tick of your watch, I can turn deadly killer. I can snuff out the life of a kid still full of life--maybe YOUR KID. I can twist a smile into tears. I can wreck and cripple and destroy. I can deal out death like the plague. And I'm no respecter of persons. A child, a grandmother, even YOU, my friend ... it is all the same to me.

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

I was made for pleasure and usefulness. Keep me that way. I'm in your hands. I'm just a steering wheel. And you're my captain. Behind me you're the lord and master of a miracle ... or a tragedy. It's up to you.

HOW'S YOUR MEMORY?

Do you ever say to yourself, "I remember that man's face, but I can't for the life of me recall his name." This is as it should be, according to psychologists, because we remember 87 per cent of everything we see but only 7 per cent of what we hear. When it comes to the other senses our memories are even less reliable. We remember only three and a half per cent of everything we smell, only one and one-half per cent of what we feel, and only one per cent of what we taste.

---American Oil Company

AROUND THE CIRCUIT

Vox-Cop

November - December, 1954

STATION "A", RIDGEFIELD

HOLIDAY GREETINGS

Personnel of Station A extend to all A MERRY CHRISTMAS AND A HAPPY NEW YEAR.

1954 A SUCCESSFUL YEAR

During the past year Station A has seen many changes in the personnel of the station and as we are about to enter a new year we hope we will have the same success in criminal enforcement as we did in 1954. This success in criminal investigation was due to long hours, officers taking an interest in their work and the cooperation of other police departments.

CASES BROKEN

During the past summer we had a variety of cases, including the tobacco road type, breaking and entering, and thefts, all of which were pursued to a successful conclusion resulting in eight separate cases being bound over to the Fairfield County Superior Court. These investigations resulted in the recovery of thousands of dollars worth of property. The younger men gained an insight in criminal investigation work while working with older officers on these cases.

REVOLVER TEAM IN TOP CONDITION

The Station A revolver team, which is competing in the New England revolver league, is looking forward to some very good scores. In particular, Officer Jones has just shot one perfect score and two near perfect ones. There has been a decided interest in shooting not only by this team but by the other officers attached to this station.

AUXILIARIES ACTIVE IN CD PROGRAM

The auxiliaries of Station A have shown a decided interest in the Civil Defense program and during the winter months are setting up programs for the

spring. Their intention is to intensify activity in obtaining new members in a stepped-up program to learn more about Civil Defense and how it functions.

STATION BRIEFS

Officers Sam Wilson and Robert Line-weber have just completed a week's vacation in Florida and from what they say Florida is a great state.

We regret the loss of Officer Line-weber to Station G and welcome Officers Jesse Haymes and Robert Northcott to our staff.

Custodian David Belin, incident to his duties at Station A, is attempting to raise rabbits in the hope that he may be able to sell the pelts to the hat manufacturers in Danbury who are so badly in need of good rabbit skins. Mr. Belin has perfected the secret of raising rabbits in this country. His only difficulty at the present time is reproducing little rabbits.

Dispatcher William Pettit has been very busy of late preparing his car for the long winter to come and has fur-lined the interior of the car in preparation for the cold weather.

STATION "B", CANAAN

YULETIDE GREETINGS

Again as in the years now past, a village church bell will dim the clamor of those whose thoughts are for selfish interests and a hush of peaceful silence will descend with its warmth to envelop rich and poor, successful and despairing making each more worthy of a heritage born in poverty but consumed with a desire that every man be his brother's keeper.

So, as we approach another Christmas in a world of silent conflict, we might well share our happiness with a word of

good cheer and a prayer of thanks for favors which are oftentimes undeserved.

COMPLEMENT INCREASES

We feel especially fortunate with the new additions to our station complement. Officers Stanley Szczesiul and Edward Courtney are applying themselves to tasks at hand in a manner indicative of success.

FATE IS FICKLE

It's just possible that Ellsworth and Arnold are saying, "Ain't fate fickle," as they survey the scenery of Litchfield from the confines of the county jail. If both had remained sober, perhaps they would not have been involved in an accident; had there been no accident, both might still be in possession of a quantity of construction implements stolen from The State Line Sand and Gravel Company and discovered by Officers Sid Toomey and Bill Flaherty during the ensuing investigation.

YOUTH'S CRIMINAL CAREER HALTED

Officer John Bonolo's persistence was rewarded recently with solutions to a number of thefts which had taken place over a period of time at the local Regional High School.

The youngster involved, a juvenile, had enjoyed success in his effort to a point where he considered himself expert in a field which lists so few enjoying any measure of good fortune--which probably accounts for his sudden downfall. Evidently he had heard neither of the law of averages nor of Officer Bonolo.

MARKER PLATE LEADS TO QUICK ARREST

There are still those drivers whose sense of responsibility is so limited that they seek the security of a coward and hasten away after injuring others on the highway, however, we note (with a degree of satisfaction) one instance where the offending operator was trapped by a marker plate left at the scene.

Officer John Foley's investigation brought yet another uncharitable individual to justice despite the fact that the victim of this particular crash will be disabled for some time.

CONGRATULATIONS

Patricia Ann knocked on a door in Bristol one night not long ago chuckling to herself at the thought of surprising the occupants. Imagine her delight when she was whisked over the threshold into a house filled with dolls, teddy bears and other things of which little girls are fond.

Dick and Mrs. Chapman weren't the least bit surprised, they expected her all the time.

HAT CAUSES ACCIDENT

"If you're inclined to be absent minded, let this be a lesson to you," says Officer Toomey.

Elvira K. was driving over route #63 when suddenly she looked down to see if a passenger was sitting on her hat. In quick succession, the car left the highway the passenger left his seat and Elvira landed in a ditch.

P. S. She had her hat on all the time.

CHRISTMAS SPIRIT

"Most of us are Christmas-keeping families, with secrets we keep for weeks beforehand. What shall we buy for Mother? The aunts, uncles and possibly Grandma?


As we erect the tree, we change from ordinary people, for we are erecting an altar for the home as well as a glittering memorial to an old custom. It stands there, bright and shining for a week or two; the Christmas cards decorate the room, and then the holiday is over. Christmas is finished and gone.

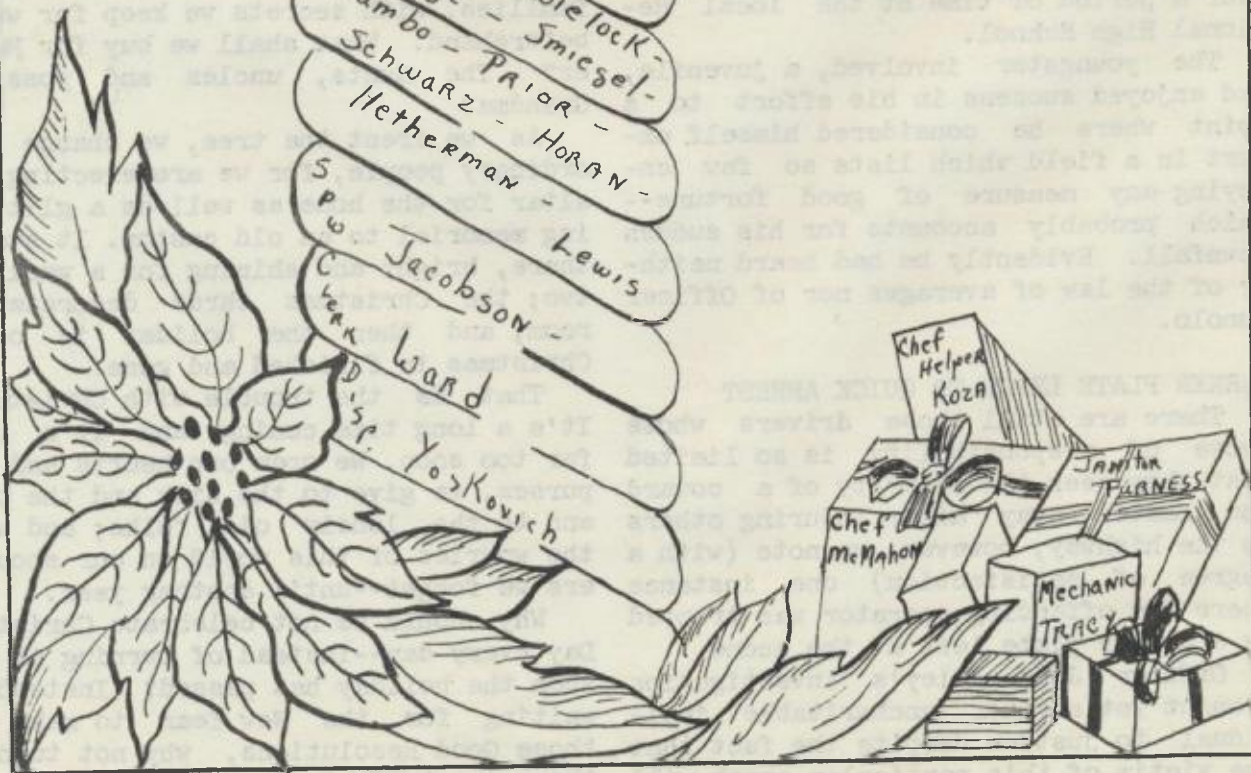
That is the trouble with Christmas. It's a long time coming and it's over far too soon. We open our hearts and our purses, we give to the sick and the poor and to the lonely old folks; and with the worries of this world on our shoulders we forget--until another year.

Why should we not celebrate Christmas Day every day--instead of turning it off when the holiday has passed? Instead of waiting for the New Year to make all those Good Resolutions, why not turn on the current of Good Will each day and each week?"

---John Beharrell

Season's Greetings from Station C

- 
- Lew TAYLOR -
 - Sats. Bohman -
 - O'CONNOR -
 - Shay - PERKINS
 - Officers Kolodziej - Koss
 - Blomberg - Jacobson
 - Tomlin - Haberstroh
 - Carroll - Nasiatka -
 - Lutz - Beattie -
 - Deschenes - Sheiber -
 - Tasker - Doyle -
 - Yaskulka - Wielock -
 - LaForge - Smielock -
 - Palumbo - PRIOR -
 - Schwarz - HORAN -
 - Hetherman - Lewis
 - S.P.W. Jacobson -
 - C. Vek Ward -
 - D. S. P. Yoskovich -



TOLLAND COUNTY TALES

"I heard the bells on Christmas Day
 Their old familiar carols play,
 And wild and sweet
 The words repeat
 Of peace on earth, good will to men!"
 Henry W. Longfellow

To each and everyone a very MERRY
 CHRISTMAS and a most PROSPEROUS and
 HAPPY NEW YEAR.

PERSONNEL CHANGES

We welcome to this station Officers
 William Carrol of Plainfield and Freder-
 ick Lewis of Hartford. We assure them
 that they will find plenty to keep them
 busy.

Mr. Edwin Potter, who has been with
 us for over four and one-half years as
 Chef's Helper, has resigned as of Dec. 1
 from steady employment to retire and en-
 joy his cozy cottage and surroundings at
 Crow Hill, Stafford. He is a gentleman
 in every meaning of the word and he will
 be greatly missed by all at the station.

Andrew Koza, from the smallest town
 in the state, Union, began his new du-
 ties as Chef's Helper, Dec. 1. We hope
 that he will enjoy his stay with us.

CAUGHT IN THE ACT

Right after midnight, Sunday morning,
 October 24, Officers John Yaskulka and
 Mario Palumbo were dispatched to inves-
 tigate a break at the Supina Package
 Store, Ashford. Within a few minutes
 after their arrival at the scene, they
 apprehended two men from New Haven,
 William A. Radcliff and Walter W. Allen.
 These men were hiding in the bushes at
 the side of the dirt road that runs in
 back of the store and near a large sedan
 that was parked in the road. Found in
 the car were four cases of liquor in the
 trunk, six cases in the back seat, plus
 a complete set of burglar's tools. En-
 try to the building had been gained
 through a hole that had been cut in the
 rear wall. At this time, these two are
 awaiting trial before the Superior
 Court. Both have lengthy records in-
 cluding, Cheshire, Jail and State's

Prison. We have reason to believe that
 this break is only one of several com-
 mitted by these two, who will not talk.
 Congratulations, Jack and Mario.

SICK BAY

It is with regret that we have to re-
 port that three of our officers are
 presently hospitalized. Bob Lutz was
 suddenly stricken with a heart attack
 while on duty at the station and was re-
 moved to the Johnson Memorial Hospital,
 Stafford Springs, where he is resting
 comfortably but as yet is allowed no
 visitors.

Jack Yaskulka is a patient at the
 Manchester Memorial Hospital following a
 kidney stone attack.

Ed Beattie is at the Grace Memorial
 Hospital, New Haven, where he is to
 undergo surgery as the result of an in-
 jury received at Training School.

For all three, we hope and pray for
 speedy recoveries.

FATALS

Many people believe Route 15 to be
 the highway of fatals. Of the last
 three, two have occurred on other high-
 ways and only one on Route 15. Walt
 Smiegel is the ace investigator for fa-
 tal accidents, having investigated two
 of these. The coroner has been keeping
 him busy with inquests and further in-
 vestigations. Art Blomberg had the oth-
 er accident investigation.

THEFT OF COW

Joe Koss has been combing the coun-
 tryside and the locker plants in an ef-
 fort to find one bit of evidence that
 will bring him to the killer or killers
 of a gentle family cow, greatly valued
 by its owner, a local farmer. Either
 someone mistook it for a deer or were
 out to get their winter's supply of
 meat. Remains at the scene show that
 the animal was slaughtered in the pas-
 ture within a few feet of the road and
 not far from the nearest house.

BUILDERS

Several new homes are in the process
 of being constructed for men at the
 station. Lt. Taylor is building in
 Andover, Officer Kolodziej in Suffield,

and Officer Stephenson in Rockville. Det. Sgt. Bohman is purchasing several acres of land in Somers and expects to build in the near future. Paul Deschens has just purchased a newly built house and is moving into it soon.

How about some house-warmings when these homes are completed?

STATION "D", DANIELSON

HOSPITALIZED

Cora Browne has entered the Osteopathic Hospital of R. I. for an operation. She is expected to be absent from work for a period of time. A word from her friends will be appreciated.

NEW OFFICERS

This station heartily welcomes three new officers, Louis Leitkowski of Stratford, Maurice Fitzgerald of Waterbury, and William Prindle of Riverton. Although they have not been entirely on their own as yet, they show promise of being good police officers. We have more than enough criminal business and they will soon be getting their share of cases and headaches.

OFF. PLITT TRANSFERRED

Officer Robert Plitt moved out in the recent transfer and took up residence in Bridgeport, so he could be nearer to his new station, "G". Knowing that Bob is in good spirits we are sure his winsome smile will make many friends for our department while he rides the Parkway.

CO-OPERATION PAYS OFF

An 80 mile-per-hour stolen car chase over route 6 ended in the arrest of a 16-year-old lad from Providence, R.I., when Officer Wendell Hayden forced him to a halt upon reaching a blockade set up by Off. Gagne of the Willimantic, PD at Willimantic. The youngster had stolen a car in East Providence and was running away from home.

The Rhode Island radio at Scituate alerted "D" and within a short time Off. Hayden spotted the car on Route 6 in Brooklyn. Hayden kept the car in sight

and radioed his progress. Off. Angell of "K" kept in telephone communications with the Willimantic PD and they, in turn were in radio contact with Off. Gagne. As the stolen car passed a predetermined point, Off. Gagne was so notified and pulled his patrol car crosswise of a bridge on Route 6 thus blocking the highway and bringing the chase to an end.

Information from East Providence Police shows the lad was responsible for breaking \$1,300.00 worth of plate glass windows over a period of time, theft of five motor vehicles, and numerous breaks and thefts.

NEW HOMEOWNER

After many years of wishful thinking, Officer Joseph Guilbeault, has finally bought himself a new home. No need to guess where he will be spending his day leaves and vacations.

EXTRADITION BEING FOUGHT

For the past four weeks the barracks has been flooded with cards postmarked from various States in the Union. As soon as they arrived, we here at "D" knew that County Det. Rowe Wheeler was on the move again for the purpose of bringing some criminal back to Windham County. This time Rowe and Officer Heckler took a little trip to California, then to Texas, and back home. It was an interesting case but too full of ramifications to relate here. They will be retracing their steps to Texas for extradition of the criminal they arrested. The subject refused to waive extradition and is fighting his removal to Connecticut.

EMERGENCY POWER UNITS

In the event of any disaster which results in failure of electrical power in the Stafford Springs area, Lieut. Formeister will supply emergency power to his "friends" for he now has two emergency power units ready for operation.

"The noblest of all dogs is the hot dog--it feeds the hand that bites it."

STATION "E", GROTON

Lieut. Avery, Det. Sgt. Goodale, Sgt. Leighton, Officers Anderson, Bellefleur, Bickford, Cusson, Dee, Elton, Farrow, Fitzgerald, Greenberg, Hunter, Jacques, James, Kathe, Kearney, LaFramboise, Larizzo, Skelly, Sternberg, Sullivan, and civilians, Miss Ballestrini, Fredericks, Girroti, Ladd, Losacano, Miguel, Phelan, Mrs. Starno wish everyone a

M E R R Y C H R I S T M A S

and a

H A P P Y N E W Y E A R

CAPTAINS ROTATE

We welcome Captain Clarke as our new division Captain.

NEW OFFICERS

We also welcome Officers Cusson and Dee to our roster. Both are recent graduates of our state police school.

GET WELL, HURRY BACK.

William Mackenzie former Lieutenant, now retired, is still on the critical list at the Lawrence Memorial hospital in New London as a result of a heart attack. We all have our fingers crossed and expect him to come barging into the barracks in the near future.

BUYS NEW HOME

Officer Bellefleur has recently bought a home in Montville.

MORE CARS THAN HOMES

Did ya kno--Commissioner Kelley of the Motor Vehicle Dept., reports the state has more registered vehicles than dwelling units, 900,000 against 700,000.

AUXILIARIES HONOR OFF. GREENBERG

Our station State Police Auxiliaries gave a party for Officer Greenberg and presented him with a barometer. In the event you wonder why, just an excuse to have a social get-to-gether and to show Officer Greenberg his extra efforts were appreciated. Captain Schwartz, Lieuten-

ant Avery and former Lieutenant Mackenzie were also invited.

STATION "G", WESTPORT

VACATIONS

Officers Russell and Carlberg spent their recent vacations in Montreal and are now back telling of "Their Experiences." Is that why we're getting mysterious mail these days???

NEW PARENTS

Officer Robert Krysiak recently welcomed into his home a "little exemption" when his son arrived. Both mother and child are doing well. Congratulations and best wishes to you.

Officer James McGrath is our latest "brand new papa." He has been smiling from ear to ear since his "son" arrived. Best wishes to the Mrs. and the new arrival.

WEDDING BELLS

Our new "GROOM" is none other than Officer Thomas Smith, who was married Thanksgiving Day at Stamford. Lots of good luck, Tom!

DEER BEWARE

Officer Roy Carlberg became involved in a "deer accident"--we do mean a four-legged one, really and truly!--and it took off and disappeared into the woods.

Our deer accidents now number an even dozen, in as many days. Fortunately the operators of the cars were not injured.

STATION BRIEFS

Ma Spear, our cook, is now stepping out to night school to learn typing.

Sergeant Frank Bennett is a little down-hearted these days. He is missing the "Weimaraner", as he found it necessary to part with said dog.

Lieutenant Albert Rivers, accompanied by Sgt. Walter Abel and Off. Stanley Sobolewski, recently attended the Communion Breakfast held at Stamford by the Anchor Club in memory of deceased police officers.

Officer George Raiselis recently spotted a cash register on the Merritt Parkway in the vicinity of Greenwich. Attempts are being made at this writing to find its owner.

Sergeant Frank Bennett and about five or six of our officers recently patrolled the Town of Stratford, so that their officers could attend a refresher course.

You should have seen some of our officers running around with cameras and photographic supplies. They have just completed our barracks course in photography, ably taught by Off. George Turrell.

The Sunday after Thanksgiving Day broke an all-time high in traffic on the Merritt Parkway with a total of over 60,000 for the day!!!

CONVALESCENCE OVER

Officer Al Kosloffsky has come back to duty after his recent operation, looking well, and we hope feeling as well as he looks.

WELCOME

We welcomed four new faces, namely, Officers William Demlong, Robert Plitt, Robert Lineweber, and William "Bud" Gerard to our personnel recently.

William Schwamemann of Shelton has been added to our staff of garage mechanics and we hope he enjoys being busy because we sure do manage to get plenty of work for the garagemen.

TRANSFERS

We were sorry to lose, by transfer, Officers Robert Northcott and Raymond Lilley.

CASES BROKEN

Officers Ben Davis and James Ferguson were "detectives" for a couple of days, working in and out of our territory, and even making trips to New York City. They worked on a house break at Weston. Numerous pieces of silver and a large number of men's suits that had disappeared were found pawmed in shops in New York City. Needless to say the culprits, four of them, will be "explaining" it to the judge in Superior Court in the near future.

Officer Don Hurst found that the man he wanted for a house break at Wilton was shot in New York City. As a result, "Don" went and "called on the young man" in the hospital at the big city. He extended an invitation to him to come to Connecticut upon his recovery.

Sergeant Walter Abel, while on patrol on the Merritt Parkway at 5 a.m., recently found a youthful operator who had taken it upon himself to go "joy riding" --with someone else's car. Who says the cops aren't out at this hour???

Officer Turrell has been credited with the arrest of a New Haven man who was found to be transporting "contraband" in the form of untaxed alcohol.

Officer Charles Lundberg recently checked a juvenile hitch-hiker, who turned out to have been the operator of a stolen car which he had abandoned nearby.

Officer William Quaintance recently used a laundry marking as a means of tracing the operator of a car he had been chasing. While in pursuit the car overturned and its operator took off to the woods. The youth was apprehended at Bridgeport, "asleep" in his bed.

CHRISTMAS

It's Christmas again -- that joyous day when Christians the world over, pay homage to Christ, the Prince of Peace. This Christmastide let us all worship and rededicate ourselves to the Service of God and Country. Let us pray to Him to keep us steadfast in our faith.

Let us give thanks for being Americans -- for the bounty and privileges that are ours.

Let us bring cheer to the sick and sorrowful.

In our devotions, let us remember to pray for those whose daily lives are darkened by persecution, hunger and fear, that they may again enjoy the Light of Freedom.

Let us ask God to help our leaders and those of other lands, to attain unity and brotherhood among nations so that all peoples may come to live together in Peace.

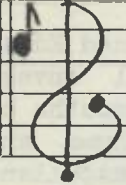
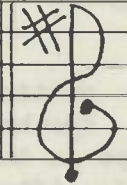
---The Stafford Press

"NOEL" XMAS 1954

STATION "H" ENSEMBLE

Conductor: Lieut. A. H. Kimball

Accompanists: Sgt. J. F. O'Brien
Sgt. A. H. Pethick
Det. Sgt. E. Steele

	Anderson	Bohan	Barron	Burke	Cappel	Cassello
	Cludinski		Conroy	Duane	Dzialo	Erlick
	Ertel	Faith	Gable	Gaiser	Gay	Griffin
	Harrington		Josephs	Kelly	Kozna	Kurylo
	Lawson	LeBlanc		Lilley	McCormick	McGurk
	McLaughlin		Neal	O'Rourke	Paige	Pilkin
	Pritchard		Ragazzi	Riemer	Riley	Sanga
	Schrader		Seaman	Secor	Simon	Sterniak
	Swaun	Wade		Waite	Waterman	Zervos
		"ALLEGRO"	"MERRY CHRISTMAS TO YOU AND YOURS FROM ALL OF US."			

PROUD PARENTS

On November 9, 1954 at St. Francis' Hospital, Mrs. O'Brien presented Sgt. J. Francis O'Brien with a bouncing baby boy who will be known henceforth as "Mark Edward." Congrats to both Mrs. O'Brien and "Sgt."

highway rather unexpectedly--he has more than just fenders covered.

CONGRATULATIONS

On Saturday, November 27, 1954, Eugene Griffin said "I do" at St. Emery's Church, Fairfield, Conn. to Olga Ann Sedlak. Best of Luck Olga and "Griff."

SUCCESSFUL TRIP

Marcel Simon returned from Rangeley, Maine with a spike horned, 160-pound buck. "Si" states it was a successful trip.

The run-way is being readied for former jet pilot Raymond Lilley at Magnolia, Delaware, where on December 11, 1954 he became a "Benedict." His partner is the former Barbara Whitney. Congratulations to both Barbara and Ray.

"WARNING" CONSTRUCTION!

New addition to Headquarters is now under construction. When you come to Hartford remember "No Parking" from station garage to Washington Street is the rule now. We thank you.

WELCOME

We welcome from the last graduating class two new officers, Joseph Bohan and Paul Seaman. Hope you like your new environment boys.

STATION BRIEFS

There is quite some speculation as to why Pete Lawson checks out for New Rochelle so frequently. Check reveals that "College of New Rochelle" is located there and it is not co-educational. Maybe taking sort of an extra curricula in "Home Economics."

DEER BEWARE

More and more the cars from our neighboring northern states come bearing down on us with their fenders covered with both deer and bear. But what of the poor fellow who meets the deer on the

DA-DA-DA-DAAA--Announcing the assignment of two energetic station investigators, viz; Walt Swaun and Orlando (better known as "Jack") Ragazzi. Ideal set-up for a "Friday & Saturday" script. Their first action was in an assist to PD Southington on a safe job. Good luck fellas.

The early evening traffic was at its best on Wednesday, November 24, 1954, Thanksgiving Eve. The influx of "over the C. J. Toll Bridge and thru the woods to Grama's house we go" type--only, some did not arrive due to many traffic accidents. We all had a taste of real heavy traffic that date.

STATION "I". BETHANY

EBULLIENT SCRIBES

Officer Frank Baylis, distinguished collector of autographs, has corresponded with all of the Government Officials of Canada and especially the Canadian Post Office Department, the Connecticut Department of Motor Vehicles, Association of Insurance Companies, General Motors Corporation, Sears Roebuck and Co. and many others and is now securing the autographs of the various officials of the Longines Wittenauer Watch Co. Frank, if your dexterous pen cannot convince the Longines' people we would suggest securing the services of brother Ed O'Brien. You see Ed has recently kissed the Blarney Stone and excels in rehetoric these days.

DISTANCE NO BARRIER TO ROMANCE

Steve Demo, (Son of Apollo) has forsaken the Naugatuck Valley and has located a new interest in Lancaster, Pennsylvania. This modern Argonaut sailing without Jason has found the Golden Fleece. At least he says that she is a blond, and now admits she is more accomplished in the culinary art than he. He states that his worship of the Greek Goddess Aphrodite has ended, and that the Roman Venus looks more like Pan to him as he gazes upon his Lancaster blond beauty.

WEIGHTY MATTERS

Officer Carl Carlson assigned to Common Pleas Court in Waterbury continues to gain weight while Officer Ray Piascik stays at 150 pounds. Piascik attributes his slender figure to hard work. What say Carl? Maybe Frankie has

something to do with it. New Haven Common Pleas can't be that much busier.

PERSONNEL ASSIGNMENTS

Officer Carty was transferred from Station L to Station I. His duties are to assist Officer Menard in the training of the dogs.

SPW Ruth Wilcox has been working in Bridgeport so long now that it is reported that she voted there on election day.

Officers George Cirishioli and Edwin Puester are assigned to criminal investigation work for the next two months or so replacing Officers Thomas Duma and William Mathews who turned in excellent results while they had the assignment.

SOUNDS MORE LIKE IRISH BLARNEY

Officer Sean Lombardo is getting quite a reputation as a public speaker having addressed several groups in the area since coming to Station I. After delivering his last talk a gentleman stepped up and addressed him in Greek. John told that man that he was not a Greek but an Italian American. The gent then apologized and stated that he had listened to John deliver the speech and all that he could think of was that John was a descendent of Aeolus the Greek God of the Winds.

OVER HILL AND DALE

We have to gaze with amazement at Miss Paike of our clerical staff as she wheels the new Pontiac so free and easy while wearing her farthingale. The farthingale must be rather clumsy while strolling through the White Mountains and over the paths. (or is it?) Of course one could not go bowling in a farthingale but now we hear that she has taken up Bocci.

LOOKING AHEAD

John Sweeney is considering purchasing a piece of realty in either New Hampshire or Maine. Thinking of your retirement Sean? We can't find a good reason for even considering leaving the cultured City of Naugatuck steeped as it is with the great New England Traditions. You must realize John that neither Maine nor New Hampshire can ever

become important as they are too far removed geographically from Naugatuck.

FOOTBALL TRAFFIC HANDLED SAFELY

The Yale-Army Game at the Yale Bowl in New Haven broke all attendance records for the past 24 years when 74,000 jammed the great arena. Traffic was handled skillfully and the bowl was cleared of all cars in 80 minutes. In fact we have had a good year at the Bowl this year from the view point of Traffic Safety, not having any collisions.

CONDOLENCES

We wish to extend our sincere sympathy to Miss Gertrude Noonan, of our clerical staff on her recent bereavement. Mrs. Noonan, Gertrude's mother, passed away recently.

OFF. MENARD AUX. PERSONNEL OFFICER

Officer Menard has taken over the task of Personnel Officer for the Station I Auxiliary Police. We look forward to great strides in the accomplishments of our most valued Auxiliary Unit. A meeting was held on November 30.

CONGRATULATIONS TO ALL

Mr. Anthony Labonia, Esq. former State Police Officer and presently Director of Safety at the Akers Trucking Company in Orange is the proud father of twin baby girls. Mother and twins doing well but Tony is recuperating slowly and should be up and around again soon.

STATION "K", COLCHESTER

PLANE CRASHES

Air travel over Colchester's territory recently was almost as hazardous as piloting a bomber over Europe during World War II. No fewer than three separate plane crashes occurred during a five-day period. Officer Charles Wilkerson handled two of them in Middletown and Off. Robert (10%) Donohue took care of a crash one night in Glastonbury. The scoreboard read four dead, several in-

jured, and three planes junked.

CAR THIEVES APPREHENDED

Wilkerson's name popped up again several weeks later when he apprehended a stolen car in Portland complete with the operator and a passenger. Officer Bill Doyle also made his first grab of a stolen car in Marlborough, along with the operator and a passenger.

NEWEST PERSONNEL

Our two newest officers, Stensland and Kelley have both had a taste of plain clothes work, but it's easy to see motor vehicle enforcement holds more attractions for them. Incidentally Off. Don Kelley teamed up with Charlie Wilkerson to crack down on a team of teenage boys who had broken into five cottages at Lake Pocotopaug with the intentions of outfitting their clubhouse from the loot.

SELF-APPOINTED INVESTIGATOR APPREHENDED

Officer William Doyle had the unique experience of conducting an investigation into a theft with the help of an unknown admirer of his technique. The persistence of Doyle in the investigation aroused a desire to assist on the part of one of East Hampton's citizens and consequently he used Doyle's name while conducting an investigation of his own. Although appreciative of the help, Trooper Doyle took a dim view of the methods used and notched up another criminal arrest. Incidentally, the original investigation is still going on.

XMAS PARTY

Christmas is coming to Colchester on December 21 when all hands will gather at the Garden Grove in Manchester to toast the holiday season. There is no truth to the report that Off. Bill Hickey and Tom (Complete Control) Gauthier will attend together.

JET PILOT

Officer Bob MacDonald had a taste of jet flying recently and it is rumored that United Airlines is seeking his services. We still think that Bob will break down someday and tell us exactly

what happened.

STATE HIGHWAY DEPARTMENT TOPS

Several of the officers on the mid-night shifts are showing up now wearing heavy overcoats. Winter is here. Most of the cars are equipped with snow tires, and are awaiting the first big tie-up on Stonewall Hill. Incidentally, this is the time of the year when the State Highway Dept. and the State Police team up for the benefit of the public. We feel sincerely that our highway department does the best job in keeping the roads open for travel of all the states on the east coast.

CONGRATULATIONS

Several officers have had new additions to their families. Officer Sikorski, Officer Bombard, and Officer Powers all came through with cigars.

ACT INVESTIGATOR

Frank Pisch continued his investigating and among the cases solved was one of theft at the Amston Silver Co. in Hebron.

BATCHELORS ON THE WANE

Station K's wealthiest and thus most eligible batchelor, saw fit to desert the companionship of "CC" Gauthier, "Lover-boy" Wilkerson and "Heaving-Line" Hickey. It is rumored, however, that Mrs. Mazer is finding it difficult counting those gravel trucks going back and forth by her new home and thus adding to the already bulging bank roll.

STATION "L", LITCHFIELD

HAPPY HOLIDAYS

Once again the holiday season is approaching and we at Litchfield want to wish one and all a very Merry Merry Christmas and best wishes for a New Year full of health and happiness.

It seems to be a real merry season at Station L--what with the Auxiliaries planning a Christmas party on December 15th and the station personnel planning

one on December 21st. We know a good time will be had by all!

WELCOME

On November 8th, Officers Robert W. Connor and Nelson G. Hurlburt were assigned to this station and we welcome them to our station family. Good luck to them both.

We also welcome Off. Albert Kovach. However, Officer Kovach is not a newcomer as he was assigned at "L" a few years ago. Remember Al?

HE MUST HAVE BEEN FROM MISSOURI

Recently one of our new officers had this experience. He was assigned to investigate the complaint of a motorist who stated that while traveling along the highway he heard something strike the window of his car and observed a break in the glass such as caused by a BB pellet. Glancing quickly in the direction from which the pellet must have come he observed a small boy taking off for the bushes. Proceeding to a nearby gas station the operator called the barracks requesting an investigation.

When the officer found his suspect and confronted him with the story, the boy, in the presence of his father, denied shooting at the car. After deliberating at some length the father stated that under the circumstances described it would have been impossible to have caused the damage and offered to prove it. Taking his own car to the location described by the complainant he proceeded to demonstrate and going to the location where his boy had been seen fired a BB pellet at his car. Examining the car after the demonstration the father exclaimed, "How much is it? I'll pay for the damage." (The father's window had the same tell-tale damage.)

THE MAGIC CALLED CHRISTMAS

The Magic of Christmas is in the realm of the spirit. It sparkles and glows in the heart. It transforms the world into a fairy-like place. It fosters a spirit of giving. May this magic stay with you throughout the whole year.

SPECIAL SERVICE DIVISION

TRANSFERS

We welcome Miss Jean Geithner to the staff at Special Service, having recently been transferred from the Identification Bureau. Jean is celebrating her transfer by taking one week vacation in Sunny Miami, Florida.

At the same time we had to say "Au Revoir" to Miss Alfreda Wilcox who joined the staff of Captain Shaw's "Smoke Eaters."

VETERAN OFFICER RETURNS

We welcome back to our staff Officer Fred Virelli, who left us for a short time but has returned to the fold.

PORTLAND POPULATION INCREASED

Mr. and Mrs. Resident Officer William Ackerman recently added to the Portland population and at last reports all are doing fine.

PRACTICE MAKES PERFECT

Det. Art Johnson and Off. Wayne Bishop, the newest members of the Special Service shooting team, have been working overtime on their shooting and the results have shown in their improved scores.

COMMUNICATIONS DIVISION

WELCOME

We are happy to welcome to the "family" William Powers, a retired Hartford Fire Department Lieutenant as one of our night telephone operators and Albert Krivickas, who hails from South Windsor, as a new dispatcher.

NEW HOME

Lieutenant Anthony Zemetis we are proud to report, has about finished his new home and he and the family are now enjoying the pleasures of same. May they spend many happy years there.

ABLE SUBSTITUTES

Once again communications division has had the pleasure of the company of Lt. William Sullivan as executive officer during Lt. Zemetis' vacation and that of Officers "Doc" Paige, Norm Tasker and Moe Palumbo who have ably assisted us during the vacation leaves of the regular staff. Thanks fellows.

WEDDING BELLS

Not to be left out of things the Communications Division has run the gauntlet of "social" events, etc. First our telephone switchboard operator, Phylis LaPalm, took the fatal leap with a handsome Texan and is now Mrs. Alston. We all wish them luck.

ELMER WEYH HOSPITALIZED

Elmer Weyh, Radio Technician, we are sorry to say, at this writing is in the Waterbury Hospital for an operation. We hope he will soon be back with us as good as new.

PART OF NEW SYSTEM INAUGURATED

On the business end, part of the National Plan to speed up interstate teletype communications has gone into effect with the new setup in Massachusetts. No longer is it necessary to relay messages through control points in Massachusetts. We can now hook up direct station to station calls. A few "bugs" still remain but will soon be straightened out and calls will be put through speedily. We also note that the new setup on message forms started this year on a nation-wide basis is becoming more familiar to all and messages require less editing which also helps speed up the service. Co-operation on all fronts is swell! Thanks.

PHOTOGRAPHIC DIVISION

With the recent graduation of twenty new officers from the State Police Academy, it is the fond hope of the Photographic Division that we have twenty more qualified photographers. Additional

hours have been added to the photography training course by Lieut. Leslie Williams, and instructors were furnished by the Photographic Division. Our chief photographer spent the first week of November at the Eastman Kodak Plant, Division of Graphic Arts, Rochester, New York.

A special weeks seminar was given by the Kodak Company to twenty-five professional photographers representing the leading industries of Connecticut. An interesting and instructive course was presented by the top men in the photographic industry. A program was presented on color photography in the field of criminal investigation and identification. The goal of the photographic industry is the use of color photography in criminal investigation simplified to the extent that it may be processed as readily as black and white photography is today. Our representative was the only police photographer invited to attend the seminar, the first of its kind, and the police point of view on the future of color photography was ably presented and discussed.

It is the plan of the Photographic Division to conduct an in-service training program at the Academy in the near future; each class to be a weeks duration. The course will consist of lectures and demonstrations of camera and dark room techniques, in both black and white, and color photography. Only personnel that have the knowledge and know how of present day photography can appreciate the latitude of our equipment and chemicals. Our equipment is the best. The new outfits were selected for departmental use after careful study, counsel and research.

We are extremely anxious to have every member of the department familiar with the mechanics of cameras and the techniques of developing and printing. During the past four years the number of photographs taken and processed within the department has more than doubled. During this same period we have obtained more cameras and photographers. The photographic division is always available for counsel to all members of the department in problems confronting the photographer whether they be simple or

complex. The civilian Technicians of the photographic laboratory at headquarters perform an outstanding job in keeping up with production in spite of the ever increasing demands for services in processing photostats and photographs. These specialists in their field are always available for professional service and advice on technique. It is only after the photographer has mastered the techniques of his profession, that his own ingenuity provides for the solution to particular problems.

The truth of the ancient Chinese proverb about one picture being worth a thousand words has been demonstrated emphatically by the impressive record of criminal convictions attributed partly or entirely to photographic evidence. If it were not for photographs, a great many crimes would go undetected and many criminals would escape conviction and punishment. What better way is there to explain a scene than show a picture of it? Photographs show what words cannot convey.

ONE MAN'S REMEDY FOR A COLD

Former Massachusetts state policeman Louis Perachi says he has a sure-fire way of avoiding colds--take a daily dip in some handy pool or stream.

Winter and Summer the 42-year-old ex-trooper plunges into Pine Brook Club Lake, shampoos his hair and splashes around from ten minutes to half an hour.

"Been doing it for years and got rid of colds", he said.

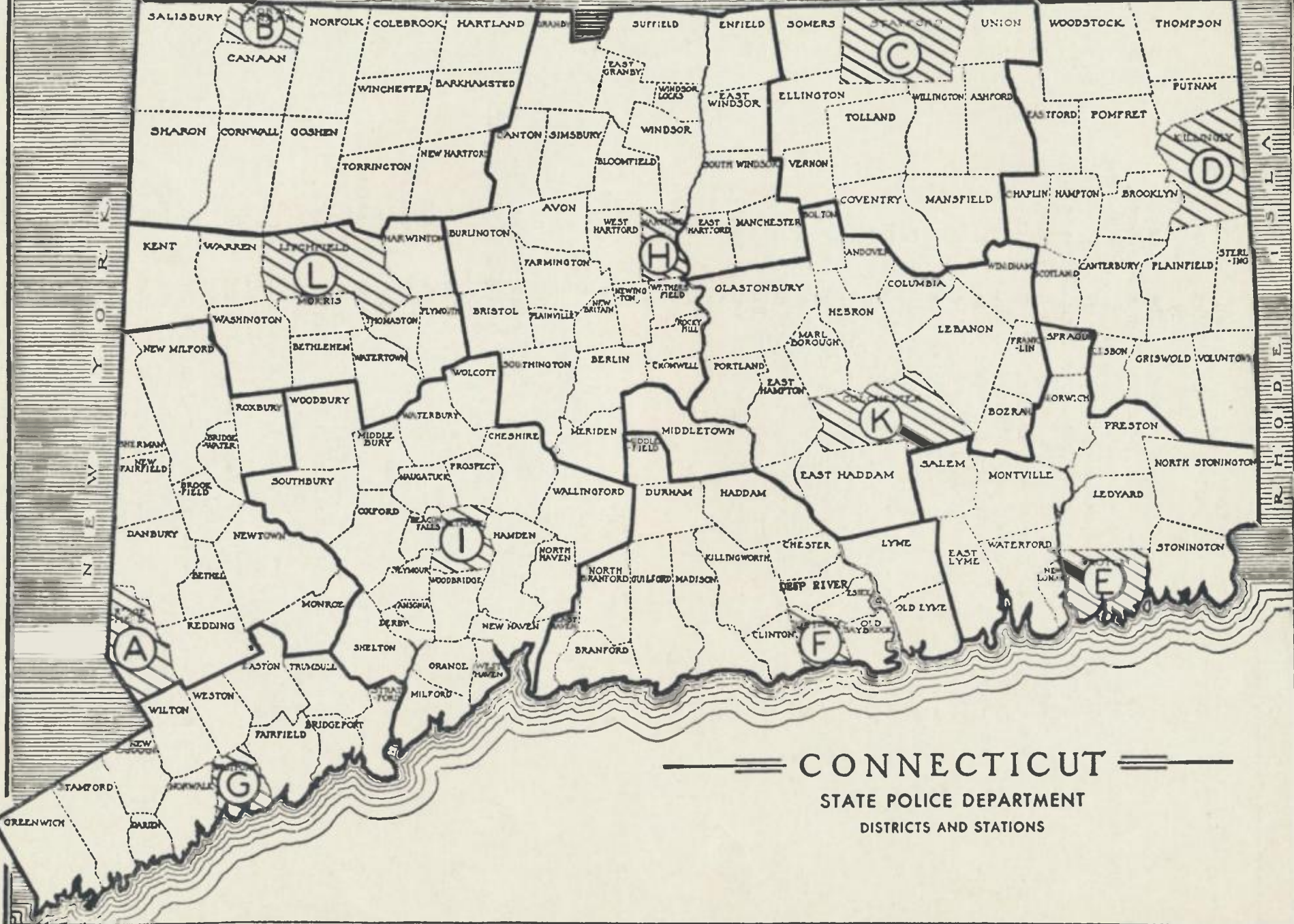
"One thing," he hastened to add, "In winter be sure to break the ice before diving in."

When you find a man who knows his job and is willing to take responsibility, keep out of his way and don't bother him with unnecessary supervision. ---Dreier

Fighting crime isn't a one day job. It calls for continuous operations.

A R O U N D T H E C I R C U I T

'Twas the night before Christmas, when all through the house
 Not a creature was stirring, not even a mouse;
 The stockings were hung by the chimney with care,
 In hope that St. Nicholas soon would be there;
 The children were nestled all snug in their beds,
 While visions of sugar plums danced in their heads;
 And mamma in her 'kerchief, and I in my cap,
 Had just settled our brains for a long Winter's nap,
 When out on the lawn there arose such a clatter,
 I sprang from the bed to see what was the matter.
 Away to the window I flew like a flash,
 Tore open the shutters and threw up the sash.
 The moon on the breast of the new-fallen snow
 Gave the luster of midday to objects below,
 When, what to my wondering eyes should appear,
 But a miniature sleigh, and eight tiny reindeer,
 With a little old driver, so lively and quick,
 I knew in a moment it must be St. Nick.
 More rapid than eagles his coursers they came,
 And he whistled, and shouted, and called them by name;
 "Now, Dasher! now Dancer! now Prancer and Vixen!
 On, Comet! on, Cupid! on, Donner and Blitzen!
 To the top of the porch! To the top of the wall!
 Now dash away! dash away! dash away all!"
 As dry leaves that before the wild hurricane fly
 When they meet with an obstacle, mount to the sky,
 So up to the house-top the coursers they flew,
 With the sleigh full of toys, and St. Nicholas, too.
 And then, in a twinkling, I heard on the roof
 The prancing and pawing of each little hoof.
 As I drew in my head, and was turning around,
 Down the chimney St. Nicholas came with a bound.
 He was dressed all in fur, from his head to his foot,
 And his clothes were all tarnished with ashes and soot;
 A bundle of toys he had flung on his back,
 And he looked like a peddler just opening his pack.
 His eyes--How they twinkled! his dimples how merry!
 His cheeks were like roses, his nose like a cherry!
 His droll little mouth was drawn up like a bow,
 And the beard of his chin was as white as the snow;
 The stump of a pipe he held tight in his teeth,
 And the smoke it encircled his head like a wreath;
 He had a broad face and a little round belly
 That shook, when he laughed, like a bowlful of jelly.
 He was chubby and plump, a right jolly old elf,
 And I laughed when I saw him, in spite of myself;
 A wink of his eye and a twist of his head,
 Soon gave me to know I had nothing to dread;
 He spoke not a word, but went straight to his work,
 And filled all the stockings; then turned with a jerk,
 And laying his finger aside of his nose,
 And giving a nod, up the chimney he rose;
 He sprang to his sleigh, to his team gave a whistle,
 And away they all flew like the down of a thistle.
 But I heard him exclaim, ere he drove out of sight,
 "HAPPY CHRISTMAS TO ALL, AND TO ALL A GOOD NIGHT."



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DISTRICTS AND STATIONS