

Vox-Cop

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CONNECTICUT STATE POLICE DEPARTMENT



STATION C, STAFFORD SPRINGS

SEPTEMBER - OCTOBER, 1955

Code of Honor
of the
Connecticut State Police



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

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

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

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

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



JOHN C. KELLY
Commissioner

BY THE Yankee Clipper

Vox-Cop

September - October, 1955

U. S. Crime In First Drop Since 1948

F. B. I. Reports 6-Month Decline

The F.B.I. reported recently that major crimes in the United States declined during the first six months of this year, the first drop since 1948.

Despite the decline, a major crime was committed every 13.9 seconds of the six-months period. These crimes totaled 1,128,350, seven tenths of 1 per cent fewer than the 1,136,140 major crimes reported in the corresponding period of 1954.

The Federal law enforcement agency said in its semi-annual bulletin that "the year 1955 may show a long overdue break in the upward crime trend of the past seven years."

The report was only slightly optimistic, however. It said that if the present crime rate continues, 1955 will be the fourth straight year in which more than 2,000,000 major crimes are committed.

During each day of the first six months of this year, the F.B.I. said, thirty-four persons were slain, 255 were assaulted, fifty-one were raped and 607 cars were stolen. There also were 3,714 larcenies, 167 robberies and 1,405 burglaries every day.

The crime rate decrease from last year amounted to 1.4 per cent in the nation's cities, the report said, and just three hundredths of 1 per cent in rural areas. But the F.B.I. placed special significance in the rural decline because it "represents an abrupt halt in rising crime totals in rural areas over many years."

The biggest over-all decline for the six months was 15.1 per cent in robberies. Murders and non-negligent manslaughter decreased 3.8 per cent, bur-

glaries 3.3 per cent, negligent manslaughter .3 per cent, and auto thefts .2 per cent.

Rape, Assault Increased

Increase of 6.3 per cent was noted in rape cases, 1.1 per cent in aggravated assault cases, and .9 per cent in larceny cases.

Other highlights of the F.B.I. crime report:

Every 4.2 minutes during the first six months of 1955 there was a crime of murder, manslaughter, rape or murderous assault.

There was one major crime committed for each 144 persons in the United States.

A total of 6,240 persons were slain in the six months, while 55,410 persons were assaulted by rapists or potential killers. Robbers jeopardized the lives of more than 30,000 persons.

In 1954, sixty-one city policemen were killed in the line of duty.

Five out of every seven persons charged with a crime in 1954 were found guilty.

A total of 109,830 automobiles were reported stolen in the first half of 1955, compared with 110,060 in the corresponding period last year.

---United Press

India has a caste called the untouchables. Connecticut has a group of drivers called the "unmentionables"--they do not lower their light beams when meeting another car. Fortunately they are few in number.

DEATH, DANGER WALK COP'S BEAT

By Tom Allen

He was there when a pair of small-time thugs decided to shoot it out and, in a flurry of bullets, became cop killers. He was there when desperate men escaped from the jail that had held them. He was there when a phantom stabber prowled the street. He was there when the school kids decided to dash in front of the car...

He waves a cheery hello to the grocer, then a few hours later walks across the threshold of eternity when he enters the darkened store where a gunman crouches.

He is cursed for the parking ticket he has to write--and yet accused of not enforcing the law when he acts the diplomat at a fender scraping mishap.

He is a Bridgeport cop.

He is admittedly a lineal descendant from the stout, mustachioed "Keystone Cops" of yesterday. But he has changed as much as the Keystones' Model A has changed.

The department officially frowns on excess weight (and there are no mustaches). The cop today carries a gun, a nightstick, a billy--and a headful of basic criminology.

Like the fireman who tries to prevent fires instead of putting them out, the modern cop is also working to prevent crime. He is becoming more and more interested in the roots of crimes, the breeding that begins with the very young.

Although only a handful of Bridgeport cops actually work in the recently expanded Youth Bureau, all bluecoats act as its eyes and ears.

For the most essential man in the department is still the cop on the beat. He sees a gang of kids and, perhaps, hears a couple of whispers. Back go the whispers along the police network, and a Youth Bureau specialist answers them, usually with a kindly talk with the boys. The whispers about the kid crime cease and there is no crime.

When a crime occurs, however, the cop's job is not merely to solve it, but to bring the man in and see that society

grinds out its justice in the courts.

Thanks to the legal know-how of the modern cop, it is rare today for a criminal to walk out of court unpunished. The cop didn't merely collar his man. He got incriminating evidence, too.

Not every cop is out on the beat. Back at headquarters, patrolmen in business suits sit behind teletypes and stoop before filing cabinets. Cops, too. But of a different sort.

You hear much about organized crime these days, a historical development of the gangs of the Prohibition Era. The Bridgeport hood has connections in New York City. He has made other contacts, perhaps, in Wethersfield Prison. All this is known, though, to the equally organized police departments of the U.S., thanks to the records in the filing cabinets and the data churned out of the teletypes.

Terse biographies of the criminal have helped to solve countless crimes, big and small. The cop has at his fingertips the wrongdoer's name, picture, fingerprints, address, age, aliases, previous record, criminal specialties, friends, nicknames, prison pals, cities he has visited, known associates, local haunts he frequents, weapons he has carried or may own, pawnshops with which he has traded, enemies who will talk for vengeance, girl friends (jilted and otherwise)--a life story that perhaps goes back to the age of 12.

Other cops are specialists themselves, on where to put a traffic light, how to detect arson, how to tell heroin from milk sugar. And how to write a parking ticket, an utterly thankless job which no cop likes to do, but which cops do because they must enforce all laws even the unpopular ones.

Most of the time, the 360 cops who protect our 160,000 citizens are just men performing a routine job: patrolling quiet streets, checking husband-and-wife complaints, investigating reports of barking dogs.

Rare are the moments of valor when guts or a gun stand between them and an enemy of those 160,000 people. But when these moments come, there's nobody standing there but The Cop, terribly alone.

---Bridgeport Sunday Herald

AN UNUSUAL HOMICIDE

Recently, the New York State Police were called upon to investigate a most unusual homicide.

The owner of an isolated hunting camp in Hamilton County went to the camp with a party of friends, for the purpose of enjoying a pleasant week-end. Upon their arrival, they lighted a fire in the fireplace, in order to drive out the chill and dampness of the camp. Upon lighting the fire, the owner noticed that the damper on the fireplace was closed, and that every time he attempted to open it, it would slam shut.

In order to investigate the mysterious operation of the damper, he went out and inspected the outside of the building, especially the chimney, thinking that some peculiar phenomena was taking place. He observed that there was a ladder leading to the roof, but at that time thought nothing of it, because he was of the opinion that one of the men in the neighborhood had left it alongside of the building after having climbed on the roof to remove the heavy snows to prevent collapse of the roof.

However, he climbed the ladder on to the roof to get a better view of the chimney. While there, he noticed a rope tied about the chimney and that the rope led directly down into the chimney. By means of a flashlight, he examined the interior of the chimney and saw that there was a man at the bottom of the chimney, and the odor emanating from the chimney left little doubt that the man had been dead for some period of time.

The State Police were summoned, and upon their arrival at the camp, their investigation indicated that there was a 5/8" manila hemp rope tied around the chimney and leading down through the flue liners measuring 14" x 16". There were climbing knots approximately 18" apart on the rope. They estimated that the body of the man was at the bottom of the chimney about 16' down and apparently was slumped on top of the "Heatilator" in the fireplace. As best as they could, they observed that the body was slumped into the bulge on top of the fireplace and that the weight of the body, resting against the damper, caused

it to snap back shut after every attempt made to open it.

It was also determined that it would be impossible to remove the body of the dead man through the bottom opening of the fireplace, and that the only possible way to get him out would be by hoisting him through the flues. However, every attempt to remove the body in this manner was unsuccessful, because his shoulders would stick beneath the flue liners. By inserting two-by-fours, ropes, and pike poles and much maneuvering, the State Police were finally able to turn the body at an angle so that it was finally removed through the chimney, after approximately two and a half hours of hard work.

Further investigation revealed that the deceased was a lumberjack who was living at an abandoned lumber camp about one-half mile further into the woods from the hunting camp. Investigation at the lumber camp indicated an exhaustion of the food supply, and the only theory that could be advanced was that the deceased tried to burglarize the hunting camp to secure food, but did not wish to leave evidence of a break, because he would be the most obvious suspect. He apparently devised the plan of entering the camp through the chimney and thus secured a rope and made tying knots the length of the rope so that he could climb down the chimney and still have a means of exit. It was quite apparent that after getting down into the chimney, and pulling soot with him, that on reaching the bottom of the chimney his foot closed the fireplace damper thereby closing off any circulation of fresh air, thus causing death by suffocation.

---N. Y. C. B. I. Bulletin

Anxiety is given top billing as an accident maker. Its resultant worry and mental distraction cause accidents. When the driver or pedestrian is concerned over illness in the family, a past due mortgage or some other personal matter, he is unable to concentrate on the walking and driving job at hand.

---Dr. Herbert J. Stack

NYU Center for Safety Education

**A PROBLEM IS POSED
FOR BRITISH POLICE**

Not long ago the British public was stirred by the execution of a teen-ager who had been involved in a robbery, in which a police officer had been shot and killed. There was much agitation on his behalf but the gears of justice ground out his life with what seemed unusual severity. And the British were right in enforcing the letter of the law. Traditionally the British bobby does his work without the use of firearms. There has always been a tacit understanding between the underworld and the law, to the effect that anyone taking advantage of the bobby's lack of firearms would swing quickly.

Now the British system is meeting another severe test. In an armed robbery of a jewelry store three London police were shot by the bandits in what appeared to be a typically American holdup. To us it may appear ridiculous that a cordon of police, on foot and in car, surrounded the bandits--and that not one of the police had a gun. The bandits shot their way through.

Doubtless there will be hue and cry from the public calling for the arming of their police. Hard cases make bad law, and it seems from the record that even when you recognize these occasional fiascos, on the whole the British system has worked well. It would be a pity if the British tradition of law and order has so eroded that it now becomes necessary to arm the bobbies. Their tradition of law enforcement by moral suasion, with the shadow of government power behind them, has long seemed like one of the more civilized aspects of present day society. ---Hartford Courant

**TRAFFIC COURTS IN N.E.
PROVIDE SOME LAUGHS**

By Tom Henshaw

New England vignettes:

If you've a sense of humor and a little time to spare there's no place like your local Traffic Court--as long as

you're just watching, that is.

Seems like there's always a chuckle to disturb the dignity of the court. Usually the defendant is the joker. But in the end, the joke is on him.

Try these traffic cases on your sense of humor. They happened only recently around New England.

A man in Barrington, R.I., was summoned to police headquarters to retrieve his son who had been picked up for driving with a noisy muffler. The boy was warned and told to have the car towed home.

Minutes later, police heard a familiar noise outside the station. Sounded just like a faulty muffler. It was. Only this time Dad was driving the car.

The father explained in court: "My son said they told him not to drive his car, so I said to him, 'all right, you drive my car and I'll drive your car'."

Fine: \$20.

A fellow arrested for drunken driving in Taunton, Mass., seemed more under the influence of the International Boxing Club than alcohol. His explanation to the judge:

"I was more dazed and confused than anything else. It was just like Archie Moore in the ninth round last night. He was dazed and confused and so was I."

The judge made like Rocky Marciano. He finished him off with a \$100 kayo.

An understanding husband showed up in court in Warren, R.I., on a charge of driving after his license had been revoked.

Actually, his wife was driving the car, he explained, but he had taken the wheel briefly to save her the embarrassment of driving him past the homes of friends.

The judge embarrassed him financially--\$35 and costs.

M. T. Tillotson, 65, of Portland, Oregon, told the desk sergeant he wanted a ticket for jaywalking. Then he went out, jaywalked and came back and got his ticket. He explained that a lady friend had been cited for jaywalking and was afraid to attend the traffic violators school alone.

"PICKPOCKET JARGON"

Perhaps you will be interested in reading this list of unusual expressions used by pickpockets in this particular part of the country.

- BOFFWORKER Violent thief
- BRITCH Side pants pocket
- BUTTON Cops shield
- CANNON Skilled pickpocket, works on live stuff only
- DIP English form for Cannon
- FLOP Sleeping prospective victim
- FRAME To get victim in correct position in order to hit him (see "HIT" below)
- FUZZ A police officer
- GONIFF Yiddish for thief
- HIT Get at the victim's property
- HOOK The actual pickpocket
- KEYSTER A handbag
- LUSH Sleeping prospective victim, drunk
- MARK Prospective victim
- MOLL BUZZER Specialist in stealing from women
- OFFICE "To give the office". To signal to another thief, whistle, etc.
- PIECES Bills (currency)
- PIT Bottom of a pocket
- PRAT Hip pockets--also used to describe degenerates
- REEF Finger up a pocket lining
- RIGHT FALL Grand larceny rap
- SCRATCH Money
- SHORT A car, bus or train
- SHOT Colored cannon
- SNEEZE THEM To arrest them
- STALL Hook's assistant

---Law Enforcement Officer's Bulletin

BLOOD COUNT DETERMINES WHEN MOTORIST IS DRUNK

When is a man too drunk to drive an automobile?

Dr. Abraham Stolman of Hartford, chief toxicologist for the State of Connecticut, says that a person with an alcoholic blood count of .15 per cent is unfit to drive.

Every ounce of whiskey adds .02 per cent of alcohol to the blood stream after its absorption, Dr. Stolman said. An alcoholic count of .15, therefore, shows an absorption of at least seven or eight ounces of liquor. Anything above this point is presumed technical evidence of enough alcohol in the blood stream to impair natural ability, he said.

Alcohol Absorbed

A count between .05 and .15 could tend toward impaired judgment, he said, depending on the individual.

A man who shows a count of .25 will have drunk at least 13 shots of liquor, with a count of .50 he will have taken at least 25 shots, if possible.

It takes approximately 90 minutes for alcohol to become absorbed into the blood stream, Dr. Stolman said. The body burns off the absorbed alcohol at the rate of one ounce an hour.

The consumption of food can help to hold back the alcoholic count in the blood, according to Dr. Stolman, by preventing alcohol from entering the blood too fast.

A blood test is able to determine the amount of liquor consumed, but not when it was consumed.

Many states have adopted the .15 per cent level as evidence enough to convict a man charged with drunken driving. In Connecticut, the blood test may be made by police only with the defendant's permission to show the minimum amount of alcohol drunk during a given period of time.

---New Britain Herald

IT REALLY HAPPENED

Many a man has been saved, as the saying goes, by the seat of his pants. But none perhaps so literally as a man in Tuscaloosa, Ala. His car went out of control and came to rest hanging over a railroad overpass. The driver was thrown out. The seat of his trousers snagged on the underpart of the car, and he was left dangling 60 feet above the railroad tracks. "Best seat I ever had in my life," he told his rescuers.

---Fleet Supervisor

ABUSE OF POLICEMEN

"A policeman expects to be abused."

That's the philosophical explanation offered by Hartford Police Chief Michael J. Godfrey in answer to a query by The Herald about increasing abuse, both verbal and physical, being heaped on his men.

No doubt Chief Godfrey is right, that a policeman expects a certain amount of abuse from the men and women he confronts in the line of duty.

But it certainly is a sad commentary on human relations when a policeman, that much maligned man who is sworn to risk life and limb in the performance of his duty, is cursed and clubbed for trying to protect society.

One of the worst incidents came a few weeks ago in Hartford when two policemen, making an arrest in the North End, had to take refuge in a church when a mob gathered to protest the arrest of two neighbors.

No thought was given, apparently, to the fact that the men being subjected to arrest might be deserving of a stay behind bars.

No credit was given to the policemen who, for a mediocre salary, walked into that mob to get their men.

Instead, these "good citizens" took it upon themselves to threaten the safety of the policemen for doing what had to be done.

In newspaper accounts of arrests recently, the number of policemen who have been beaten, slugged, cursed and sworn at has shown a sharp increase in Hartford.

Wilful violators of the law, when confronted with arrest, have taken the attitude that they should not be arrested, that they alone have the right to break the law and to strike out brutally at the men who are charged with its keeping.

So-called solid citizens have supported the alleged lawbreakers in their attitude that they are "untouchables."

All too often, the courts have failed to support the police when confronted by these men and women who believe themselves to be above society and the law.

It may be true that a policeman "ex-

pects to be abused," but when the abuse mounts as it has in Hartford, it is time to bring it to an end.

If a cop strikes back, he is promptly called a "brute" and nailed to the cross by public opinion.

He has only the law--the rules that he is guided by and the penalties set down by statute--on his side.

It is time, too, for the courts to take a firmer stand behind the police in their dealings with these violators who will bend and break the law to suit their own ends.

It is time for all forces of law and order to unite and stand firm, to break the ill-founded rule that "a policeman expects to be abused."

---The Sunday Herald

THOSE GOOD OLD MOTORING DAYS

A California highways magazine found traffic regulations have come a long way since the first horseless carriages.

The magazine, California Highways and Public Works, said one Pennsylvania law at the turn of the century required motorists to send up signal rockets at night every mile of the way.

If a team of horses should approach, the motorist was obliged to pull off the road and cover his vehicle with a large canvas or painted cloth that would blend with the surrounding landscape.

And if the horses refused to pass, the driver had to take his vehicle apart piece by piece and hide the parts under the nearest bush.

In Cleveland, Ohio, they passed another law to "curb the newfangled monster." This statute prohibited driving with someone on your lap.

In Green Bay, Wis., a fine of \$5.00 was levied for every drop of oil from cars found on the pavement.

In Memphis, Tenn., it was unlawful for any motorist to drive while he was asleep. In Utah they passed a law that birds always have the right of way.

And there was the sheriff who posted the sign that read:

"The speed limit is a secret this year. Violators will be fined \$10.00.

INTERNATIONAL

ASSOCIATION OF CHIEFS OF POLICE

Vox-Cop

September - October, 1955

RE-ELECTED IACP TREASURER



Supt. William J. Roach

Police Supt. William J. Roach of Waterbury was re-elected treasurer of the International Association of Chiefs of Police during the recent annual conference.

Other officers were elected as follows:

President, Walter E. Hadley, Jr., Chief of the Miami, Florida Police Department.

First Vice President, George A. Otley, Chief of the Chicago Park District Police.

Second Vice President, John D. Holstrom, Chief of the Berkeley, California Police Department.

Third Vice President, Alfred T. Smalley, Chief of the Highland Park, N.J. Police Department.

Fourth Vice President, C. W. Woodson, Jr., Superintendent of the Virginia State Police.

Fifth Vice President, Robert V. Murray, Chief of the Washington, D. C. Metropolitan Police.

Sixth Vice President, Frank A. Sweeney, Chief of the Jenkintown, Penn. Police.

Secretary, John F. Murray, Retired Chief of the Perth Amboy, N.J. Police Department.

COMM. KELLY IS GENERAL CHAIRMAN OF STATE AND PROVINCIAL SECTION IACP

State Police Commissioner John C. Kelly was elected general chairman of the International Association of Chiefs of Police during the annual convention held October 3 to 6, at Philadelphia, Pa. Commissioner Kelly last year held the post of chairman of the North Atlantic Region.

Also elected were Col. Frank Jessup, Indiana State Police, Vice Chairman, East; and Col. Greg Hathaway, Arizona Highway Patrol, Vice Chairman, West.

Commissioner Kelly, Major George Remer, departmental executive officer, and Lt. Adolph Pastore, deputy state fire marshal, attended the four-day conference.

Commissioner Kelly's first official act was to appoint regional chairmen as follows:

North Atlantic Region: Supt. Francis McGarvey, New York State Troopers.

Southern Region: Colonel T. B. Birdsong, Mississippi Highway Patrol.

East North Central Region: Comr. E. V. McNeil, Ontario, Canada, Provincial Police.

North Central Region: Chief Paul R. Martz, Minnesota State Patrol.

West South Central Region: Col. Thomas H. Glasscock, Kansas Highway Patrol.

Mountain-Pacific Region: Chief Gilbert R. Carrel, Colorado State Patrol.

New advisor to the section is Col. Thomas Leonard, former head of the Michigan State Police.

THE I. A. C. P. STORY

Highlights in the History of The International
Association of Chiefs of Police

By Lee E. Lawder

Since the beginning of civilization professional men have met together to exchange ideas on methods relative to their particular occupation. They have recognized the fact that man needs the help and assistance of his fellow-colleague if he is to progress and increase in the knowledge of his work.

Just six years after the Civil War, in 1871, Chief James McDonough of St. Louis, Mo. sent invitations to the chiefs of police throughout the nation to attend a conference in his city. The meeting was successful. The conference was an interchange of ideas and the group discussed uniform crime records, juvenile delinquency (they had the problem in those days also), prostitution and the effects the war had upon the increase in crime. However, in spite of this successful meeting, no formal organization of police chiefs emerged.

Twenty-two years later, 1893, Chief William S. Seavy of Omaha, Nebraska spearheaded a meeting of 51 chiefs to be held in Chicago. They met and organized the National Chiefs of Police Union and elected Chief Seavy as the first president. The purpose of the annual meetings was to discuss "matters of mutual interest, devolve methods of cooperation between municipal police departments in the suppression of crime and the apprehension of criminals". Since that time there has been an annual conference every year with the exception of the war year of 1917.

Much of this early history is found in the Annals of the American Academy of Political and Social Science (Vol.CXLVI, November 1929) and quoting directly from the Annals it reads "It is interesting to note that at this meeting a visit was paid to the Chicago Bertillion Bureau to examine what was probably the first effort on this continent to establish a scientific method of criminal identification. That the chiefs at that time were thinking about the interchange of

identification material is indicated by the remark that there was little hope that either the State or Federal government would soon consider the possibility of a central clearing house and that any exchange of information would have to be through voluntary efforts".

The organization grew in membership strength each year. At the Conference in Washington, D.C., 1895, the name was changed to "National Association of Chiefs of Police" and again three years later, 1898, to "Chiefs of Police of the United States and Canada". This change was made to include Canadian chief constables in the program of activities. As the organization expanded its activities it became apparent that its interest was not only confined to the United States and Canada but was world wide in scope. In 1902 at Louisville, Ky., the name was again changed. This time it was to remain as it is today--The International Association of Chiefs of Police. Its membership include police administrators of countries all over the world.

During the early years of the association there was no permanent, central office. The business of the organization was conducted by the officers from their respective police departments in widely separated cities. The general policies and programs of the IACP, then as now, were subject to approval of an executive committee comprised of a varying number of active members which are appointed by its president.

The organization did maintain a central office for the clearance of Bertillion records of criminals, which included fingerprint records, when that method was adopted by the police of the nation. This office, known as the "National Police Bureau of Identification", was established in Chicago, 1897. The first director of the bureau was Mr. George Porteous and the operation was supervised by a Board of Governors, comprised of members of the association. In May

INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE

1902 the office was moved to Washington, D. C. and established at the Metropolitan Police Headquarters under the superintendency of Edward A. Evans who later was succeeded by E. Van Buskirk. For twenty years the association endeavored to have Congress enact legislation to create a bureau of identification on a federal basis. Their efforts finally brought about such legislation. In 1924 the identification division of the Federal Bureau of Investigation was created. This division combined the records maintained by IACP with those of the Federal Penitentiary at Leavenworth, Kansas. Up until the time the new bureau was formed the function of the IACP Bureau was financed by assessments from \$10 to \$100 per year upon participating cities.

At its annual conferences each year, much thought was given to the problem of planning a Uniform System of Crime Records. In 1922 IACP defined a recommended procedure for classifying and reporting crime statistics. These recommendations gained wide acceptance by the police and the study of crime statistics was continued in ensuing years by a Committee on Uniform Crime Records under the chairmanship of Commissioner William P. Rutledge of Detroit. The work of this committee was financed by a grant from The Spelman Fund and a staff was engaged. The staff comprised of Bruce Smith, director; Donald C. Stone, L. S. Timmerman, and Audrey Davis. The first draft of a Manual on Uniform Crime Reporting was released by the committee in 1929. Through the efforts of the association, the Federal Bureau of Investigation serves as a clearing house for the collection and compilation of crime statistics. The original revised Uniform Crime Records Manual was published in 1930. This manual is now available to law enforcement officials by the F.B.I. and the police agencies throughout the nation are submitting monthly uniform reports to the F.B.I.

In 1934 the association first published its monthly news letter for its members. Three years later a new constitution was adopted providing for a permanent headquarters office for the IACP. This office was located in Chicago

where it stayed until 1940 when it was moved to Washington, D. C., its present location.

In 1935, the Automobile Manufacturers' Association made funds available for the establishing of a "Safety Division". This new division was created for the purpose of carrying on a research and educational program directed toward developing standard techniques for traffic safety and control. Franklin M. Kreml, director of Northwestern University Traffic Institute and former lieutenant of the Evanston (Ill.) Police Department was selected to jointly head the newly created IACP Safety Division as well as the Institute. The Institute is located at 1704 Judson Ave., Evanston, Illinois.

In 1938 at the conference in Toronto, Ontario, the IACP created within its organization a "State and Provincial Police Section" with the object of better servicing the needs and problems peculiar to administrators and executives in the State Police and Highway Patrol agencies in the United States and Canada. The first general chairman of this section was Superintendent Don F. Stiver of the Indiana State Police. This State Section, while an integral part of the association proper, elects its own officers and conducts a special program of activities for state enforcement officials.

The first full-time Executive Secretary was named in 1940. The Executive Committee selected Edward J. Kelly, retired superintendent and former director of safety of the Providence, R.I. Police Department, and former superintendent of the Rhode Island State Police as the man for the job. He remained as executive secretary until December, 1953 when he was succeeded by the present Executive Secretary LeRoy E. Wike. Mr. Wike is the former chief of police of Endicott, New York, and is a past president of the New York State Chiefs of Police Assn.

At their Washington headquarters in the Mills Building is the IACP Training Division. Secretary Wike arranges the itinerary for police students from other countries to visit police departments in our country. He also acts as a liaison man for our chiefs who go abroad.



LIEUTENANTS WILLIAMS AND GRUBER PROMOTED TO FIELD CAPTAIN GRADE



Captain Leslie W. Williams



Captain William A. Gruber

Commissioner John C. Kelly on October 21st announced the promotion of two veteran policemen to Field Captain grade. Lieut. Leslie Williams of New London was promoted to Field Captain and assigned as Director of the Training and Planning Division. Lieut. William Gruber of Newington (native of Waterbury) was also promoted to Field Captain and assigned as Supervisor of the Headquarters Traffic Division.

Captain Williams entered the department October 11, 1937. He was promoted to sergeant October 16, 1945 and was appointed lieutenant December 16, 1948. Since November 11, 1947 he has been director of the State Police Training School.

He attended a four months course at the Traffic Institute, Northwestern University, Evanston, Illinois in 1945 and was a member of the training class at the Federal Bureau of Investigation Academy at Washington in July 1949.

Captain Gruber, who has been serving as supervisor of the Traffic Division at headquarters, entered the department August 22, 1938. He was promoted to sergeant October 16, 1945 and to lieutenant on December 16, 1948. He is a graduate of the Seminar in Legal Medicine at Harvard University. Captain Gruber also attended a Seminar in War Traffic Control at Yale University, New Haven and a Seminar in Traffic Administration at Northeastern University, Boston, Mass.

STYLES IN CRIME

Vox-Cop

September - October, 1955

Beware of Hitchhikers State Police Commissioner Warns

A record number of miles may be recorded for many Connecticut families this fall and winter.

With the prospect of a heavy driving season ahead, you may expect the hitchhiker's thumb to be signaling you for a lift with increasing frequency. Thousands still thumb their way across the state and nation even though nearly half of the states, including Connecticut, have laws concerning hitchhiking.

Connecticut law reads as follows: "Any person who shall, while on or within the limits of the traveled portion of any public highway, solicit a ride in a motor vehicle, other than a public service motor bus or taxicab, except in case of accident or emergency, shall be fined not more than ten dollars."

Lawful or not, the hitchhiker's thumb should be a warning to you not to stop.

For a longer and happier life, it's a good idea to heed our warning as carefully as you would one proclaiming "Danger Ahead! Bridge Out!"

You have doubtless read newspaper reports of hitchhikers' crimes in Connecticut, and, occasionally, of a sensational case elsewhere in the country. Accounts of only a fraction of the nation's hitchhiking murders are widely published, however, because such crimes have become so common that they are regarded as routine.

Perhaps you have picked up hitchhikers in the past without mishap, but you're courting danger whenever you do. The Wichita, Kansas, Police Department proved this fact by fingerprinting hitchhikers and then checking the prints with the F.B.I. The checks revealed that about two out of every five hitchhikers had criminal records.

Too many kindly motorists have been beaten and robbed when they took a chance in picking up a hitchhiker, perhaps because he was in uniform or well dressed. Remember that uniforms can be

bought at war-surplus stores and that police files are bulging with cases of motorists who were slugged or killed in return for their kindness.

Connecticut State Police files contain the reports of two cases which come to my mind at this time. In both of these cases a motorist, travelling alone, picked up a hitchhiker in the Hartford area, and was repaid in bullets and death for his kindness.

In one of the cases I recall, a motorist leaving Hartford picked up a young man while en route to New Haven. At North Haven an attempt was made by the hitchhiker to gain control of the car with robbery in mind. The driver was mortally wounded by a bullet fired by the youth and was dumped from the car. He died a short time later at a New Haven hospital. The youth, now several years older, is serving a life sentence at Wethersfield prison.

The discovery of the body of a man, perforated by bullet holes, near Deming Road, Berlin, in more recent times, touched off a widespread investigation by our State Police force.

When the investigation was completed, the facts indicated that the driver, out for an evening drive, picked up two men who did not stop at murder in their attempt to rob the operator of his meager possessions.

Actually, it's probably safer to invite a tramp to occupy your spare bedroom than it is to take a hitchhiker in your car since the family car is more valuable than any one thing that can be carried away from the average home.

Moreover, it's easy to overpower you while you're driving, and finally, your automobile helps the thief make a quick getaway.

Now, let's suppose that you're lucky, that the hitchhikers you pick up don't have criminal records or intentions. You are still gambling with fate because

in more than a score of States a motorist is liable for any injury to a hitchhiker in an accident even though the driver's negligence is minor. Many kind hearted motorists have learned this too late to avoid years of costly litigation.

Let me add just a word of warning about the girls who travel by thumb. Two Tennessee girls thumbed their way around the country until one day they murdered a farmer who was giving them a lift. Another girl, a former inmate of a girls' reformatory, engaged in a variety of rackets from coast to coast while getting her rides free. One day a Texas real estate man gave her a lift. She shot him and dumped his body in a ditch.

The sad part of these hitchhiking tragedies is that they could have been averted so easily. Motorists can stop them by remembering always that the raised thumb is a danger sign today.

During the war, of course, hitchhiking helped some members of the armed services hasten home or back to camp or base, but that need no longer exists.

Most people can pay their way. The exceptions, those in real need can get financial help from proper organizations.

Remember these facts and don't pick up hitchhikers. Keep going and you'll keep out of danger and trouble.

---The Hartford Courant

STRANGE OATHS

Scarcely a week passes in which magistrates are not called upon to deal with cases in which the defendants are nationals of foreign countries.

When such cases are down for hearing, clerks of courts must have ready the form of oath which exists in the defendant's country. Often the task of finding the appropriate oath, or the articles in connection therewith, is a difficult one. Seldom will a foreigner agree to take any but the oath known to him.

Recently, when a Buddhist appeared in the witness box, he took the following oath:

"I declare, as in the presence of Buddha, that I am unprejudiced, and if what I shall speak shall prove false, or if by colouring truth others shall be led astray, then may the three Holy Existences, Buddha, Dhanima, and Pro Sangah, in whose sight I now stand, together with the Devotees of the 22 Firmaments, punish me and my migrating soul."

When a Chinese witness or defendant takes the stand he is handed a saucer. Kneeling, he breaks it into pieces and then declares: "I tell the truth and the whole truth. If not, as that saucer is broken, may my soul be broken like it." There is one substitute for this oath which is acceptable to a Chinese witness or defendant. In such cases where saucers are not available, a candle is lit and placed before the witness who is then instructed to blow it out and repeat--"If I fail to speak the truth, may the light of my soul be extinguished like that of the candle."

Parsees accept two forms of oath. One--the most popular--requires a holy book, the Zendanesta. If this book is unobtainable--as is often the case--the alternative is adopted. Around the wrist of the witness is bound a piece of string--a "holy cord" and he is sworn as follows: "I swear that the evidence which I shall give shall be the truth, by God: God omnipresent, the God omnipotent, the God Almighty."

The Jewish witness takes the oath on the Old Testament with his head covered. Should the witness come to court bareheaded he will place his left hand, or even a piece of paper, on his head. The Arab, on the other hand, places his right hand upon his forehead and his left hand upon his back. Bending slowly he then kisses the Koran. This done, the following query is put to him: "By the ceremony that you have just performed, are you bound by your conscience to speak the truth, the whole truth and nothing but the truth?"

At the Nuremburg trials, two years ago, a special oath was prepared for the unique occasion, but the text of this has yet to be published.

---Canadian Police Gazette

- JUVENILES -

Vox-Cop

September - October, 1955

Fight Against Delinquency

BY SENATOR ESTES KEFAUVER

Chairman, Committee on Problems of Juvenile Delinquency

I wish it were possible for me to say that we have won the fight against juvenile delinquency. We have not.

I can say, however, that, judging from editorial comment, we have dispelled much public apathy about the problem. We have succeeded in alerting an increasing number of our citizens to the condition in their own communities.

We have also been able to provide them with some answers to their problems through our studies and reports. As our studies continue, we shall be more and more able to provide them with the information necessary to wage a successful campaign against juvenile delinquency.

The enormity of the problems involving our youth is best illustrated by the fact that last year nearly half a million children came before judges in our juvenile courts. This was a 10-per cent rise in only one year.

It was against this background that the Senate first commissioned the Committee to look into the serious threat of juvenile delinquency. At that time three goals for the study were set:

Committee Goals

First, to determine the extent and character, the causes, and contributing factors of juvenile delinquency.

Second, to focus public attention on the problem, and

Third, to judge the adequacy of federal laws to deal with juvenile delinquency and prepare legislation where necessary.

To achieve these goals, the Committee sought the support of qualified citizens all over the country. Top men were loaned to us. A staff of professionals was recruited to conduct the investigation.

One of the most shocking of our investigations revealed the extent to which pornography is reaching even our very young children, and the terrible influence such filth is having on their conduct.

Much of the pornography business operates because of loopholes in the federal law. Now, thanks to the action of Congress, some of the loopholes have been closed. The Committee has proposed additional legislation to further tighten the federal grip on the purveyors of filth to our children.

Work to Be Done

However, much of today's juvenile delinquency must be controlled on the local level. Toward that end the Committee will conduct further investigations in a number of major areas. Our work has only been partially completed. Much important work remains to be done.

1. We must go back and see if the comic book code is functioning properly.

2. Each year 200,000 children run away from home. Many end up in jail or are sentenced to institutions on charges of vagrancy. This is a serious problem and needs immediate attention and study.

3. What constitutes a good juvenile court system? The Committee feels that the federal government should take the lead in establishing a proper juvenile court system.

4. A study of the causes for narcotic addiction among minors must be made. Last year the ready availability of evidence on this topic startled the committee.

5. The recruitment of juvenile delinquents for the armed services presents a series of problems.

Rural Growth

6. Delinquency in rural areas has grown almost twice as quickly as the delinquency in the urban areas. Juvenile gangs, once thought of as merely a big city problem, have now become a problem there too. It is essential that time be devoted to a study of delinquency in rural areas.

7. Treatment services and facilities, including detention homes and after-care services, are an area in urgent need of attention.

8. Increasing numbers of serious crimes are being committed by the youthful offender--the youngster over the age of jurisdiction by the juvenile court, but still under 21.

The Committee hopes to conduct hearings on the extent of involvement in crime of youths between 18 and 21 years of age, and to investigate the detention facilities used on both the state and federal level for these minors. The entire situation of the youthful offender must come under serious study if we are to reduce crime in this country and prepare all our youngsters for good citizenship.

Line of Defense

The first line of defense against juvenile delinquency is the school. Almost every authority agrees that the school can and must play a major role in juvenile delinquency prevention. But how can the overloaded, overworked schoolteacher devote her time for personal attention to a child who is obviously headed toward delinquency?

Once we know the causes of juvenile delinquency, we can prescribe remedies. Already we have been able to suggest some federal remedies to alleviate the more outward symptoms of this national sickness, but much more work and many more remedial measures are urgently necessary.

---The Hall Syndicate, Inc.

If you count the sunny and the cloudy days of the whole year, you will find that the sunshine predominates.

---Ovid

THE SCHOOLS AND DELINQUENCY

Presiding Justice John Warren Hill of Domestic Relations Court let off a considerable head of steam on schools and delinquency before the state commission which is investigating crime among the teen-agers and trying to develop specific recommendations for the legislature. In his opinion, the New York City schools are at fault in these particulars: children are not being taught to read, there is too much promotion before classwork is mastered, as well as retention of backward pupils who would be better off if allowed to get a job.

Now it is understandable that Justice Hill should be exasperated at constantly being confronted by delinquents whose reading powers are not much beyond "cat" and "dog." Presumably he has been reading that best-seller, "Why Johnny Can't Read," and concludes that Johnny would be a fluent reader and not in court if teachers relied solely on the phonic system. Well, it is a fact that most of the small minority of children who get into trouble have reading difficulties. But one should be careful about symptom and cause.

As Supt. Jansen points out, the explanation lies much deeper--most likely in a miserable home situation and all manner of emotional disturbance. He might well have included heredity and the plain lack of mental ability. The mere fact that a child is a poor reader does not prove that he would do any better under a different system of teaching reading. In fact, Dr. Jansen and many other competent educators are convinced that the Johnny of today can read better than his progenitors did.

As for the rest of the portmanteau indictment, Justice Hill is on somewhat firmer ground. The public schools have this year stopped the practice of more or less automatically promoting pupils who are plainly unfit to tackle the next grade. It remains to be seen how well the new problem of logjam and special attention to slow learners will be met. Then there is the question of what to do with say a fourteen-year-old who has apparently learned all he is capable of learning and would rather be out at

work than wrestling with Chaucer. Every high school teacher knows the dilemma; yet the law compels school attendance until age sixteen. It seems a risky thing to lower the standard, but possibly there is room for applying considered judgment in difficult cases.

Doubtless the schools could do more about preventing delinquency. So, for that matter, could everybody else. More money will help to provide smaller classes, more special facilities and better attention to after-school recreation. But the schools cannot do the whole job. The entire community has to take hold. There may be certain priorities, but the task of making better people out of the youngsters must proceed firmly on every front.

---New York Herald Tribune

DELINQUENCY AND THE HOME

According to Federal Bureau of Investigation Director J. Edgar Hoover there is a direct link between juvenile delinquency and the home.

"Delinquents come from the wealthy as well as poverty-stricken homes", he said. "It is the way a child is reared that makes him what he is. Almost invariably there is a cause-and-effect relationship between the delinquent and the atmosphere of the home."

This is something that local investigators into the problems of juvenile delinquency should take into serious consideration as they seek remedies for the deplorable conditions that are being uncovered among what has been called the "five per cent hard core."

According to Mr. Hoover it is never easy to ascertain what makes a youngster commit crimes. But he adds that a beginning point in determining this is the home. Such delinquency stems from adult failures and adult delinquencies, in Mr. Hoover's opinion, and he asserts that we need to restore stern standards of adult conduct.

The Biblical charge "to train up a child in the way he should go; and when he is old, he will not depart from it", is as sound today, as it was one or many

generations ago.

Mr. Hoover's advice that "we need to exchange the softness which breeds contempt for the firmness which begets respect" should be heeded in order that defiant young lawbreakers will know that they cannot get away with it again and again.

Many communities, aroused by the spreading blot of youthful crime, have succeeded in halting the increase of delinquency, and in a few instances have reversed the general trend, Mr. Hoover tells us, but he concluded that there is no cure-all remedy.

The various methods that have been utilized have ranged from programs of youths policing themselves, to the courts holding parents responsible for the acts of their children. Still others have emphasized improvement of recreational facilities.

There is a hopeful note in the proof cited by Mr. Hoover that the trend of juvenile delinquency can be reduced, but it is first necessary he concludes to recognize the extent of the problem, and then take necessary positive action toward correction. That's where early action by the parents comes in.

---New Haven Journal-Courier

NOISY YOUTHS LEAD POLICEMEN TO SAFE

A couple of noisy youths were charged with burglary at New York City--and police said the two have only themselves to blame.

They made so much noise ransacking desks in the upstairs office of a public garage that an attendant working below heard the racket and called police. When officers arrived, the two were still noisily busy, trying to force open a safe.

They didn't make a sound as the cops led them away.

Doubt springs from the mind: faith is the daughter of the soul.

---J. Petit-Senn

COMPLIMENTS

Vox-Cop

September - October, 1955

Tri Mountain Road
Durham, Connecticut
October 10, 1955

Dear Mr. Kelly:

We are so very grateful for the work done by the State Police in regards to a burglary at our home that we feel we must write and express our gratitude.

Upon returning from vacation on July 31, 1955, we found that our home had been entered and some articles were stolen. We immediately called the State Police at Westbrook, and an officer, George Baldwin, took over the case. In a short period of two weeks this officer had recovered the bulk of our lost articles which had amounted to approximately \$1500. This officer did an excellent job and we feel his work should be brought to your attention.

We did not expect to be so fortunate in recovering our possessions and our acquaintance with Officer Baldwin gave us the opportunity to learn how competent the State Police are.

May we thank you and your Department for this splendid service.

Very truly yours,

Mr. & Mrs. Frank Etzel

Officers who were the subject of letters of commendation between the period of August 15 to October 24 were:

William Ackerman	John Fagerholm	Edward McMahon	Charles Rust
Robert Anderson, Jr.	W. Clayton Gaiser	Vincent McSweeney	Ernest Schrader
George Baldwin	Thomas Gauthier	Harry Myers	Vincent Searles
Clifford Bombard, Jr.	Walter Grischuk	Elmer Neal	William Shafer, Jr.
William Burke, Jr.	Arthur Harvey	Jerome Nepiarsky	Walter Stecko
Roy Carlberg	Edward Healy	Carl Niedzialkowski	William Stephenson
Carl Carlson	Charles Heckler	Joseph Palin	Stanley Szczesiul
Frank Cassello	James Jacob	Richard Powers	Norman Tasker
Richard Chapman	Francis Jepson	William Prindle	Sidney Toomey
Robert Connor	Det. Arthur Johnson	Edwin Puester	Kenneth Tripp
Benjamin Davis	John Jones	Orlando Ragazzi	Donald Waite
Frank DeFilippo	John Kenny	Daniel Reardon	Charles Wilkerson
William Doyle, Jr.	William Mathews	Joseph Riley	

Also the subject of a commendatory letter was Dispatcher William Pettit.

Between



Ourselves

Vox-Cop

September - October, 1955

POLICE CARS, MARKED AND UNMARKED

State Police patrolled Connecticut highways in unmarked cars over the Labor Day weekend, and they may continue the practice, according to Commissioner John C. Kelly, who said that the use of the unmarked cars had an effect upon traffic.

The average motorist looks with some misgiving upon a practice which he may regard as not quite cricket. At first glance, it smacks of entrapment, of encouraging a motorist to violate the law, and then catching him when he does.

A moment's reflection upon the role of the State Police with respect to traffic will make clear, however, that this is not the case. The State Police are not out to see how many arrests they can make for traffic violations. Their primary function is to promote the safety of the highways. Reckless, careless, unlawful practices by some motorists make the highway dangerous for all. By curbing these few motorists who knowingly violate the law; the State Police contribute to the safety of every driver. This, surely, is a proper function, and one that should be encouraged.

Patrolling the highway in marked cars has certain advantages. The appearance of plainly identified police cars has an inhibiting effect upon drivers who might otherwise be inclined to take chances or be wilfully reckless. This inhibiting effect is so noticeable that a "halo" may exist around a police car, extending from some 500 feet in the rear to some 800 feet ahead. Drivers who are aware that they are under observation by a state patrolman are consciously on their best behavior. Marked patrol cars thus serve a useful function.

But unmarked cars do too. They put the motorist on his mettle. They tend

to discourage reckless driving. How is a motorist to know but what the very car he may undertake to pass on a curve or at the top of a hill may be a police car, and he may find himself in trouble even if he is fortunate enough to escape an accident. Clearly, unmarked cars also have their usefulness in helping to prevent accidents.

Those drivers who are careful, conscientious, and courteous need have nothing to fear from the presence of unmarked police cars on the roads. Those drivers who are wilfully reckless or just plain careless or neglectful may be under observation by a state policeman. If such knowledge acts to promote greater highway safety, the use of unmarked cars will be justified.

There is nothing unfair about the use of unmarked cars. Driving a car is not a game in which the driver tries to outwit the police and see how much he can get away with without being caught. Rather, highway travel is a matter of life and death, and it is the function of the policeman to see that life prevails over death, safety over accident, and orderly, regulated operation over reckless misuse of the public thoroughfare.

To attack this problem of highway safety, the police need to use every means at their command, including the use of both marked and unmarked patrol cars. The aim remains the same, to safeguard all users of the highway, even those whose folly may endanger their own lives as well as the lives of others. If using unmarked police cars helps reduce accidents, Commissioner Kelly should certainly continue to use them.

---The Meriden Record

BEWARE THE BLACK FORD

By Ben West

Watch out for the new deal in state highway patrol...or the black Ford with no marker in front other than its regular Conn. license plate. This interesting trend is intended to increase the driver's awareness of the fact that he may be letting his gas foot become a bit heavy. And it means that every black Ford on the road becomes an item of question for the motorist who is traveling at a safe but illegal speed of 60 to 65 mph on parkways.

What fun it will be for the young owners of black Fords to play cop! Don't think this isn't easy to do, because we watched just such a game being indulged in by a teen-ager wearing a 79¢ sun helmet. The lad wasn't doing anything really wrong where impersonating the law was concerned, but he sure was scaring some busy motorists down to the speed limit. Maybe he should be given a medal for helping the state. What do you think?

We also watched a state trooper hand a friend of ours a ticket for failing to stop before entering one of the suicide points which frequent our famous Merritt Parkway. This particular entrance lies just beyond a blind curve which may be taken two abreast by cars doing the full 55 mph limit and oftentimes quite a bit more. The distance from the blind point on the Parkway curve and the entrance road is far too short for an oncoming car to safely brake should a car on the entrance be starting at the critical moment. And, of course, the man following the lead car in the curve hasn't got a chance.

Let's not get the trooper wrong...because he has no choice when he sees a man ignore a stop sign. He must stop the man and hand him a warning or ticket at his discretion. We know dozens of troopers who freely admit that the faster a car can enter one of these blind entrances and get up to speed, the safer. As we don't all own Thunderbirds, the running start is not dumb as, whether you know it or not, you radar the blind curve with your ears and go when

it sounds clear.

Of course, we know that the Parkway will be widened...that the blind curves will be eliminated SOMEDAY. But would it be asking too much for some adequate warning signs to be placed before these danger points? Sure, there are nice route signs set up ahead of the exits in every case. Only they are very neatly placed at exactly the same distances in each case, or nearby, and tell the oncoming highway pilot nothing about the safe speed allowable for that particular point.

Before we leave this gentle thought of ours, let's add that the highway pilot of today would be greatly aided by varying speed limits well posted. The railroad engineer has speed limits for each mile of track, especially on the curves...as Bridgeport will remember. The day we have this system on the highroads, we will take off our hats to those who install it. But...as our British friends say...we fear this is exceptionally wishful thinking.

---Fairfield County News

NEW STATE TRAFFIC LAWS

On October 1, Connecticut had new traffic laws passed by the 1955 Legislature to replace the antiquated "Rules of the Road." The new statute is taken almost entirely from the Uniform Vehicle Code which is being put into effect throughout the country.

A national Uniform Vehicle Code has always been the goal of highway safety people everywhere, says State Police Commissioner John C. Kelly. When laws are uniform throughout the nation, a driver will be able to go into any state and be certain that he is obeying the law. Commissioner Kelly also said that the new law is a practical guide to a more realistic use of our highway facilities, especially by those whose ignorance of the law has so often been blamed for violations of that law.

The ordinary driver need not be concerned lest he be "trapped" by any new laws. Safe, common sense motor vehicle operation is the only thing that any

driver should worry about, after all. Laws are merely intended to enforce such operation.

Law enforcement officers and the courts will, however, have to become thoroughly familiar with the new statutes. Many violations are detailed for the first time. Many rules have been changed so as to become more realistic in these days of greatly increased highway use by powerful, speedy vehicles.

The State Police Analysis of the new traffic laws says: "There are many legal problems which will have to be met and solved by our courts as a result of these new laws. There are many new terms which have not been previously used in our laws." The problems that will arise will be primarily those of definition and application of new principles. The driver needn't worry about that.

A great new responsibility will be placed upon law enforcement officers upon the adoption of the new traffic laws, and that may provide cause for worry. Policemen have been told to evaluate each situation as to a possible accident hazard, rather than rely on the letter of the law. There may be difficulty there. For example, here is a portion of the State Police analysis of the law concerning center line markings:

"Parked vehicles may make it necessary for a driver to go partially to the left of a solid center line or on a long grade, slow moving trucks which may have pulled as far to the right as possible, may be passed without hazard even though the passing vehicle is obliged to go partly to the left of a solid center line. Every officer is aware of such situations and when one presents itself to the officer, it is well to remember that in such cases the spirit of the law and not its letter will prevail."

Officers, it's up to you!

---Meriden Journal

HOW MUCH FORCE?

How much force should a policeman use in making an arrest? The question came up at a recent meeting of the Board of

Safety, in connection with the problem of persons who resist arrest. It has been referred to the local court for an opinion on what the law permits. But a good deal more than the law is involved here: the whole relationship of police to public and the concepts of law and justice as ordinary people know them are affected.

It is a danger signal that the problem of those resisting arrest has arisen at all. Respect for duly constituted authority and faith in justice if he is indeed innocent are obviously lacking in a man who forcibly resists arrest. A man who fights a policeman must be drunk, desperate, or completely lacking in respect for the law. It is deeply disturbing that there are enough instances of resistance to demand a "policy."

To be completely fair we must ask whether in the past any policemen have abused the power of their weapons and been unnecessarily rough in enforcing their demands. Policemen should not fear law suits when they have used their clubs by necessity on unruly persons, and the courts should back them up in this. But a well-trained policeman in good physical shape has more tricks up his sleeve than a billy club, and there are ways to render a man harmless without mutilating him unduly.

With this reservation in mind, we should say that not only the full force of the law but the full force of public opinion and, if necessary, physical support must be behind the policeman. He is defending not only his own person but all persons in the city when he cracks down on a man resisting arrest. Granted he has the training and judgment to do his job and the common humanity any good cop needs, we must let him use that training and judgment.

As for helping him when he needs help, that too we must do--but only if he asks for help. After all, he is the professional, trained for the job. He should not hesitate to ask aid if he needs it but it should be up to him to say when and how. Untrained or unwanted help could be worse than none.

---Meriden Journal

STATION WAGON VS. PATROL CAR

We fail to see how there can be any difference of opinion about the decision of the Norwalk Police commission in authorizing the use of station wagons, instead of regular patrol cars, in the city's outlying sections. The change is slated to take effect the first of next month.

It was explained that the decision to replace patrol cars with station wagons was made because the larger vehicles are more useful in first aid and emergency calls. The capacity of the station wagons is greater, and this means that oxygen equipment and other accessories which may be needed at short notice can easily be carried to any area.

The change would also seem to make the police better prepared and better equipped to deal with any kind of an emergency, regardless of its distance from central facilities. The larger vehicles would also be more satisfactory in those cases where the carrying of hospitalized persons was involved. For the shorter, more limited routes within the city the regular patrol cars will still be used.

If police departments, on their own initiative, were not disposed to improve their policies, their equipment and their law-enforcing activities, they would be driven to greater effort by the devilishness of the modern criminal. More so than ever before, he sits down and tries to figure out ways to outwit society, to commit crime and escape the consequences, to drive off from the scene of a serious crash before the police arrive.

As a result, the police have to think of everything--in advance. While hoping for the best, as they speed in answer to a call, they have to expect the worst, and deal with the situation, whatever it is, without delay.

It is not difficult to understand why the Norwalk officials became convinced of the superior advantages of the station wagon over the regular patrol car. In the outlying districts, it will enable the police to get there first with the most. Although they may be astonished at what they find when they

reach a destination, it will only be necessary for them to reach into their "All Emergencies" kit.

Bandaging a broken wooden leg, or presiding at the arrival of a newcomer into this troubled world, will then merely be part of the normal day's routine.

---Bridgeport Post

THE POLICEMAN

He may be tall with persuasive powers; he may be young with emotions like you. However, usually he is just a man in uniform who directs you through traffic. Suddenly, one day comes when he is the man whose quick hands brings your child from the shadows of Death. Or he may be the fellow who gave you a ticket for letting your parking meter run out, but he also may be the fellow who pulled your father and mother out of the burned, smashed-up car. He's the man who walked into the warehouse and let the man in the shadows fire the first shot. He could have been the one who came up to your street on Hallowe'en or the one who carried out the dead body in the river. He is always on duty. On rainy nights while we sit peacefully at home and read, he is out in the cold helping us in some way, dutifully, without praise, merely doing his job.

From The Students Prints, Trail (B. C.) Junior High School. (An English 10 assignment by Terry Bressanutti, 14 years of age.)

---R.C.M.P. Quarterly

LITERAL INTERPRETATION

After trying to collect an over-due car payment, the finance company sent a letter which asked: "Dear Mr. Blank: What would your neighbors think if we came and repossessed your car?"

Back came the answer: "Dear Sirs: I took the matter up with my neighbors and they all think it would be a lousy trick."

IN-SERVICE STUDIES

Vox-Cop

September - October, 1955

KNOW THE LAW

Judicial Notice Of Radar Approved

In the first decision by any court of last resort in which radar evidence was involved, the Supreme Court of New Jersey not only affirmed a speeding conviction based on the use of the radar speedmeter but also held the accuracy and reliability of that device to be of such common knowledge as to justify the courts in taking judicial notice thereof.

Thus radar finally has come of age! It has arrived at maturity, to take its place along with a vast array of other scientific processes and devices, the reliability of which has long since been accepted by the courts without preliminary proof. One has only to reflect that such inventions as watches, clocks, barometers, X-ray machines, photography, fingerprinting and a host of other scientific discoveries and developments all have had to undergo the same process of testing in the courts before their findings became acceptable as a matter of course. Significant in this respect has been the judicial experience of the speedometer, once a strange new contrivance regarded with skepticism, but now the readings of which are admitted in motor vehicle cases practically without challenge.

The same has now occurred in the case of radar. In *STATE v. DANTONIO*, 115 A.2d 35 (June 20, 1955), the defendant was the operator of a Quaker City bus driving north on the New Jersey Turnpike. His vehicle came within range of a State Police radar unit which recorded his speed at 69-70 miles per hour, in violation of the 60-mile limit. A conviction by Judge Fuchs of the Municipal Court of Milltown, N.J., was affirmed by the Middlesex County Court (31 N.J. Super. 105, 105 A.2d 918, May 27, 1954). At the trial in County Court, Dr. Kopper, a qualified electrical engineer

associated with Johns Hopkins University and author of the article "The Scientific Reliability of Radar Speedmeters," 33 No. Car. Law Review 343 (1955), testified as to the principles and operation of radar and its reliability in speeding cases. In reviewing his testimony, the Supreme Court emphasized "that all types of error actually suggested during the trial would result in lower radar readings thus favoring the car." As to possible errors of this type, the court said: "In any event, the possibility of error would not wholly deny the admissibility of the radar evidence but would simply affect its weight; the State concedes that the readings were not conclusive but merely constituted admissible evidence to be weighed by the trier of facts along with all other evidence which was logically relevant."

This latter language is strongly reminiscent of the pronouncement of the Supreme Court of Washington in the classic speedometer case, *CITY OF SPOKANE v. KNIGHT*, 96 Wash. 403, 165 P. 105 (1917), in which the court said: "It cannot be said therefore that because speedometers may get out of order, rates of speed may not be measured by instruments manufactured for that purpose, and which usually give approximately correct rates of speed." Likewise, it brings to mind the words of the Kentucky Court of Appeals in another leading scientific speed check case, *CARRIER v. COMMONWEALTH*, 242 S.W. 2d 635 (1951): "We have long accepted the testimony of police officers based upon the calibrations of a speedometer as competent evidence, even though it is a matter of common knowledge that various degrees of friction, temperature of the atmosphere, air pressure in the tires and other factors affect the operation of the instrument to some extent * * *" (See "ELEC-

TRONIC SPEED METER EVIDENCE" TRAFFIC DIGEST & REVIEW, February, 1954.)

JUDICIAL NOTICE APPROVED

In practically all of the reported cases dealing with the admissibility and effect of radar evidence, the main question at issue has been as to the sufficiency of the state's foundation to prove accuracy and reliability of the device. Until the present DANTONIO case, all of these have been decisions of lower courts, and they seemed to proceed on the theory that accuracy and reliability of radar devices could be established only by the testimony of expert witnesses. Such witnesses are not always readily available. These rulings brought on the familiar spectacle of the prosecution proving reliability by the same expert witness, before the same judge, in case after case in the same court, involving the same radar unit, notwithstanding its scientific accuracy had long since been recognized and accepted by the general public. (Judicial notice has been held to mean that the judge on the bench is at least as well informed in matters of common knowledge as the man in the street.)

In sweeping away the artificial formalities of the old rule requiring affirmative proof, the New Jersey Supreme Court said: "Through the years our courts have properly been called upon to recognize scientific discoveries and pass upon their effects in judicial proceedings. When fingerprint evidence was not accepted as universally as it is now, the Court of Errors and Appeals was required to deal with the contention that the trial court had erred in permitting an expert to testify as to the art of fingerprinting and its use as a means of identification; in holding that the testimony had properly been admitted, Justice Minturn in STATE v. CERTELLO, 86 N.J.L. 309, 314 (E. & A.1914) aptly said: 'In principle its admission as legal evidence is based upon the theory that the evolution in practical affairs of life, whereby the progressive and scientific tendencies of the age are manifest in every other department of human endeavor, cannot be ignored in legal procedure, but that the law in its

efforts to enforce justice by demonstrating a fact in issue, will allow evidence of those scientific processes, which are the work of educated and skillful men in their various departments and apply them to the demonstration of a fact, leaving the weight and effect to be given to the effort and its results entirely to the consideration of the jury.' * * * Today no one questions the general accuracy and effectiveness of the art, and expert proof has long been replaced by judicial notice. * * * Similarly, courts no longer require expert proof that x-ray machines, cardiographs and similar scientific devices used by the medical profession are trustworthy. * * * (Also) judicial notice may now be taken of the fact that a proper blood grouping test may exclude paternity...'Their reliability as an indicator of the truth has been fully established...The law does not hesitate to adopt scientific aids to the discovery of truth which have achieved such recognition.'

PUBLIC GENERALLY AWARE OF
RADAR OPERATION

Continuing, the court said: "Since World War II members of the public have become generally aware of the widespread use of radar methods in detecting the presence of objects and their distance and speed; and while they may not fully understand their intricacies they do not question their general accuracy and effectiveness. Dr. Kopper has pointed out that, in contrast to other radar methods, the method actually used in the speedmeter is rather simple and has been adopted by many law enforcement bodies; a recent tabulation indicates that speedmeters are being used in 43 states by almost 500 police departments. See RADAR TRAFFIC CONTROLS, 23 Tenn. Law Rev. 784 (1955). The writings on the subject assert that when properly operated they accurately record speed (within reasonable tolerances of perhaps two or three miles per hour) and nothing to the contrary has been brought to our attention; under the circumstances it would seem that evidence of radar speedmeter readings should be received in evidence upon a showing that the speed-

meter was properly set up and tested by the police officers without any need for independent expert testimony by electrical engineers as to its general nature and trustworthiness. See Professor Woodbridge ("RADAR IN THE COURTS," 40 Va. Law Rev. 809 (1955)), at p. 814: 'Under the UNIFORM RULES OF EVIDENCE, already approved by the American Bar Association at its 1953 meeting, judicial notice 'shall be taken without request by a party...of such specific facts and propositions of generalized knowledge as are so universally known that they cannot reasonably be the subject of dispute.' Radar speedmeters are now in this category. Why should the time of experts be wasted and the expenses of litigation be increased by compelling such men to appear in court after court telling the same truths over and over? While it is agreed that every reasonable doubt about the accuracy of new developments should promptly be resolved against them in the absence of expert evidence, there is no longer any such doubt concerning radar. Rather, the applicable maximum should now be, 'What the world generally knows a court of justice may be assumed to know.'

The court also quoted from the writing of Professor Baer, "RADAR GOES TO COURT," 33 No. Car. Law Rev. 355 (1955), who said there is now "more than adequate knowledge of the operation and accuracy of radar speedmeters in the area of science to which these devices belong to warrant their being accorded judicial recognition without the aid of expert testimony or legislative direction."

STATE TROOPERS COMPETENT
TO TEST RADAR DEVICE

As to the matter of preliminary tests, the court said: "In the instant matter the State Troopers were sufficiently qualified to set up their radar speedmeter and the evidence indicated that they duly tested it before its use. They had then been operating it for many months and could readily observe whether it was in regular working order. They had no difficulty in reading the calibrated needle and the permanent graph and it was no more necessary that they actually understood the intricate elec-

trical workings of the device than that they understood how their car speedometers work. They tested the speedmeter to see that it registered 'zero' when nothing was in range and they pushed a designated switch to 'test' position to observe that the needle reacted properly; then they compared radar readings with speedometer readings on their cars which were driven within range."

PROOF OF PRELIMINARY TESTS

As to the requirement that the particular device be shown to have been tested and in proper working condition at the time in question, the court indicated that it is not even essential that this be first shown, referring to cases involving other devices, particularly those collected in the note, 21 ALR2d 1200 (1952). Attention was directed to an English case (PENNY v. NICHOLAS, 2 K.B. 466, All Eng. 89 (1950) in which the Court of Kings Bench held that a speeding conviction could be sustained on the basis of a police officer's speedometer reading without any affirmative proof that the speedometer had recently been tested. In this case, the English court cited other instances in which it had held that no preliminary proof of testing a stop watch was necessary prior to introduction of its reading, pointing out that "our courts receive evidence daily of readings on watches, scales and other measures without affirmative proof of their testing; the defendant is, of course, at liberty to attack the readings through cross examination and otherwise and the ultimate determination is fairly left to the trier of facts."

The court distinguished this case from some of the earlier New York decisions on the ground that the latter involved only the testimony of police officers as to the reading shown by the meter needle, whereas in the DANTONIO case this sort of evidence was bolstered by the permanent recording graph.

PUBLIC POLICY FAVORS USE
OF SUCH EVIDENCE

Placing itself definitely on record as being in favor of the adoption of modern scientific methods in traffic

law enforcement the court concluded: "While it is vital under our basic concepts of justice and due process that every individual accused of a speeding violation be afforded a fair hearing and be not adjudged guilty without evidence which convinces beyond reasonable doubt, it is equally vital that no unnecessary obstacles be placed in the State's efforts to deal fairly and effectively with a public threat which has reached staggering proportions. The number of highway accidents is appalling and speed is generally recognized as a factor particularly where fatalities and serious injuries are involved. * * *. In dealing with this as well as other law enforcement problems, enlightened officials properly avail themselves of scientific discoveries as soon as their reliability appears and modern courts of justice may not rightly lag far behind. We are satisfied that readings on radar speedmeters which have been set up and operated in the manner established by the evidence in the instant matter constitute legally admissible evidence which may readily support a finding of guilt by the trier of facts."

SIGNIFICANCE

The DANTONIO case marks an important milestone in the constant struggle to improve traffic conditions and detect the violations of those who jeopardize the safety of others on our streets and highways. The decision serves to clear the air of many of the common misconceptions as to the admissibility of radar evidence. Remarks heard now and then would indicate the notion that there is something mystical and remote about "radar," whereas it has come to be a well recognized and commonly understood method of checking speed. Radar has become a household word and as Judge Ward said in *PEOPLE v. OFFERMAN*, 125 N. Y. S. 2d 179, (Supreme Court, Erie County, New York, Oct. 21, 1954): "The science which embraces electronics is wonderful and mystifying. It brings into our homes voices from the far side of the world...With searching eyes it peers into the heavens, alert to detect the approach of a foe by air. It guides

giant missiles at supersonic speed into outer space, probing its mysteries, and from great heights detects an enemy target selected for destruction. In a hundred other ways it touches our lives today." We know these things and accept them; it is logical that the courts should do the same.

Other such devices and processes which have proved of great value in the traffic law enforcement field--chemical tests for intoxication--scientific estimation of minimum speed from skidmarks, stopping distances of vehicles under various conditions--may now come in for broader recognition and acceptance by the courts. Chemical tests for intoxication have been recognized as reliable by some 21 state legislatures and they are commonly accepted by the general public. The reasoning expressed in the DANTONIO case should apply with equal force to these. Here and there, also, we notice the appellate courts beginning to approve judicial notice of vehicle stopping distances and the estimation of speed from skidmarks. Such developments further confirm the evolution of the law as a vital force adaptable to the fast changing pace of modern living. They strengthen the arm of the traffic law enforcement agencies by facilitating the use of current scientific know-how in the detection and conviction of violators. The DANTONIO case will prove to be of great importance in this field.

by Robert L. Donigan, Counsel
and Edward C. Fisher, Assoc. Counsel
The Traffic Institute

PRANKSTER USES TICKET BOOK

In Salisbury, R. I., a driver who had been heckled by traffic officers, saw a pad beside the road. He discovered it was a cop's parking ticket book.

The finder went around town ticketing every official car in sight. Next morning, the police station was besieged by VIP's from the public service, defense headquarters and even the police department.

The tagger enjoyed it even though he wasn't there.

Lime Rock Inventor Aids Law Officers

COMPARATOR EASES FINGERPRINTING

By Bernard Malahan

An auxiliary State Police officer who likes to putter around a workshop has come up with an idea--and a product--that makes the work of comparing fingerprints a much easier task for police identification men.

He is Donald Evans, owner and staff of a one-man firm known as Lime Rock Products which manufactures the LRP Comparator.

The comparator is a portable apparatus that enlarges fingerprints and projects them on an enclosed small screen similar to those in a penny arcade. The screen is about eight inches high by 14 wide and is divided in the middle.

The operator merely inserts one fingerprint in one side of the machine and the fingerprint with which it is to be compared in the other side. Both are then projected on the split screen and can be easily compared without the use of a magnifying glass.

Identification men who have seen the LRP Comparator are pleased with it and scores of police identification bureaus in the United States and foreign countries have written to Mr. Evans for details. Several of the instruments are in use already. State Police have one in their Identification Bureau in Hartford.

Detroit officials liked it so well they bought three of them. Among other bureaus that are using the comparator now are Chicago, Knoxville, Tenn., Clearwater, Fla., and New Haven. The day the Times interviewed Mr. Evans he was preparing one for shipment to police in Nassau, Bahamas. Police in Egypt and Canada also have shown great interest in the new Lime Rock products.

Mr. Evans, who also operates a glass shop here, said his primary concern with the comparator is not to make money. He has no agents or middlemen and works directly with police and identification men. "I want to work with and for the police in my own way," Mr. Evans said. "Most police departments and identifica-

tion bureaus have limited budgets," he said "and I tried to keep the cost of the comparator as low as possible in order to make it available to as many departments as have a need for it."

Actually, Mr. Evans began work on his first comparator a little more than a year ago when an officer at the Canaan State Police Barracks, where Mr. Evans is occasionally assigned for auxiliary duty, said he wished that there were some way of comparing fingerprints without using the small magnifying glass.

Years ago, Mr. Evans said there was a machine on the market with the same basic idea as his. It too, magnified prints so that they could be read more easily. However, the machine was bulky and heavy, cost more than \$300, and projected the magnified print in an inverted position. The price tag put it out of reach of most departments and the manufacturer took it off the market in 1937.

Mr. Evans made his comparator much smaller; in its development, received many suggestions from Connecticut State Police fingerprint men. Mr. Evans who at one time worked as a sheet metal worker in a Hartford plant, put his knowledge of metal cutting to good use, for the case of the Comparator is designed of metal. He uses an expensive "front surfaced" mirror in it and two costly projection lenses which enlarge the print to more than 20 times actual size.

Each comparator is made separately and is built entirely by hand. The cost is slightly less than half the old style comparator. The image appears on the screen in the same position as on the original copy.

Only 18 pounds in weight and 10 by 14 by 20 inches overall, the comparator can be easily moved about and used on a desk top. While it was designed primarily for fingerprints it can also be used to compare hand writing or typewriting. Mr. Evans demonstrated his comparator at a meeting of identification men in Detroit this past summer and has discovered that the legend of the man who built a better mousetrap apparently holds true as far as comparators are concerned.

HOW TO SEARCH FOR A MISSING CHILD

By Sgt. V. K. Hipkind,
Police Dept., Dallas, Texas

Throughout the night, hundreds of flashlights and auto headlights could be seen illuminating the community. Men, women, children, and many policemen were all working toward the same goal. A small boy had disappeared. It was a search with no plan, no pattern, and no results. One officer called it "organized confusion."

The following afternoon, while the search continued, a neighbor started to get his car out of the garage and found the missing boy sound asleep in the back seat. How many people looked through the garage and failed to look inside the car? There was an opinion expressed that some neighbor deliberately hid the boy in an effort to shock the parents who had been neglecting the child. If such were the case, someone may have looked in that car--searched it thoroughly--and found nothing. Since no record was made of the persons involved in the search and no one knew who searched what, it is impossible to determine if the car had been checked and to thus establish definitely if the opinion was fact or fantasy.

Recently I was called upon to direct a search for 2 small boys who had been missing for 8 or 9 hours. The parents and friends had been combing the surrounding area for some time before police were notified.

The incident had already received much publicity through the medium of television, and when I arrived at the scene about 50 volunteers were waiting for instructions.

The problem was to organize this group and to utilize them to the greatest advantage. I had no plan to go by and my own experience in such matters was limited. After some investigation, a loosely organized search party was formed and I got the search of nearby woods underway. We had just started contacting the boys' friends by telephone when we received word that the boys had been located at the edge of a

nearby town--headed for home, on foot. Thus, I was saved the embarrassment of conducting what so aptly was described as "organized confusion."

This incident convinced me that there should be a flexible plan by which any officer could efficiently conduct a search with a minimum of lost effort.

I discussed the subject with various persons who have had long experience in law enforcement, and with their help, devised a procedure that can help produce the desired results. This procedure is generalized because use in its entirety will depend upon the situation.

There are three basic phases in all such types of police operations. They are: investigation, patrol or physical search, and service and supply. These phases should be separate, district operations.

When an officer is called upon to locate a missing child, he must first interview the complainant to obtain the essential information needed. This could be the investigation phase. Of course this does not mean that investigation stops here. It may be enlarged upon, as the situation demands. The main things which we need to know are:

1. The name and address of the person in question.
2. A complete description, including clothing, scars, marks, impediment of speech, or a peculiarity of walk or carriage.
3. All the information available regarding the person's probable destination, places he frequents, and any habits which may tend to govern his actions.
4. Available transportation, such as the nearest public transportation, bicycle, cars, etc.
5. Family relations--ask about a possible estrangement or divorce proceedings. Custody cases often are responsible for the disappearance of a child.
6. The possibility of kidnaping--This is something which does not happen often, but is always possible.

There are many other things which can be very helpful in a search of this nature. A photograph of the missing

person, lists of playmates, schoolmates, club associates, friends residing in a different area--all are of aid.

Get someone started compiling lists of these names. Lists can be obtained from Parent-Teacher Associations, Boy Scout troops, and Dads clubs. Also secure information as to the nearby theaters, playgrounds, woods, or any other place that may hold attraction for the child. Ask questions which might give you some lead--were any strangers seen in the area prior to the disappearance or any traveling shows in the community? The one you are looking for may be visiting a friend in a former neighborhood or watching a circus unload at some railroad siding.

A command post must be set up in order to have a central point of control and communications. This is the service phase of the operation. Whenever possible, have a police radio at this command post. All pertinent information regarding the missing person should be broadcast to other units in the field. Since the command post is the base for the operation, the allocation of the various duties will be made from there so that the person in charge will know, at all times, what is being done.

An officer must necessarily do the best job with whatever equipment is available to him. Some things are essential, others add to the efficiency of the search and save much footwork. Flashlights, though a small item, are needed both day and night. Caves and abandoned wells and buildings are dark even in midday. Two-way radios are installed in most police vehicles. Make use of them. If portable two-way radios are available, they can be used to maintain contact between the home or command post and the searchers. A portable public address system is also good to have.

There is a set of rules for the actual search which, if followed, will cut down the amount of confusion which generally exists. The rules are:

1. Stay in groups of two or more. If contact is made it may be necessary that someone go some distance for help while others remain to administer first aid, or, in case of death protect the scene for the investigators.

2. Notify the command post immediately upon contact with the subject.

3. Keep the command post informed as to any new leads or developments in the field.

4. Have a prearranged signal, either audible or visible, to notify people in the field when contact has been made and the search is to be abandoned.

5. Check out with the command post when leaving the scene or when completing search of the area designated.

Each group involved in a search should be assigned a particular area. This assignment must be definite. Care must be taken that no likely area is overlooked.

Frequently during a search for a missing child, large numbers of citizens volunteer their services. Sometimes it is necessary to recruit a posse to do the job. Always keep in mind that when citizens of a community offer their time and energy, they are for the most part sincere and will readily accept advice and orders.

In time of distress, the public looks to the law enforcement officer for guidance and counsel. Volunteers can take over much of the essential elements of a search with a thoroughness of trained officers, if their instructions are adequate.

While the physical search is being organized, make use of the list of friends and relatives which you are able to obtain in your preliminary investigation. Assign someone to contact these persons. Make contact by telephone where possible in order to cut down on the time required. The missing child may be visiting one of the persons on your list.

When volunteers are available, assign them specific areas to search and use police officers to supervise them in their work. Always list the names of the members of each group in the field and the area to which they are assigned. This will increase control.

The immediate neighborhood, all parks, woods, excavations, and construction jobs must be searched on foot. When assigning volunteers to search a residential area, have them work in groups of three. This way, one person

can remain on the street to keep it in view while the other two search each lot thoroughly.

A systematic search of all the buildings and questioning of the occupants are needed, in order to accomplish the results required. This does not mean that a private home should be invaded or anyone's rights ignored. Let the people in the house know that you wish to search their property, ask them to assist you. Searchers should also be instructed to question anyone with whom they may come in contact during their search. Small children should not be overlooked--they are a good source of information.

All nearby highways should be checked and watched. This will, of course, be done in vehicles. Whenever possible, have people in cars or on bicycles patrol outside the area being searched on foot. However, if this cannot be done because of lack of manpower, it may be necessary to increase the size of the area each group is to cover. If the search of the immediate neighborhood on foot proves fruitless, increase the size of the area covered by patrol cars and send additional personnel to search any parks and construction jobs which may be encountered in this patrolling.

Keep a vehicle and several men in reserve, preferably at the command post. Any new leads can thus be investigated without interruption to the search progress.

It may become necessary to go over a given area a second time. If so, endeavor to use a different group from the one which made the original search. One person may see something which another has overlooked.

A search conducted in a sparsely populated area requires a large number of participants. In dense woods or underbrush, a two-platoon system should be employed. This is done by the formation of 2 separate lines across a given area with one about 200 yards behind the other. Each individual must be close enough to the other to maintain contact and so as not to give them too much side area to cover. Every foot of such ground must be inspected.

Remember the three basic phases of a

search--investigation, patrol or physical search, and service. With the use of modern equipment to its fullest advantage and the aid of a flexible plan of operation, much anxiety and possible danger to the missing child can be eliminated.

Since it is a physical impossibility for the policeman to supervise each and every child in a community to insure that he will not get lost, we have to do the next best thing. That is--use the available manpower and equipment in such a way as to accomplish our mission as police officers and render satisfactory service to our community.

Speed in organizing and making the search may save a child's life. Make your plan quickly. Then carry it out with energy.

---Texas Police Journal

INDISPENSABLE MAN?

Someday when you're feeling important
Someday when your ego's in bloom
Someday when you have the feeling
You're the most important man in the room

Take a bucket and fill it with water
Stick your hand in it, up to the wrist.
Pull it out and the hole that remains
Is a measure of how much you'll be missed.

You may splash all you wish when you enter,
Stir the water around galore,
But you'll find when you actually leave it
It's exactly the same as before.

So as you follow your daily agenda
Always do the best that you can
Be proud of yourself--but remember
There is no indispensable man.

In the late fall wet portions of the road in exposed situations are very often coated with thin ice. Beware of "wet" spots on the pavement.

Safety minds

Vox-Cop

September - October, 1955

Ten tips from a state trooper's book about today's traffic hazards

Drive As Cops Drive--And Live!

BY EDWARD D. FALES, JR.

Shoppers at a grocery store near Laurel, Md., looked up as they heard a frantic horn, then the smashing of metal and glass. But the clerks didn't bother to look. To them, the crash was an old story. Another shopper, on her way to the store, had stopped in the middle of roaring U.S. 1, waiting to turn left into a parking lot. A speedy convertible had come up from behind, and smashed into her rear bumper.

A state trooper, helping pull the battered cars apart, commented, "This is such an old-fashioned accident! So many people," he went on, "still drive as they did in 1945. They still stop in traffic to make left turns--you can't do that in 1955. And they still seem awfully surprised when a car stops suddenly ahead of them. What we need today is to modernize our driving."

Of all drivers on U.S. highways today the most modern are probably the police themselves. And so the cop could speak with authority. A policeman would never have tried a left turn against heavy traffic on a highway. Nor would he have collided, in an unguarded moment, with a car stopped on the highway. For policemen, exposed day and night to all sorts of traffic perils, have learned to take special precautions. Even if your own driving is quite modern (as it may be if you drive a great deal), you will find these driving tips helpful.

1. Never stop on any highway. This is the first rule in the policeman's book. "Keep it moving or get it off the road," is a good rule for any driver.

"Years ago," said a Michigan cop, "you could stop with some safety on a

highway. But our roads are getting to be like railroad tracks. Heavy traffic now comes so fast that it can't possibly stop.

"We know that if we stop even with only two wheels on the road, chances are that someone will hit us from the rear or sideswipe us."

Most shoulders are wide enough to accommodate a car. When you are stopping or sightseeing on a highway, pull entirely off the road.

2. What to do in "new rain." A few years ago, there was no "new rain" problem. But today's roads are so coated with traffic film that "new rain" can make them as slick as ice. The rain and film produce a soapy slipperiness.

Here are three police hints. If it's a heavy downpour, cut speed sharply for half an hour. "It takes 30 minutes," said a New Jersey trooper, "for heavy rain to wash the traffic film off the road."

A light rain doesn't take the film away so fast, and the roads are slick for a full hour. A light drizzle causes skidding for two full hours.

"Accidents happen--bang, bang, bang!--until the film washes off," a Maryland trooper said, "and then the accident calls let up."

3. Don't try out-of-date turns. Troopers in many states have decided that left turns against oncoming traffic are out-of-date. They've simply stopped trying to make them.

"If you have to turn left from a busy road, keep going until you come to a traffic light, or a gas station, even if it's two miles away," some New Jersey

troopers have told their wives. "Make your turn there, when it's safe, and come back. Never stop on a highway to wait for a left turn."

At Jessup, Md., troopers won't even turn into their own barracks if they have to cut across U. S. 1 when it's busy. They go to the next traffic light and come back.

4. Watch traffic lights some distance ahead. Many drivers still approach a light as they did in 1945. They roar down the road, see the light, then wait until the last minute to slam on the brakes, stopping inches from the car ahead.

"And they become 'sitting ducks,'" said a trooper. "The first high-speed driver who can't see well will push all the bumpers together. It happens every day."

This particular Michigan trooper, approaching a traffic light on a fast road: a. Begins his slowdown half a mile back. b. Fans his brake lightly with his foot to flash a warning behind him. In this way he forces cars behind to slow down and come under full control before he risks stopping in front of them. Sometimes, by slowing down so far back, he avoids having to stop at all. The light turns green.

5. Look out for those railroad tracks! When there is a line of traffic at grade crossings, many drivers still show old-fashioned "bumper-chasing" habits. Then, if the line stops suddenly, they're trapped on the tracks. They are too close to the car ahead to pull out, and there's no room to back up.

State police, wary of crossings, always "lie-back" to avoid being trapped if a train comes.

6. Prepare early for right turns. Troopers now prepare long in advance not only for stops but also for right turns. A good many motorists, police say, still wait too long to get into position for a turn. Then they find the way blocked.

A trooper making a right turn is often in the right lane for half a mile or more before he makes his turn.

7. What a puff of smoke can tell you. Michigan troopers, preparing to overtake a car, always watch for a smoke puff from its exhaust pipe.

A lazy puff may mean the driver has just taken his foot off the gas and is preparing to turn. A sharp spurt of smoke may mean he's suddenly speeding up, and you may have trouble if you try to pass him.

8. Be extra careful with left turns. Old style: Waiting to turn left at street corners, most drivers have always stood with wheels turned in the direction they want to go.

New style: Today, troopers stand with wheels pointing straight ahead. Then, if they should get bumped from behind, they aren't likely to be pushed into a head-on collision with oncoming traffic.

Furthermore, with wheels in a straight position, the trooper can take off faster down the street if he sees there's a possibility of his being hit.

9. Watch that left front-wheel "signal." When a car is coming toward him in the daytime, a trooper keeps his eyes on its left front wheel. By so doing, he can anticipate any surprise turns before the car begins to swerve into his lane.

10. Always look for room to "run." "Above all," says Indiana's State Police Superintendent Frank A. Jessup, "troopers always look for outs, outs, outs!"

"They're always searching the road edge for a place to run. Every day, we find ourselves putting more time and more room between ourselves and other cars."

A man on U.S. 40, near Rifle, Colo., saw headlights coming far ahead. In his mirror, he saw other headlights, a mile behind, overtaking him at terrific speed.

"I was scared," he said. "I had always planned what I would try to do if two cars met beside me. These cars looked as if they might do it. I began scanning the road's edge. I was afraid to stop because the man behind me was driving as if he might be drunk. (He was.)"

"He missed me by inches. But 150 feet ahead of me, he hit the oncoming car. It was a sideswipe, and it pulled the approaching car around until he was headed directly toward me. He was going to come right through my windshield."

"It was sheer reflex that spun my wheel to the right. I hit a small dirt drive leading to a ranch. It was enough to boost me across the ditch, and then I was in a peach orchard, where I managed to stop. I had missed a head-on collision by a split second. I never would have escaped if I had not been planning it that way for years.

"You see, I must have acted by instinct. I had always hoped that if I ever had to 'take the ditch,' I'd be able to jump across at some farmer's driveway!"

---The Catholic Digest

NEW ANGLE ON SAFE DRIVING

Most safe driving campaigns up to now have been based on a somewhat selfish theme. The driver has been urged to take care of himself. "The life you save," he has been told, "may be your own."

A broader conception is beginning to come to the fore: "be your brother's keeper."

The selfish motive is not entirely absent from this line of thinking, for the driver who concerns himself with the safety of others is helping to make himself safer, too. But the new theme provides a definite objective for improving driving practices by helping to sharpen up the driver's sense of responsibility.

Sportsmanlike driving on your part will help to bring out the sportsmanship in others, just as bad driving manners tend to breed bad manners in those brought into contact with them. If you cut in on the other fellow, you are encouraging him to cut in on you just to get even.

If another driver has been foolish enough to get himself into an exposed position, outside the traffic line, slow down and help him to get back into line. Sure enough, it's his own fault that he's out there, but you can save him from the consequences of his own folly. And perhaps he'll show his appreciation by being considerate of someone else when he has the chance.

Courtesy to pedestrians, to drivers trying to enter a line of traffic from the side or to switch lanes at a turn-off creates a widening pool of goodwill.

Put yourself in the other driver's place. When he's in a tough spot in traffic, give him the breaks. Sooner or later, you know well, you will be in a similar spot.

This attitude, if it can be fostered, will do more than anything else could possibly do to cut down accidents. For most accidents are due to a deficient sense of responsibility on the part of one or more of the drivers involved.

It costs nothing to enlist in this cause, and anyone can enter the next time he takes the wheel after reading these lines. The only essential is thoughtfulness. The more thoughtful you are, the better driver you will be, and the more you will be helping to promote highway safety.

---Meriden Journal

IMPORTANCE OF COURTESY

When the remedy for the traffic menace which threatens lives, limbs and property is brought down to its simplest form, it consists of the one word, "courtesy." Put liberal doses of courtesy into the minds of drivers of cars, trucks and buses, and you immediately make a substantial reduction in the number and seriousness of accidents.

On the other hand, when we expand the word to its greatest coverage, it encompasses a multitude of facts and situations. It means that one driver yields when another tries to pass. It means that another motorist decides not to pass another vehicle if the danger is great. It means that all users of the streets and highways try to have some consideration for the requirements and personalities of others.

We are not suggesting that these considerations are not in daily use. They are. We believe, however, that if there is a need for any type of reform, it takes the shape of less determination to drive fast, or in the case of a pedestrian, a willingness to wait, when run-

ning across a busy street is dangerous.

All the machinery designed for the safety of the public on streets and highways is now in full operation. The various boards and commissions have held important conferences, have set up their regulations. All the nation's police departments have settled down into their clear and sharp regimentation policies for those persons who are inclined to disobey the law.

In fact, regulation of street and highway travel has been reduced to as exact an arrangement as can possibly be devised. It is a certainty that a sharp lookout is being kept for law-breakers, and that the system for handling such cases is now in smooth working order.

Admittedly, we do not have enough roads, but those we do have can handle tremendous volumes of traffic efficiently, if courtesy controls the drivers.

---Bridgeport Telegram

STATE POLICE REPORT

State Police Comsr. John C. Kelly has submitted the annual departmental report to Gov. Ribicoff. This covered the official year which ended on June 30.

It tells its own story. The people of Connecticut should study it, and be guided thereby in their thinking and in their actions--particularly those on Connecticut's highways.

For this report shows State Police arrested 15,561 motorists during the year.

This is about 4,000 above the number of motorists arrested the previous year.

As the commissioner points out, this shows that the State Police mean business in their highway enforcement program.

But it shows something else. It shows that far too many of those driving on Connecticut highways do not know their business (or their legal and moral responsibilities) when it comes to the proper handling of a motor vehicle.

They must be taught, by enforcement

and penalty if there is no other way, if the toll of injury and death on our Connecticut parkways, highways and roads is to be reduced to the absolute minimum consistent with today's traffic conditions.

The commissioner touches upon this in noting that experience has taught the officers and men of his department that "stricter enforcement is one way to reduce accidents."

So, by all means, let us have such stricter enforcement.

The commissioner takes occasion to stress that the department is not embarking upon any wholesale crusade to make as many arrests as possible.

We did not expect that they would. Connecticut and its State Police have never had that reputation, in-state or out.

No explanations or apologies on this score are called for, or necessary. Here the law-abiding driver had nothing to fear. It should be something else again for the offender.

In the report Comsr. Kelly lets it be known he is seriously considering continuing the use of unmarked police cars on highway patrol. This was given trial over the Labor Day holidays, with reportedly favorable results in cutting down on speeding and wild driving.

Any driver interested in safety, his own or that of others, can only hope this is done.

If the potential or chronic lawbreaker had the feeling that any car viewed in his rear-view mirror was a potential police car, there would be little speeding and far less jockeying and cutting in.

---New Haven Sunday Register

BUBBLE GUM DRIVING HAZARD

In Denver, Colo., a pretty stenographer was driving home after a long, hard day at the office. Her car hit a lamp post.

The official report of the accident as listed in the traffic court report was: "Driver's vision obscured by bubble gum bursting in face."

---Connecticut Motorist

SLOWING THE SPEEDERS

Barely had the first automobile gone popping and lurching down an unpaved street than someone decided these new menaces to society must be controlled. When it became apparent that they were capable of such breath-taking speeds as 12 miles an hour, the idea of speed laws was born.

Through the decades since, these laws have become more numerous and been subject to varying theories of enforcement. About the time that paved roads and closed cars became commonplace, so did "speed traps."

The personification of a speed trap is a motorcycle officer hiding behind a billboard in wait for the fast-moving motorist. This principle was in turn subjected to various modifications, a few of which, like "cracker barrel justice," irritated drivers and made a Sunday drive a test of wits.

Modern law enforcement has largely abandoned these tactics, and while speed on the highways has become one of our deadliest menaces, laws to control it are enforced with a whole new sense of fairness over the old days. Flaws in present speed control are not so much a matter of laxity or prejudice as they are a matter of not enough officers to enforce it.

A motor club which serves as a clearing house for drivers' comments notes that the old-time speed trap has just about disappeared. Such an agency certainly ought to know, for it's one of the things drivers are most ready to protest. But though the speed traps are dying out, speed law enforcement is rising to new heights of prominence and effectiveness, notes the same source.

Gone is the day when an arrest for speeding was purely the result of the policeman's guess. Radar, stop watches, unmarked patrol cars and a host of other tools now are used to make an arrest for speeding an iron-clad case. Conscious of the chilling rate of highway carnage attributable to speed enforcement authorities in more and more places are concentrating on controlling the speeder.

Even though some areas consequently

are more concerned with overall traffic safety than mere arrests as such, those who know say the wise driver will obey posted speed limits no matter where he is. There need be no confusion about the matter anyway, for any driver capable of operating a car ought to be able to assess the conditions in which he is driving. A speed safe and suitable in such circumstances seldom leads to an appearance in traffic court--or a one-way trip to the morgue.

---New London Evening Day

CUTTING TRAFFIC TOLL

Campaign against excessive speed on the highways can be credited with being a major factor in holding down the accident rate. But it is a fool behind the wheel that most often gets a fast-moving car into trouble.

Speed merely is something that man misuses when he exceeds limits set according to varying highway conditions.

This reflection naturally follows reading of a recent report on the New Jersey Turnpike. The year after it opened--as safe as good engineering could make it--the fatality rate jumped to six deaths for every 100 million miles driven. That was a great deal worse than the rate for the regular New Jersey highways.

What was the matter? Was it possible that careful elimination of grade crossings, steep hills and bad curves really made a fine road more dangerous?

No engineer would accept such a conclusion willingly--and neither did the Turnpike management. The following year, 1953, these things were done: "The state police put 77 extra patrolmen onto the Turnpike, added more safety signs and devices, and later began to use radar."

The result was astonishing. By 1954 the death rate had fallen to 2.47 deaths per 100 million miles. That is considerably lower than the ordinary highway rate in New Jersey. And it proves that it's excessive speed--too much speed for conditions--that kills. On the Turnpike the 60 mph limit is still in effect

in normal good weather.

The final comparison is impressive. If the New Jersey Turnpike death rate had been applied nationally during 1953 and 1954, more than 27,000 lives would have been saved--roughly the number killed in the Korean War.

---The Torrington Register

POLICE CALLED MAIN CURB ON ROAD TRAGEDY

The nation's police chiefs were told the actual combat force against "the evil of traffic tragedy" is the police.

Speaking at the 62d annual conference of the International Association of Chiefs of Police, Chief Justice Raymond P. Drymalski of Chicago Municipal Court said it is up to the police to halt the present slaughter on the highways.

Noting that efforts are being made constantly to make the nation's roadways safer through engineering and the installation of safety devices, the jurist said:

"These men, the traffic engineers, manufacturers and civic leaders, are important as part of the team but the men in the front line of combat against the evil of traffic tragedy are the police.

"They are the men who come face to face with this awful slaughter, and they are the ones who can do most to stop it.

Drymalski urged that all law enforcement officers be instructed in the fundamentals of whom to arrest, how to arrest and the facts of common courtesy.

"We should seek," he said, "to find ways to raise the standards of arrest technique when a policeman serves a summons to a traffic offender. If traffic arrests result in a great deal of resentment toward the traffic law enforcement, that resentment will certainly seek outlet in the form of indifference, if not outright hostility toward the law and all its minions."

Franklin M. Kreml, director of the transportation center at Northwestern University, told the conference the tremendous growth of vehicle traffic promises to continue indefinitely perhaps at even a greater rate.

Kreml said the major problem of traffic policing is manpower. Thus far, he added, there has been no solution found to this problem and none "presently appears on the horizon."

RADAR TRAFFIC CONTROL

Radar was first used in 1948 to check the speed of automobiles on the nation's highways. Today nearly every state uses it for testing or enforcement. Its future as the most effective police weapon against speeding seems assured. Fifty new radar sets a month are going into use along the nation's highways.

The magazine, Nation's Business, after a survey of police use of this device, says some police officials place upon the roadside signs reading "Speed Checked by Radar" as a powerful psychological curb upon the speeder--which works as long as regular radar patrol is maintained.

Some officials believe respect for the new electronic speed meter may cause speeding to virtually disappear. With only limited expansion of its use, they say, radar can become an accepted part of the motorist's life.

If a driver assumes he must either keep within speed limits or be detected by radar he will observe speed restrictions by force of habit.

All but one reporting state had a drop in automobile traffic fatalities following adoption of radar.

---The Torrington Register

Life expectancy these days depends less on the star you were born under than on the color of the traffic light when you cross the street.

A lady driving along a country road saw two telephone repairmen climb a pole as she hove into view. Turning to her companion, she complained: "Why do they have to put on that act? Surely my driving's not THAT bad."

AROUND THE CIRCUIT

Vox-Cop

September - October, 1955

STATION "A", RIDGEFIELD

EVENING'S ENTERTAINMENT HALTED

After a hard day at the Fair, many of the concessionaires felt in need of relaxation at Kenosia Lodge in Danbury, and what could offer more complete enjoyment than a few hours at a crap table set up in the basement of the Lodge. They were over-joyed when a couple of personable young fellows joined them and settled down for an evening of fun. They were very disappointed--to put it mildly--when Sgts. Walter Abel and Walter Foley and Officers Giardina and Carlson walked in and put an end to their merriment. But their biggest jolt of the evening came with the discovery that their fun loving companions were Officers Walter Benz and Mario Bruno.

MORAL: Don't judge a man by his crumpled jacket.

GREMLINS AT WORK IN SHERMAN WOODLANDS

On September 10, Officer Samuel Wilson of this station was assigned to investigate a complaint of Theft in the Town of Sherman. He patrolled to the scene of the crime and found, to his confusion, that the articles reported stolen were lying just where they should have been, and because of grass growing in the area, it was obvious that they had not been touched in many months. When he made his report to the wife of the complainant, she suggested that her husband had either looked in the wrong spot or could not see the area well because of the grass. Within a few days of the investigation the following letter was received from the complainant's wife indicating that she is well aware that a dutiful wife must retain her sense of humor.

The water spring lay buried in the woods of Sherman, quietly filling the springbox in fits, starts and spurts. Came the Gremlins one day, unscrewed one pipe leading from the box and carried it

away together with a 25 ft. rubber hose. The disappearance was discovered. Humans cannot see Gremlins and so must resort to logical redress. They called the State Police to investigate a possible crime, a theft by some vandals unknown. The State Police came on a dreary, rainy day, investigated efficiently and thoroughly, with all the footwork involved and found "no crime committed" reporting that the pipe had been replaced and the rubber hose, which had been stretched out to full length before, was returned and coiled neatly near the box.

MOTTO: When in trouble with Gremlins in Sherman, call the State Police. They have a way with Gremlins.

So the story goes, but this is no fable.

Dorothy D. Strongin
Sherman, Conn.

DANBURY FAIR

Once again the Great Danbury Fair has become a matter of history and although it will be recorded as the one having the largest attendance to date--with more cars and pedestrians in the area than ever before, not one accident or fatality was reported in the vicinity of the Fair Grounds. The terrific problem of moving these vehicles at maximum speed with the resultant perfect safety record is a credit not only to the officers and auxiliaries of Station "A" but to the men from Stations "I" and "G" who assisted so capably.

HEARING WILL COME

Traffic Officer: "Why didn't you stop when I whistled?"

Little Old Lady Driver: "I'm pretty deaf."

Traffic Officer: "Don't worry about it, lady. You'll get your hearing in the morning."

STATION "B", CANAAN

FAITH AND UNITY CONQUER DESPAIR

Darkness crept in over the towns of Winsted, Torrington, and New Hartford on August 18 as was its custom through the years, slowly with measured step--and in silence.

Streets emptied gradually and the quiet was punctuated only by bits of happy conversation floating through an open window, the howl of a stray pup seeking his master, and the carefree laughter of small groups of boys meeting under a lamp post.

Then night and the mad waters came and in a matter of hours laughter changed to cries of despair and the only conversation was a desperate prayer for salvation from utter destruction.

Now, a month later, the lights are on again and smiles have returned to blot out tears. A simple faith in God combined with the courage born of common effort has brought new hope to people who will never surrender to earthly tragedy.

WHAT'S THE PASSWORD

When you're walking toward the "little window" and a stranger whispers, "Take Joe in the eighth," you're on the way to picking a winner but when the firehouse phone rings on the radio desk and someone whispers, "Frank's" that's another thing entirely.

The password in this instance was given only to the local fire department in order to eliminate unnecessary calls and so, the following:

Phone rings:
 Dispatcher Avampato: State Police
 Voice: Frank's?
 Dispatcher: No, this is the State Police
 Voice: Hey, Bud, where's the fire?
 Exit: Embarrassed dispatcher

DISASTER REVEALS THE BRAVE

A hero, in most instances, is just an ordinary guy: he may be the one you no-

tice each day talking to the paper boy or mowing the lawn next door.

Brave men have no special outward identification but possess a character which enables them to act when actions seem futile and to speak when words sound like hollow echoes falling into space.

Reflection on the tragedy of August's floods confirms the fact that heroes, too, often walk the quiet path of anonymity, jealous in their desire to remain unheralded.

We have found them among us at the barracks; some just beginning the police career, and others, older like myself--who have participated fully in the satisfactions and discouragements common to the business. Whether young or old, they possess that common bond of valor which maintains each high in the esteem of the other--just as all are respected by the multitude whose lives and possessions were brought through August's nightmare of wind and water solely because of an ordinary guy like the one you notice each day talking to the paper boy or mowing the lawn next door.

ON TARGET

If seven-year-old Stevie K. had used his slingshot on tin cans instead of little girls, he might never have been interviewed by Mrs. Butler, our police-woman, and hence would even now be playing marbles in his back yard instead of spending extra time in the woodshed with an angry father. But, after all, slingshots are fun--and so are little girls who cry so easily--especially when they're only seven, too.

VIGILANCE STRONG DETERRENT

The constant vigilance exerted by B's personnel over the damaged homes of local flood victims has proved especially worthy inasmuch as we have had a minimum of complaints concerning acts of vandalism.

FALL'S FLOWERING GARDEN

Autumn's soft sun and multi-colored leaves are again tempting the occasional tourist to a jaunt through the Berkshire's last flowering garden at winter's roadside. With the tourist, of

course, comes the need for extra endeavor on the part of all patrols in order that the scene searcher may not become involved with the trees he comes to admire.

ESPRIT DE CORPS

There are so very many deserving of a sincere, "Thanks," for services cheerfully rendered during August: the Auxiliary unit--for hours of fatiguing patrol, search, and rescue, our civilian employees for their cheerful application to duty; and, of course, the officers whose responsibilities were varied and numerous and whose homes, in addition, were in many instances among the hundreds at the brink of disaster.

It's good to know that cooperation beyond call is always present in our group at Station B.

MORALS CASE BROKEN

Officer Keilty's investigation of a recent complaint regarding indecent exposure was successfully concluded with apprehension and presentation of the accused in the New Hartford Court--just another notch on a good record.

HURRICANE GREET'S VACATIONIST

Lieutenant Menser's Virginia vacation was brought to rather an abrupt ending with the advent of still another hurricane which ripped through the Southland but he came home to sunshine and a few good ball games anyway.

TOLLAND COUNTY TALES

BROKEN ARMS--BROKEN LEGS--WHAT NEXT?

We are very sorry to report that Houseman "Pappy" Furness had the misfortune to break his leg in several places while working about his home after work the day of the hurricane. He had just been back to work for a few weeks after having been absent with a broken arm. He is now at home hobbling about on crutches. A note or a card we know would be greatly appreciated.

Ed Beattie is back home wearing a

cast from his head to his waist and will be in it for about six months. He is wondering how long a beard he will be able to grow before the cast is removed.

Bob Lutz has been in and out of the hospital within the past few weeks. He is now assigned to Headquarters.

TRANSFERS

Officers Norm Tasker and Herb Haberstroh have gone to "K" and Moe Palumbo to "H". Sorry to have you boys leave.

We welcome Officers Ken Hayden, Johnnie Fersch and Bill Doyle from "K" and Pete Lawson from "H".

NEW ARRIVAL

Officer and Mrs. William J. Doyle are the proud parents of a daughter, Maura Lee, born September 16, 1955, at Hartford, Conn.

VACATIONS

Pete Lawson just returned from a vacation in North Carolina. He has been most noncommittal about his activities.

Walt Smiegel is enjoying the wide open spaces of Texas.

Lennie Wielock has headed south and expects to visit in Florida before returning home.

Frankie LaForge toured the New England States and Canada in his new De Soto. Within a few days he leaves again on vacation.

Det. Sgt. Edward O'Connor, Officer John Prior, Arthur Blomberg and Robert Hetherman are now enjoying vacations but where we do not know.

Clerk Mabel Ward spent most of her vacation at home. However, she is looking forward to another one in December.

HURRICANE DIANE

Hurricane Diane brought all officers back to duty from days off and vacations. Det. Sgt. Robert Bohman, Officers Bill Doyle, Jr. and Art Blomberg on duty at Station "I" found themselves staying there longer than they expected. Officer Pete Lawson reported for duty at Station "B" until he was able to reach here.

People are funny. All one had to do was to answer the telephone and answer questions on how to reach certain points

in the devastated areas or be on the highway and try to direct motorists over the roads that were open to travel to realize that people are funny. Some even seemed to be very put out to think that they had to make detours. No thought for the people who had lost members of their families and all their worldly goods.

A helicopter in making a landing in the Borough of Stafford crashed but no one was injured. Later in the week, one of the helicopters brought into the state for rescue work landed at the rear of the station garage with personnel, who were investigating the crash. Some of us here at the station would have liked to have had a flight in one of the helicopters.

ROCKY HILL MATCHES

Det. Sgt. Walter Perkins, Officers John J. Yaskulka and Theorore L. Sheiber and Policewoman Margaret E. Jacobson joined other officers and policewomen from this department on the pistols teams that took part in the matches at Rocky Hill on September 23, 24 and 25. You should have seen the costumes worn the day that it rained all day and the range was covered with mud. Even the raincoats and boots failed to keep them dry. In spite of the good soaking, we have heard of no ill effects from it.

MISERY LIKES COMPANY

An out-of-state driver came out and got into his car, which was parked in the yard, just as Officer Hetherman drove into the yard followed by Dispatcher Marjorie in her Buick sedan. Bob directed Marjorie to a parking space next to the out-of-state car. The man rolled down the window, looked at Marjorie and said, "I got it too, sister, but it's not too bad, I just came out of there." Marjorie smiled sweetly and said nothing.

EASTERN STATES EXPOSITION

Junior Doyle did duty this year at Eastern States. Some others visited there on days off or vacation.

STATION "D", DANIELSON

CONGRATULATIONS

They tell us that all things come to him who waits and we are pleased to announce that after many long years, Marcus E. Johnson has become the proud father of a son.

VACATIONS STILL COMING UP

New homes will be improved, if possible, boats hauled out into dry-dock, autumn scenery raved over, hunting tales told, Blue Ridge mountains compared with Connecticut hills, Florida oranges picked fresh from the trees, night clubs in New York and new shows viewed, each officer and civilian just full of plans for their fall vacation leaves--poor Marcus walking the floor nights with the baby!

RAOUL STILL BEARDLESS

For awhile we feared that our excellent chef would be hampered in his cooking because he would have to stop and admire his beard that he was going to have to grow if the Dodgers lost the pennant! However, after a nerve racking last half of the ninth inning, we all breathed a sigh of relief knowing Raoul would return from his vacation clean-shaven.

COOPERATIVE ACTION RESULTS IN CAPTURE

The cooperation between Station D and the local Police Departments is something in which we take great pride and go to great lengths to maintain. Such was the case when Gail L. Smith picked up the trail of David J. MacDonald, a second year college student whose "gal done him wrong" and he was about to take matters into his own hands. He held up 60 students in the Frat dining-room to obtain the keys to a roommate's car and fled from the scene going in the opposite direction from which he figured his friends might follow. He had a fully loaded .22 cal. revolver on the seat of the car beside him.

A radio message to the station advised that he was headed through Danielson and at the time officers on duty

were tied up in far territories and could be of no help to Off. Smith. A call to Chief George Gardner of the Danielson Police Department sent him to the scene and in a leisurely manner he held up the traffic on Main Street to block the fugitive. Thus a successful capture was consummated and the prisoner turned over to the Middletown Police Department for prosecution.

STATION "E", GROTON

"HANK" LADD CONVALESCING

Veteran dispatcher Henry "Hank" Ladd is recuperating at his home in Norwich following a lengthy siege with serious illness at the Hartford Hospital. His speedy recovery is attested to by his dog, who is so glad to have Hank home that he nipped Off. George Potter when he dropped in to see him the other day.

RADAR USE REVEALS INTERESTING FACTS

Extensive use of Radar for Speed Control in the Groton area during this past summer has resulted in some very interesting statistics. Its use has disproved several complaints of widespread speed, but has also indicated that on any road, no matter where, someone, at some time, will be found to be driving at an excessive speed. For the most part, it has indicated that in general, the greatest percentage of operators maintain reasonable compliance with posted speed limits, and enforcement action has been aimed at that small percentage who utterly disregard caution signs and posted speed limits, with the hope and expectation that skimming off the more flagrant violators would result in better compliance throughout, and that is just what happened. Each recheck conducted at an alleged hot spot at a later date showed a better percentage of compliance and a smaller percentage of disregard of posted speed limits.

In all, by maintaining a constant traffic count during operations, it has been established that a total of 18,803

cars were checked by Radar, resulting in 101 arrests and the issuance of 240 warnings for violations. While these figures of violations may appear high at first glance, they actually figure at the rate of about one-half of one percent (.54% to be exact) arrested and one and one-half percent (1.5%) warned, in relation to the total number of vehicles checked. It amounts to a total of about two percent (2.04%) of all vehicles checked being stopped for enforcement purposes.

Of the total summoned to court, it is interesting to note that practically all admitted their guilt, with only a few accused being curious as to how the apparatus checked their speed. Only one operator has objected to conviction and has appealed her case to the Court of Common Pleas for New London County, where it is now pending. If this case goes through it will be the first test of Radar in any high court of Connecticut in the many years that this department has been using this device in this State.

STATION "F", WESTBROOK

TRANSFERS

Sta. "F" welcomes Off. Robert L. Dee and Joseph Bohan to its assigned personnel. We will miss Officers James McDonald, Edward Leonard, Jr. and George L. Potter.

CLIFF LANGLEY LEAVES

We have also bidden farewell to Clifford E. Langley, who has taken a position at the Conn. State Hospital as Institution Fire Marshal, a job which he is well qualified for.

STATION BREVITIES

Disp. Charles Haven, as is his custom, has copped the "approaching shot contest" at the Clinton Golf Club's annual contest.

Off. Francis M. Jepson has taken up residence in North Branford.

Off. William Goddu is looking for a

home in our barracks area.

Sergt. Ralph C. Boyington plans to spend the winter off-duty-hours putting his newly acquired boat in first class shape.

Butch Conlon has added sports cars to his many interests, and is very pleased with his "M.G."

Off. Ernest Harris has acquired a system of spotting drivers who are operating with suspended licenses. He has apprehended nine in a short period of time.

ANNUAL "TONS OF FUN" FISHING TRIP

With the passing of summer some mention must be made of the traditional "tons of fun" fishing trip. You would expect that when Det. Sgt. Leonard, Officers Fagan, Nichol, Maroney, and Swaun boarded the fishing cruiser "Barracudua" that the planks would give way, the seams would open, the gas tank would explode, and the mast would go by the board. However she is a sturdy boat and the only evidence she gave of her ponderous burden was an extreme lack of freeboard.

The "Barracudua" is skippered by Captain Leon Bernard, and Aux. Officer "Young Tom" Bernard is first mate.

Not long after leaving the dock Off. Maroney was found scrounging in the galley, and evidenced such a hearty appetite that Sgt. Leonard ordered the bait hidden to insure the day's fishing. Later, when John was missed top side, some fear was expressed that he might have fallen overboard in the darkness, until he was found fast asleep in a bunk below decks.

A crisis occurred when a stowaway was found aboard who had the audacity to board the "Barracudua" for this trip with the meager qualifications of weighing in at 165 lbs. soaking wet. This problem called upon the wisdom of Tom Leonard, who decided that the stowaway could remain aboard, but no guarantee could be given his safe passage if the bait ran out.

Not long after the first team of three fishermen wet their lines, three good size blues were boated. This went on until all aboard were fatigued.

Between tides the "Barracudua" set a

course for Fisher's Island and upon arrival a visit was paid Off. Fred Tedesco of the New York State Police.

Enroute Off. Fagan entertained with a recitation of Gungha Din to the enjoyment of all aboard, but the raucous Fisher's Island fog horn indicated definite disapproval.

Homeward bound Off. Walter Swaun laid claim to catching the most fish for the day, but Tom Nichol registered a protest. The matter is presently being adjudicated, but indications are that matter will not be settled until the next trip. In appreciation for granting all aboard time off, Off. John Maroney was appointed a committee of one to present Lt. Mangan with the largest fish caught this day, and all went to their respective homes with the thought that a day aboard the "Barracudua" was really living.

PROUD POPS

John Maroney is proudly exhibiting the autographed photo of Coach Terry Brennan of the University of Notre Dame which was sent his infant son Kevin Michael Maroney. Coach Brennan assures that he is looking forward to Kevin's being varsity material at Notre Dame in 1974.

Off. Joseph Bohan is also beaming over the birth of his son.

Det. Sgt. Leonard is longing for the day when the Leonard family is again sound of wind and limb. Tommy, Jr. has broken his arm in two places, while Betsy has broken her left foot.

STATION "G", WESTPORT

OFF. BOSTON KEEPS BUSY

Officer George Boston, we hear, "gave the bride away" recently, when his daughter was married. George is now in the throes of getting his new house built in Stratfield Section of Fairfield.

NEW CARS APPRECIATED

Among the recipients of new cars, are

Officers William Sullivan and Walter Grischuk. They really appreciate them as evidenced by the special attention these cars are getting in keeping them new and shiny.

ANOTHER FISH STORY

Sgt. Jerome Smith recently returned from a day leave and boasted of going on a fishing trip at Long Island when the day's efforts netted "46" 10-lb. blue fish--at least so he says!

OFF THE SICK LIST

We are happy to hear that Officer Fray's oldest son is now back in school and shows no signs of his recent illness. Also, we are happy to see Officer William Demlong back with us after his recent accident.

CHARLIE WILKERSON TO MARRY

We hear it won't be long now, before the wedding bells will be ringing for Officer Charles Wilkerson, who has finally decided to leave the ranks of bachelorhood.

ART LASSEN CONVALESCING

To Officer Arthur Lassen, who is ill due to a back injury, we hope it won't be long before you'll be back with us.

STATION RENOVATED

"Ma Spear" and Bea McDonald attended the Danbury Fair one afternoon, while our kitchen was getting it's "face lifting job", along with other parts of the barracks which now have a "new look".

DAVID SMITHS OCCUPY NEW HOME

Our best wishes to Officer David Smith and his family, who have moved into a new home.

BAD WEATHER DOESN'T DETER MURPHY

Sgt. Robert Murphy managed to spend two days at the Danbury Fair, even though the weather was somewhat unfavorable.

CONGRATULATIONS

Our Lieut. Marchese is now the proud "papa" of a brand new son, Martin Louis, who arrived Oct. 3, 1955. We hear moth-

er and son are doing nicely and we extend our best wishes to them.

Officer Albert Kryzshak recently announced the arrival of his second--a son--thus making him the proud father of a daughter and a son. Our best wishes to you and the "Mrs."

STATION "I", BETHANY

CONGRATULATIONS ARE IN ORDER

We wish to extend to Mr. and Mrs. Stephen Gurresh of Oxford our congratulations on their recent wedding and wish them many years of happy married life. For you who do not know Mrs. Gurresh by that name we will enlighten you to the fact that she is Ruth Wilcox our own Policewoman at Station "I". Ruth says that playing Post Office is really worth while. Her husband is employed in the United States Post Office at Seymour.

Lieutenant Louis D. Marchese, Commanding Officer at Station "G" and Mrs. Louis Marchese are to be congratulated on the birth of a son recently. Lou says that he is naming the boy Brenden Coleman Patrick Marchese. The Lieutenant is resting comfortably after the ordeal, thank you.

RETIREMENTS

Officer Edward Engstrom retires from the department after 20 years of Service on December 1st. We wish him many long years in retirement to enjoy life as a civilian again.

Frank Baylis says that he will hang the uniform up come next February. Frank completes 20 years in the Service on November 20th.

SPEAKING OF FISH STORIES

Officer Thomas Duma, noted lexicographer, at Station "I", relating the story of his fishing trip informed us that he had caught the following fish, four Scomberomorus, two Scombreox saurus and six fish the identity of which he was not sure but he describes them as being of the Teleost group with bodies flattened dextrosinistrally. We have

checked the lexicon and learned that he had a catch of 4 Mackerel, 2 Blue Fish and 6 others. Anyone having any idea of what the six unidentified fish are please write to Thomas Duma, and receive your reward.

VACATIONIST SLIPS OFF

Miss Margaruite Paiké of our Clerical Division is vacationing again, somewhere East of Suez. Our guess is it may be the White Mountains of New Hampshire. Her car is a color that blends with the fall foliage so she has slipped away from us without our knowing it.

STATION "K", COLCHESTER

Coming your way again with more tales from the Lazy "K" Ranch, situated in the hills between "THE LAND OF SEVERAL LAKES" and "WHICH WAY MOODUS".

ACTIVITIES LEVEL OFF

The heart and pulse beat of the Lazy "K", during the past summer months, maintained a fast beat or we should say, "a beating", but now that Labor Day has passed and the flood details are over, the beat has slowed considerably; slowed down to only 115 case numbers taken out for the month of September, and these assigned case numbers do not include general services, relays, and M.V. arrests sans case numbers. Enough said! 51 M.V. accidents were investigated in the month of September and two were fatals.

SIKORSKI STILL BATTING 100%

Old Ranger Joe Sikorski did it again in September! He rounded up several teenagers in East Hampton; about one dozen of them, all involved in morals charges. Keep up the good work, Joe!

NEW "HAND" DOES HIS BIT

Cowhand Norm Tasker, our new addition to the Ranch, packed his saddle bag and took along his rope and galloped off to the East Haddam Range where he rounded up five youths, three of them

from Connecticut and two from New York State, who were holed up in a shack by the Connecticut River and were stealing gasoline from several cars in East Haddam.

INSPECTION AHEAD

The Boss and Foreman of the Lazy "K" (Sgts. McAuliffe and Bonuomo) were recently observed sharpening their pencils for another monthly inspection of the Rangers' assigned automostallions, perhaps to pay particular note to whose saddle is the least worn.

VERSATILE RANGERETTE

During the month of September, Rangerette Lois Miller gave up some of her duties on the range and pitched into a few chores around the Ranch House, while Mary "Belle" Tasker was on vacation.

"KID" STENSLAND TOP HAND

"Kid" Paul Stensland has been nicknamed "Old Fatal" because of his knack for winning all of the cases involving untimely deaths. He now has taken over the reputation formerly held by Off. W. Anderson, now of Station "E".

BUILDING BOOM

Senor Cliff "Bootsie" Bombard managed to squeeze 14 days of homework (vacation time) during the month of September. He is now a new home owner and purchased a large economy size bottle of aspirins, anticipating "home ownership headaches". However, he is not alone in this venture because Cliff states that the day he was purchasing the aspirins, he accidentally ran into Richard "Poochie" Powers, who has also just purchased some aspirins--a whole case. Dick's new home is in the making and he spends considerable time making with the manual labor.

DUTY CALLS

Our two Pony Express men of Station "K", Bill "Rocky" Hickey and Robert "Who Moved That Road" MacDonald, are still vying to see who will "NOT" carry the mail to Hartford daily. The only reason the mail is getting through is because both are true Rangers and can follow a direct order.

ANGELL WINS STORK DERBY

The race is over and Ernie Angell has won over Don Kelley and Art Harvey. Ernie came in first with a bouncing baby girl--Don second with a jumping little boy--Harvey and Caya still coming down home stretch and will soon reach the finish line (leave us not forget the slight effort that their wives gave by rooting for their men through this contest).

MISS BIONDI JOINS STAFF

We wish Gloria "Sniffles" Biondi a speedy recovery from the severe cold which she has been nursing at home the last few days. In case that we haven't welcomed her formerly, in the previous issue of Vox-Cop, we wish to do so at this time. Miss Biondi is our new clerk-typist and has become a "rapid-rabbit" on the typewriter.

AUSTRIANITIS

Vin "Gimpy" Brescia is still hopping about the Ranch, having been laid low during his vacation from a cold that has settled in his left hip, so he says. However, it is rumored that he is suffering from Austrianitis, an ailment better known in this Country as "old age". Since Vin's ailment, mechanics Chas. Leach (who has two more brush strokes left to finish painting the garage) and Walt Chappell (who is always willing and never seen without a smile) have been seen helping Gimpy in and out of his car.

TOM GAUTHIER TREKS NORTH

At the time of this writing we have not as yet heard from Ranger Tom Gauthier, who is vacationing in Canada. Knowing "Complete Control" Tom, he will eventually show up at the Ranch, loaded with souvenirs and a few foreign items, namely a collapsible fishing pole for Frank "The Fox" Pisch, a new set of fog lights for Off. Joe Pilkin's '55 Ford to help him grope his way through the coming fog this winter on the center patrol, a new customized foreign sports car body for Off. Herb Haberstroh's slightly outdated cruiser, and a new book on "How to do it yourself without busting the pipes" for Off. Joe "Quack-

Quack" Guilbeault, who recently experienced a slight setback in this respect while undertaking to repair his septic tank, and last but not least, Tom will undoubtedly bring a case of Canadian Spirits for Off. "Chuck" Mansfield's forthcoming housewarming of his new home in Groton. Speaking of this forthcoming event, poor Chuck has been having difficulty in trying to keep Off. "Commodore" Donohue from putting too much physical labor into this project, knowing that it might aggravate Bob's bursitis and hamper his activity at El Rancho.

CONSTRUCTION UNDER WAY

Smiley Adams has been taking the night watch around the "K" Ranch lately so that he can devote most of the daylight hours to a parcel of land he is developing and the new hacienda he is building.

"SPEEDY" BERUBE LEARNS ROPES

George "Speedy" Berube, our new dispatcher from "Bawston", endeavoring to learn the ropes around Lazy "K", recently made the discovery of the "round file". George is making quite an impression here, even going so far as to occupy his spare time polishing all the brass around the office. He and Stanley, our congenial janitor are keeping the Ranch house in tip-top order.

AUXIE TRIMS SHRUBS

One of our able auxiliaries, George Smith, a gardener by trade, recently devoted his time to tonsorial arts on the shrubs about the Ranch. You did a fine job, George.

LEO FOLLOWS WINTER LEAGUES

Now that the regular baseball season is over, our affable "coziner" Leo Caya, is turning his interests to "South of the Border"--winter baseball--since the Red Sox can no longer be considered.

Peter Clariza of Beverly, Mass. is looking for the thief who stole the doorstop from his apartment.

It was a large clay piggy bank containing \$1,000 in quarters.

STATION "L", LITCHFIELD

AUXILIARY ITEMS

During the recent flood emergency this station very suddenly realized the pressing need for man power, and with the other stations being in most instances in the same situation the natural thing to do was to call upon the Auxiliaries. Many not waiting to be called arose to the situation and reported to regular officers in the field and when this couldn't be done they reported to either Civilian Defense or Town officials and offered their services. Many long hours were put in by these men working alongside other volunteers. No thought or mention of credit or glory. Several of the Auxiliary here were directly-affected by the flood waters, in that their homes and personal belongings were lost. One of the men lost his mother in the raging waters.

Much in the way of praise has been heard from all quarters concerning the services rendered. We won't mention any particular incident nor personalities where outstanding services were performed as they were too numerous to be reported here.

To all these men, however, we say thanks for a job very well done.

The "Fall Program" of Auxiliary meetings are to start on Oct. 5, and we are looking forward to a full and interesting program. In-Service material will be given as well as an occasional social in which the wives of the men join in.

FRIENDS AND NEIGHBORS ASSIST

Special thanks are extended to the following friends and neighbors who came to the assistance of our Chef Earl Elliott, who was substituting for Sinclair Jennings who was on vacation, during the flood emergency: Mrs. Paul Johnson, secretary Shaw Tractor Equipment Co., located next door to the barracks, Mrs. Hugh McKay, wife of Aux. Off. McKay, and to Wallace Buley of the Conn. Junior Republic, who sent the following boys to assist: Phil Harris, Jack Beal, Phil Chambers, and Arthur Spencer.

ALL PERSONNEL PERFORM VALIANTLY

Our sincerest thanks goes to the men of the other stations along with our own men who performed such outstanding services and put in such long hours. At one time here at the Station when some of the men had finally received relief, the place looked like a casualty station. Beds loaded, mattresses placed upon the floor, cell block loaded (with policemen), portable stretchers and even parked cars were used. One time when we went to the ambulance that too had both stretchers occupied. Again we want to say thanks to all these men. They were a great bunch. (Where's my shirt?)

JOE TRZUSKOSKI ELECTED FIRST SELECTMAN

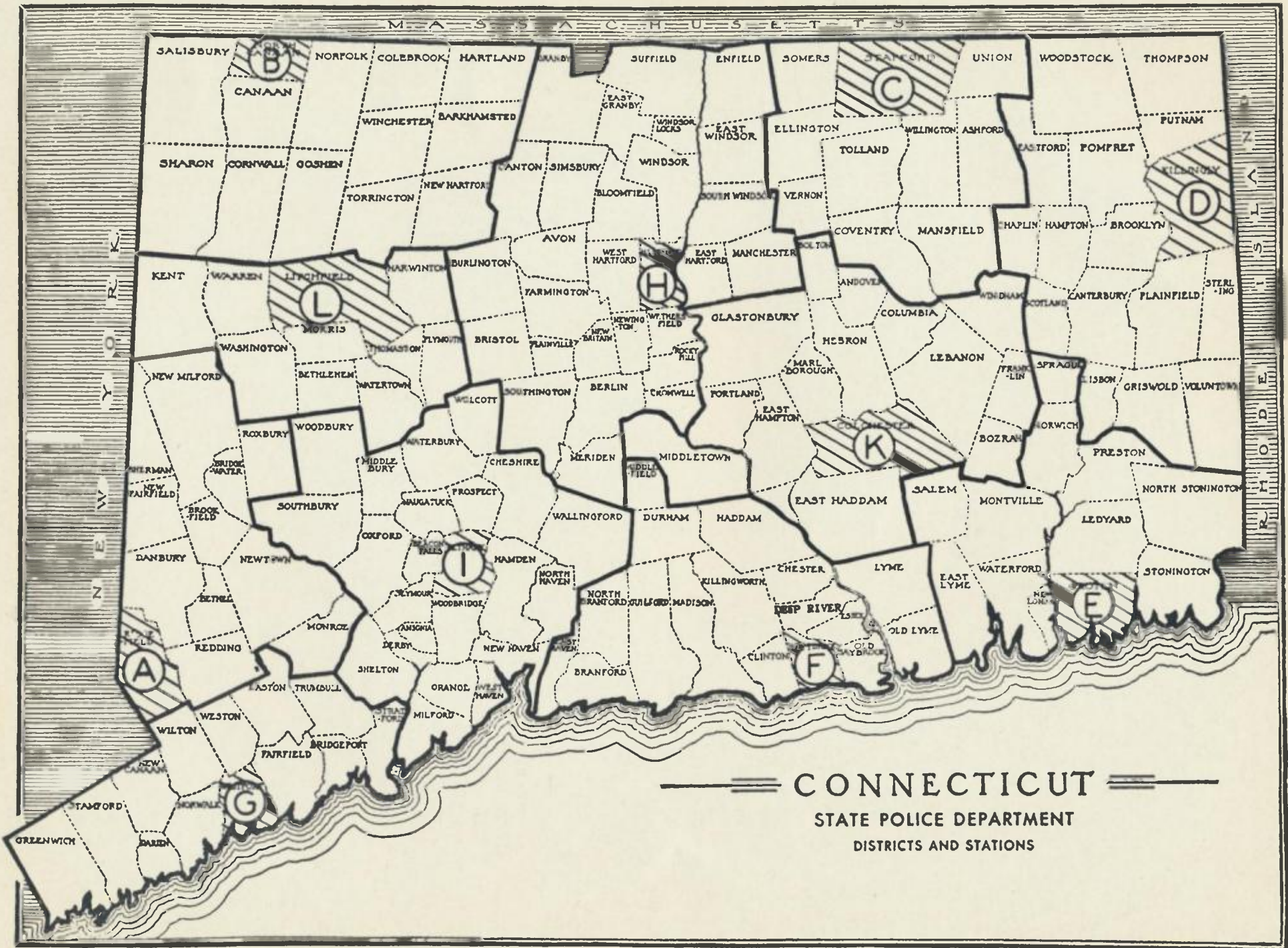
Our congratulations go to Joseph Trzuskoski of Terryville, the local police officer, who was elected First Selectman of Plymouth in the October election. Joe has at all times performed his duties well as a police officer and the spirit of co-operation between us has been of the best. We know that in his new position and with his new and many more responsibilities he will continue to render fine outstanding service to his community and the spirit of co-operation will continue.

STATION PARTIALLY FLOODED

Station "L" was directly affected by the recent flood waters in that with the rising waters of Bantam Lake entering our records storage room and pistol range we had a "Little Bantam Lake" right in our own basement. The water mark measured approximately two feet. There has subsequently been much drying of records and rearranging.

While the value of all stolen property in 1952 reached the figure of \$225,492,490, the theft of automobiles alone accounted for more than half of the loss.

Approximately 2 out of 3 speedometers deviate from the truth about the actual speed of a car.



CONNECTICUT

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