

Vox-Cop

Vol. 10

ISSUED BY THE

No. 8

CONNECTICUT STATE POLICE DEPARTMENT



"Let reverence for the laws be breathed by every American Mother to the lisping babe that prattles on her lap; let it be taught in schools, in seminaries, and in colleges; let it be written in primers, spelling-books, and in almanacs; let it be preached from the pulpit, proclaimed in legislative halls, and enforced in courts of justice. And, in short, let it become the political religion of the nation."

— Abraham Lincoln

JANUARY - FEBRUARY, 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.

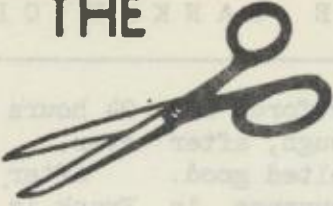
"I will be loyal to my superiors, obey the law and enforce the law without discrimination as to class, color, creed or condition, and without fear or favor.

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



JOHN C. KELLY
Commissioner

Yankee ^{BY THE} Clipper



Vox-Cop

January - February, 1955

"THEY CALL US COUNTRY COPS . . . AND I SORTA LIKE IT"

State Trooper's First 20 Years Are The Hardest

By Don Friedman

It's a bone-chilling night during the winter of 1947. Pulled off the highway on the shoulder of the road, sits a stalled car with its hood lifted.

A passing State Trooper spots the disabled vehicle and stops his cruiser up ahead of the auto. He dismounts and briskly walks over to investigate. He sees a young man, wearing a heavy sheep-skin coat, huddled up inside the car. He asks the youth what's wrong.

The young man, a college student on his way home, says, "my generator is gone, I don't want to run the battery down, so I'm going to stay here until morning, and then continue on."

It's 19 Below Zero

The Trooper is amazed. He knows if the boy stays there all night he can't help but freeze to death. He asks, "Do you know it's 19 below zero? The student shrugs his shoulders and indicates his coat will provide sufficient warmth.

The Trooper makes a decision "I'm going to take you back to the barracks where you can get four or five hours of sleep in a warm building." A startled glint of fear appears in the student's eyes and he remains adamant.

Finally, the Trooper, seeing he has no alternative, threatens to arrest the youth if he insists on jeopardizing his own life. Reluctantly the student gives in, and accompanies the Trooper to the barracks.

In the morning, the student is still alive and on his way back to his parents. And, a few weeks later, a letter arrives at the barracks. The letter is

from the student's father. Enclosed is a check for \$50 (which is returned) to the Police Benevolent Assn.; an expression of heartfelt gratitude to the Trooper for saving the youth's life.

The Trooper is happy to receive the expression of appreciation . . . an expression which is often absent in his "sometimes thankless profession," but he muses back over the incident and is troubled by the fear he noted in the youth's eyes. This ingrained fear nearly cost him his life.

Maybe if the people knew him better, and understood the work he and his fellow-troopers are trying to do, the fear of police would subside and, maybe, even be replaced by respect.

The Trooper, who saved the college student's life, is not just a "cop." Like all other human beings, he has a name and a genuine personality. In this instance, his name is Frank Shay. And his personality? That's a little more difficult.

Patrolman Shay wears his distinctive blue and gray uniform over a well-proportioned 200-pound 6-foot one-inch frame. He's 39-years-old, married and has no children. He bears a striking resemblance to the actor, William Bendix. (The average Trooper at Stafford Springs Barracks, where Frank is stationed, is 30 to 35-years-old, and married. The State Police prefer the married Trooper. "He's more responsible.")

Played Semi-Pro Football

Frank is proud "I can still run like heck." He once played a lot of semi-pro

football in and around Hartford, his home town. "I gave it up, though, after I saw one of my buddies get belted good. We didn't have any injury insurance in those days and his life was really messed up."

The husky Trooper still throws and kicks the football around "with the kids" on his rare days off, even though he no longer boasts the trim 175-pound physique he had when he played serious ball.

Frank doesn't smoke or drink, on or off duty. He chews gum, vigorously. "I don't smoke or drink and if that halo ever falls down, it will probably choke me to death," he jokes.

But, a serious expression creeps over his face when he says, "There's no such thing as an off-duty policeman. It is the people's business what I do at home. A Trooper must be on his best behavior at all times. One bad apple can spoil the whole barrel."

Like all other men who become State Troopers, Frank hustled and sweated through 14 weeks of training at the Bethany State Police Training School. A sergeant at Stafford swears the school is much rougher than the rugged US Army Officer Candidate School (OCS).

After surviving the stiff pace, during which he was kept hopping from 7 a.m. until 10 p.m., seven days a week, Frank was assigned to one of the 10 State Police Barracks. He was placed on probation there for the remainder of the year, at \$2,800 per annum. When his probationary period was over, he became a full-fledged Trooper, at \$3,500 a year.

Served Hitch In Service

Like "98 per cent" of the Troopers at Stafford, Frank served a hitch in the armed services. He was a military policeman in the Pacific during World War II.

Frank now lives in Windsor, 27 miles from the barracks. His theoretical 9-hour day (when he's on the day-shift) starts at 8 a.m. and ends at 6 p.m. But, actually he's on active duty from the time he leaves his home at 7 a.m. until he returns at 7 p.m. Frank, his 29 fellow-troopers at Stafford and the 320 other Troopers in the State are on call

24 hours a day, seven days a week, however.

After one week on the day-shift, Frank is switched to the second shift, from 4:45 p.m. until 1:15 a.m. After a week of this he is switched to the third shift, from 12 midnight until 8:45 a.m. The alternation of shifts goes on 52 weeks a year, without let-up, until the Trooper retires at the end of 20 years service.

Lieutenant Taylor, commanding officer at Stafford, says "it's a killing grind. Very few, if any, troopers die a natural death. If they survive the risks of their occupation, they almost always die of a heart disease."

Taylor also said the official work day is somewhat of a myth. He leafed through a pile of time sheets filled out by the Troopers and revealed that the average Trooper works 10½ hours a day (without overtime).

Stands Roll Call

On a typical day (if any day could ever be considered typical) Trooper Shay reports to the Barracks at 8 a.m. He stands roll-call and then immediately checks the teletype which tells him of any crime or tragedy that took place during the night. Next, he goes to the report room, sits down at one of several typewriters there, and types out the reports hanging over from the previous day.

Finishes Reports

When he finishes his reports (they might be concerned with auto accidents, thefts, missing persons, or any number of routine matters) he drops into "the boss' office" (Frank calls Lt. Taylor "the boss") for any assignments. The lieutenant tells Frank about a break at the Stafford Springs American Legion Home. The case was broken by the Stafford Borough Police, but Frank learns the local police want to have the captured thief, who has already confessed, fingerprinted.

(Practically all of the 10 towns in the Stafford Barracks District depend on the State Police for such services, whether they have their own police units or not).

Patrolman Stanley Jasewitz, of the Stafford police, has the confessed thief in tow; a blond, paunchy, mild-mannered Navy vet, wearing blue dungarees and a flannel shirt.

The offender, married and the father of three children, admitted breaking into the Legion Home where he took 20 bottles of liquor, a case of beer and a couple of rifles. Frank isn't satisfied with the confession, though. He has a hunch he might have also been involved in some other breaks committed in the area recently.

So, he starts pumping him. At the same time he takes his prints.

Where do you work?

How long have you been there?

Were you alone on this?

What's your first name?

You said you were alone?

You say you were drunk?

How much did you have to drink?

All you had in mind was a couple of beers, you say?

Do you know what you're doing when you're drunk?

Where were you born?

Are your parents living?

Do you know where Bob's Package Store is?

Do you know Jones of Staffordville? etc.?

After Frank is finished with the accused, he watches him go off in the custody of the local policeman and says: "I questioned him because I don't believe him. If I had a couple of hours with him I know I could have tripped him up."

The Trooper explains his feelings on interrogation. "I think the most important part of a police investigation is interrogating the prisoner. I've seen more criminals get away because the policeman didn't know how to go about quizzing his man."

Dusts Finger Prints

While Frank grilled the offender, Lt. Taylor sat at his desk dusting finger prints left on one of the bottles stolen in the break. When Shay brought in the prints taken from the confessed thief, the lieutenant took them and carefully compared them with those on the bottle. He noticed a striking similarity and de-

cidied to have both sets "blown up" (enlarged) for a more thorough comparison.

Taylor knew a confessed criminal could always change his story when presented in court, even after making a statement of confession. Then, the burden of proof would rest on the State.

Criminal investigation, however, probably accounts for less than 10 per cent of all State Police work. Most of the time Frank spends patrolling the highways, searching for missing persons, or filling out the fantastic number of forms and reports each Trooper is obliged to file.

When the fingerprint job was completed, Lt. Taylor gave Frank a summons to serve on a West Stafford man who was wanted for a motor vehicle infraction committed in Holyoke, Mass. This example of inter-state cooperation is just one of a score of ways State Police help one another across borders. It also illustrates the diversity of the work Troopers are expected to do.

Frank picked up the summons and went out in the garage to his cruiser (each trooper has his own car and depends on it and his radio to give him the remarkable mobility which enables him to do the work of several city policemen).

Frank eased his cruiser out of the garage and headed over toward West Stafford to serve his summons. When he arrived he found no one at home, so he put the summons back in his pocket and started a leisurely patrol of the back roads which make up the State Trooper's unusual beat. This beat covers 376 square miles. Broken down into shifts, each trooper patrols more than 37 miles.

The trooper noticed a motorist stopped off to the side of the road. He halted his cruiser and left it to investigate. The motorist told him he had been out in the woods training his beagle pup and the little hound fell in a brook and got drenched.

Stops To Chat

After exchanging a few friendly remarks with the man, Frank returned to his cruiser and continued on his way. Cruising over the back roads of Tolland he came across an old friend, working by the roadside. Frank pulled off the road

and shouted, "Hullo Everett, how they going?" Everett Smith, former Tolland prosecutor, recognized the amiable Trooper and dropped his work to swap a few words with him.

The ensuing conversation was strictly of the cracker-barrel variety. The country store was missing and perhaps the cruiser was a far cry from an old-fashioned buggy, but the pair carried on a conversation much like their ancestors might have done 100 years before.

After Frank waved goodbye to Everett, he said, "Yup, they call us Country Cops and I sorta like it."

Frank is hungry now and he heads back to the Barracks for dinner. As he enters the dining room he jokes with Policewoman Margaret Jacobson, a former school teacher. He also points out a couple of other Troopers seated at one of the tables. "He used to be an underwriter for Aetna and the other one is a recent UConn grad. We're getting more and more college grads up here all the time."

(Frank and all the other Troopers get three excellent meals a day at the Barracks, or a food allowance when they're out on the road. However, the State would be soon broke if the Troopers were allotted sufficient funds to buy meals of the quality served at the Barracks.)

Patrols The Highway

When lunch is over Frank is ready to go out on highway patrol.

The highway is the other half of the State Trooper's strange beat. Out on the highway Frank runs up over 200 miles on his speedometer in an afternoon. On the highway Frank will rack up more than 50,000 miles in a year and start to wonder why he doesn't feel as young as he used to. It is also on the highway that the traffic fatalities occur in the greatest numbers. It is on the highway that the Trooper faces his greatest challenge ... life against speed.

Spots Speeder

Suddenly, Frank spots a speeding motorist. He puts his foot down on the gas pedal and in seconds he's doing 90. Quickly the distance between the pursuer and the pursued narrows. And in an instant he is upon the speeder, signaling

him to pull over to the side of the road.

Frank leaves his cruiser and approaches the man. The speeder rolls down his window. "I was speeding? I didn't look at my speedometer," he says. The Trooper is dead serious and he chastises the violator. Then he returns to his cruiser and leisurely writes out a warning, hoping the speeder will have a chance to reflect on the seriousness of his offense while he waits.

A short while later, Frank spots another speeder... This time heading in the opposite direction. The Trooper, an expert driver, whips his vehicle across the esplanade and takes off in hot pursuit. This time, however, he loses his man. "He must have turned off on Mile Hill Road," he explains.

But his partner (the two-way radio) wants to know what happened. It barks out a curt "Did you catch him?" Shay answers, "No, I lost him." The radio retorts, "How come?" Shay grins as if to say, "Well, sometimes you can't catch them all."

After Frank hangs up on his "partner" he becomes quite serious again and starts to explain "my philosophy" on the purpose of traffic patrols.

"I'm not out to see how many tickets I can issue in the course of a day. I just want the motorists to drive in a reasonable manner ... and to slow down a little. Some Troopers believe that one mile over the limit is sufficient grounds for a pinch. But, frequently a warning does as much good as a ticket."

Frank says he belongs to the preventative school of thought in traffic safety. And then he points out that "just seeing my cruiser out here on the highway puts the brake on most of the hot-shots."

However, Frank is quick to add that he believes those with the more severe ideas of controlling violators are probably just as correct in their methods as he is. "After all, the life saved is what counts."

Time Belongs To State

When Frank leaves for home, it does not mean his day is done and his time is his own, except for emergency calls. All

Troopers must keep abreast with the latest developments in their chosen profession. Specifically, this means study through a program called in-service training. The troopers seldom have time to do this work while on duty.

Forty or more pamphlets are issued each year on the latest techniques and skills in the field of police detection, defense, traffic problems, etc. In addition to digesting the information in these pamphlets, instructors from Bethany Training School frequently visit the barracks and give on-the-spot refresher courses.

How vital these courses are to the Trooper's career and advancement is best illustrated by the extremely keen competition in the matter of promotion. Frank explained that 145 men took the last test for sergeancy (it was the first examination given in five years) and "the thing that really hurt was the fact the grades of 35 men were only two points apart. And I don't mean in the 70's, they were all up in the 90's."

Final example of how little privacy the trooper really possesses is provided by the log, or diary, each man is expected to keep. In these notebooks, Frank must report every move he makes, on or off-duty. When he retires he will have 20 years of notebooks. Even now, he claims he can find out in a couple of minutes what he was doing at a given hour in 1945.

But, as demanding as the work is, Frank hastens to swear that he loves it. He admits a Trooper can make a lot of enemies as well as friends, but he quickly adds, "If I save one life during my whole career as a State Trooper, I will consider myself a success."

---Manchester Evening Herald

AUTOPSY LAW IN GEORGIA EFFECTIVE

Georgia law enforcement officials have pronounced a success the state's year-old law giving authorities the right to perform autopsies in all questionable deaths whether relatives agree or not.

Since the so-called medical examiner

law went into effect May 10, 1953, officials said, eight deaths which might otherwise have been thought results of "natural causes" have been unmasked as murders, and some 100 suspected homicides have been established as "natural" deaths.

But aside from reducing almost to zero the chance of "foul play" to go undetected, the officials said, the law's greatest triumph has been its introduction of scientific crime detection into hitherto neglected rural areas.

In communities where the judgment of a coroner and his jury of laymen once held sway without benefit of police skills or even trained legal help, each suspicious death now is subjected to modern crime laboratory analysis.

Under the law, local authorities can send autopsy evidence and investigative results to a state crime laboratory for checking and analysis, and state officials then may enter the case and make further investigation.

One result has been a greater number of autopsies conducted before, instead of after, burial. Reports show there has been only one exhumation since the law went into effect in contrast to two to five previously.

---U. P.

STATE LAW SOUGHT ON UNLOCKED CARS

Keeping your keys in your automobile while it's parked may become quite expensive.

State Sen. Joseph A. Bonaquisto, Democrat, of the Third Senatorial District in Hartford, will introduce a bill in the General Assembly setting up a fine and a jail sentence, one or both, for drivers who leave keys in their automobiles and go away.

Bonaquisto said he is introducing the bill to cut down the stealing of automobiles.

Is he lonesome, or just blind,
The guy who drives so close behind?

---Burma Shave

TROOPERS SAVE LEBANON MAN

Fast action on the part of State Police of the Colchester barracks recently saved the life of a Lebanon trailer resident who was overcome by carbon monoxide while alone in his home-on-wheels.

Lewis Rekteraitus, 27, was unconscious and dying from poison gas fumes when police broke into the trailer, gave him first aid care and rushed him to Windham Memorial hospital.

A woman's concern about being late for work on the night shift at Pratt and Whitney, East Hartford, led to the discovery that something was amiss. Mrs. Nelson Drum of Clubhouse road, who rides to work with Rekteraitus, was concerned when he failed to show up to pick her up. Mr. Drum figured that his wife's driver had overslept, so he got in his car and went over to the trailer home to investigate. He pounded on the door and when he got no response, he suspected something was wrong and called the police barracks.

Troopers Arthur Harvey and Ernest Angel went to the scene by cruiser, and Troopers Arthur Doyle and Paul Stensland went over in the ambulance. A gas heater was the source of the trouble, they found. The flame had gone out and Rekteraitus was overcome.

---The Middletown Press

POLICE OFFICIAL HAILS LAUNDRY TAG LAW AS AID IN APPREHENSION

By Kirk G. Hatsian

Laundry tags have proved to be one-way tickets to prison for many criminals, a Connecticut State Police identification expert says.

Under a Connecticut law passed in 1951, laundries and dry cleaning establishments are compelled to send sample tags to State Police. This is the only state with such a law.

Lieutenant Frank V. Chameroy, head of the crime laboratory, said laundry tags also aid in hundreds of non-criminal cases such as accidental drownings, amnesia and suicides.

"The system is working out fine," said Chameroy, "but it would bring better results if all launderers and dry cleaners sent in sample tags."

He explained that many operators apparently are unaware of the law, which provides a maximum penalty of a \$100 fine and a three-month jail sentence.

Chameroy reviewed several cases where innocent-looking laundry marks cracked cases which otherwise would have taken months longer to solve.

"Two ex-convicts, now serving long prison sentences for a \$11,000 bank holdup at Woodbury, were caught after laundry tags were found on trousers they left in a getaway car," Chameroy said.

In another case, this one the bullet-slaying of Anthony Lombardo of Bridgeport, a shirt tag led to the victim's identification. The laundry tag was the only clue to his identity.

The laundry-tag law has been a big help to the cleaning industry as well as the police.

For example, said Chameroy, "A bag of laundry fell from a truck and we traced the establishment through the tags which we matched with the ones in our files."

Another time, a new customer's laundry tag became lost in the process of cleaning, and State Police secured the name of the customer through an old marking left by another firm. ---U. P.

IT'S THE LAW
(In Connecticut)

If when driving you hit a dog with sufficient force to injure or kill it you must report the death or injury to the dog's owner or, if he is not able to be located, to a police officer either state or local. (Sec. 2411)

FEATHERS ARE NOT LIGHT!

Truck driver Edward D. Layton, of Harrington, Del., was arrested by Conn. State Police at Wethersfield and charged with driving an overweight truck on the Wilbur Cross Parkway. The truck was loaded with 31,000 pounds of feathers.

CHECK SWINDLERS STEAL MILLIONS

By Arthur Merims

Take another look at that batch of canceled checks you just received from your bank. That gift check you doled out at Christmas may have been even more generous than you imagined.

Instead of a \$10 check made out to "Cash" and sent to a friend, you may now have in your possession, properly canceled and paid by your bank a \$100 check signed by "Cash Johnson," a well-versed check swindler.

In short, you may have been one of the thousands of Americans victimized by a check forger. More than 50 million dollars are stolen every year by check swindlers, and the responsibility for the loss, in most cases, is borne by the writer of the check. Banks, hotels and retail establishments are usually insured against such losses.

Since World War II, the banking industry has campaigned to make checking accounts popular. As a result, four times as many checks are written today as in 1939. More than 60 million checks are cashed every banking day. And for each dollar in cash a bank handles, \$150 in checks are written.

The American Bankers Assn. claims that individuals, merchants, hotels and industry shoulder about 90 per cent of check forgery losses with banks taking roughly 10 per cent.

The association tells its members to require substantial proof of identity before cashing a check. It has coined the slogan: "Strangers are not always crooks, but crooks are usually strangers."

A. H. Crowe of the Burns Detective Agency, a specialist in the field, says that 95 per cent of forged checks today bear fictitious names. But, he adds, the swindler, usually has plenty of "identification" equally forged. This "identification" may even include a "birth certificate" or "driver's license."

Some frequent methods of cheating on checks are: Altering the name of the payee; raising the amount; changing the date (especially of lost or stopped checks); forging signatures, counter-

feiting existing checks and printing fictitious checks.

Check Kiting

Another crime becoming serious in recent bank frauds is "check kiting." In this case, the bank employe, who is part of the swindle, permits a "customer" to write checks for which there are no funds. Some of these losses have run as high as \$500,000.

Forging checks is a crime with a long history. It was practiced so much during the 19th century in England that the penalties vary in this country from state to state, but always involve a prison sentence.

Here are some tips in writing checks which usually prevent alterations: Always write in ink and use an indelible ink. Begin at the extreme left end of the name and amount lines, leaving as little space as possible between numerals and written words. Fill in blank spaces on checks by drawing lines through them. Avoid writing checks to "bearer" or "cash."

S A F E !

A Navy pilot visited the management office of the National Aircraft Show in Dayton this year during a particularly busy moment when the telephone rang.

All hands being occupied, he picked up the phone and listened for a moment to the complaints of an irate resident of Vandalia.

"This is a dreadful thing!" she said. "These airplanes are making so much noise I can hardly hear myself think!"

"Are they Russian planes?" the pilot asked.

"Certainly not! They are American planes, I can see them."

"Thank God!" said the Navy flyer, and hung up.

We would accomplish many more things if we did not think of them as impossible.

---Chretien Malesherbes

JUVENILES -

Vox-Cop

January - February, 1955

JUDGE GILL SEES JUVENILE CRIME AT NORMAL LEVEL

"There is no wave of violence" among young people today but "the potential for trouble has been increased because of the acceleration of life." Judge Thomas D. Gill was the speaker. Continuing, he said, "the natures of children have not changed."

Addressing the Stewards Club at the Hartford YMCA recently, the state Juvenile Court jurist said calmness and understanding are essentials for those who would consider the problem of juvenile delinquency.

Judge Gill said there is a tendency to present youth as some sort of new, violent species, but he said records show that in percentages, comparatively the same numbers of crimes of stealing, vandalism and other wrongs have been committed for many years.

More thorough coverage of news has had an effect in making it seem that youthful crime is increasing, the jurist said. Curfew rules seem to be established sometimes by adults more on a "get even" policy aimed against youth, than from a wish to get at the roots of conditions," he went on.

"The truth is," Judge Gill said, "the majority of juvenile crimes are not committed after 9 p.m., the usual time for curfew to take effect, but from 3 to 4:30 p.m."

Figures show about 90 per cent of all delinquents can be straightened out, he declared. The remainder of hard cases stem from long maladjustments and even poor family patterns of behavior for several generations, in Judge Gill's opinion.

Judge Gill said the important thing is to impress youth that there are fixed patterns of living with moral codes governing them.

"The fellow who is rowing the boats doesn't have time to rock."

JUVENILE DELINQUENT

Juvenile Delinquency plays no favorites. It may occur among rich or the poor, educated or uneducated, with or without clear indication of its origin.

It has become a paramount problem. This is reflected in the increasing number of programs for child guidance and planned recreational activities and the increasing interest of Lawmakers, clergymen, physicians, teachers and citizens in every walk of life.

But when is a child delinquent? This is difficult to define for all age groups, but for practical purposes a child may be regarded as delinquent when antisocial actions appear so serious as to become subject to official action.

The modern approach to the problem is to rely upon constructive treatment rather than punishment. Early detection and early correction are emphasized.

Environmental factors appear to be a basic influence. In some homes the child may be given too much, in others too little. Some children may also be over-protected, while others are permitted to grow up without proper supervision.

Antisocial companions are a definitely bad influence. Having rejected living by the normally observed social conventions, they seek to drag into association with them children susceptible to misdirection.

Regardless of economic status, lack of family solidarity and understanding are building blocks for delinquency. Children need parental direction that inspires affection and security. Family recreational, church, and community activities will help children to grow up normally and refrain from delinquent practices. ---The Thompsonville Press

Nobody can think straight who does not work. Idleness warps the mind. Thinking without constructive action becomes a disease.

---Henry Ford

COMPLIMENTS

Vox-Cop

January - February, 1955

CITY OF STAMFORD, CONNECTICUT

December 20, 1954

Dear Commissioner Kelly:

I am writing to you to express my appreciation for the assistance that the personnel of the State Fire Marshal's office has given to the Stamford Fire Department during the past.

Captain Carrol Shaw, Lieutenant William Sullivan, Officer Tommy Dunn, Officer Vincent Searles and many others whose names do not come to my mind at the moment have been very helpful to us when we were in need of assistance from your office.

I wish to thank you and Captain Shaw particularly for allowing Officer Searles to come to Stamford recently to assist our Fire Marshal, Deputy Chief William J. Densky, in making a survey of the public and private schools in connection with the State Fire Safety Code relating to schools. Officer Searles was most helpful in the inspection of each school and the interpretation of related regulations.

He was most obliging even when asked questions concerning buildings not connected in any way with the schools. I know Chief Densky is appreciative for what he has done and finds it very interesting and a pleasure working with him.

Thanking you again for this and past courtesies, I wish to extend our very best wishes for a happy Christmas season.

Very truly yours,

Thomas F. Richardson, Chief
Stamford Fire Department

AMERICAN SURETY COMPANY
of NEW YORK

December 13, 1954

Gentlemen:

I am enclosing herewith warning which I received the night of December 10, 1954 which will indicate that the defective headlight at high beam has now been repaired. I trust that you note this on your records. Incidentally, I would like to take this opportunity of expressing my personal appreciation for the courtesy received from Officer Raineault. As Assistant General Counsel of a Casualty Company, I would also like to say that it is through this means of law enforcement that it would be possible to reduce the motor accident frequency.

Very truly yours,

ALANSON R. FREDERICKS
Assistant General Counsel

Officers who were the subject of letters of commendation between the period of December 11 to January 31 were:

Arthur Andreoli
George Boston
Michael Conroy
James Costello
Thomas Dunn
William Flaherty
Austin Ford
Walter Grischuk

Paul Harrington
Arthur Lassen
Charles Lundberg
William McNamara
Stanley Nasiatka
Joseph Palin
John Raineault

Robert Rasmussen
Vincent Searles
Frank Shay
Thomas Smith
William Tomlin
Sidney Toomey
Kenneth Tripp
Charles Wilkerson

COMPLIMENTS

Bronxville, N.Y.
January 14, 1955

WARNING PROMPTS POETIC RESPONSE

I was stopped by this trooper on
Route 44--
A handsome young fellow about 34.
He asked for my papers with a nice
X-Mas Smile,
And said, Oh, you're Mike Murphy
From Erins Green Isle.

I said, Yes, I was born in famed
Co. Cork,
Some 3,000 miles from a place
called New York.
Your brogue and your blarney I
don't understand;
But I know you were born in some
foreign land.

Your headlight is out and your
stoplight is gone;
Will you please have them fixed
as soon as you can?
He was civil, polite, good-looking
and tall;
And said this is a warning so get
on the ball.

The above was sent to this department
in response to a warning given to Mr.
Michael J. Murphy, 8 Pomona St., Spring-
field, Mass. by Officer William Flaherty
of our Canaan Barracks.

Off. James F. Angeski
Connecticut State Police
Westport, Connecticut

My dear Officer Angeski:

About a month ago you picked up our
son for exceeding the speed limit on the
Wilbur Cross Parkway.

Perhaps it may seem strange to you to
receive thanks for performing your duty;
but may I say how very much I appreciate
the help you were to me here at home.
The summons to court was worth more than
all the "preaching" I could ever do. The
result was peace of mind for me through-
out the holidays as I knew I need not
worry.

My son has always had a respect for
the law in contrast to some of his
friends who take pride in the flouting
of same. To be pulled up sharply when
tempted to "get out of line" had a very
salutary effect upon the young man!

This is just to let you know there
are many people who appreciate sincerely
the effort you and your companions make
to keep the highways safe.

My personal thanks and very best
wishes,

Yours truly,
R. L. D.

RULE OF THREE

- Three Things To Govern -- temper, tongue and conduct.
- Three Things To Cultivate -- courage, affection and gentleness.
- Three Things To Command -- thrift, industry and promptness.
- Three Things To Despise -- cruelty, arrogance and ingratitude.
- Three Things To Wish For -- health, happiness and friends.
- Three Things To Admire -- dignity, gracefulness and intellectual power.

C O M P L I M E N T S

OFFICE OF THE DIRECTOR



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

WASHINGTON 25, D. C.

January 28, 1955

Honorable John Cornelius Kelly
Commissioner
Connecticut State Police
100 Washington Street
Hartford, Connecticut

My dear Commissioner:

Mr. J. J. Casper, Special Agent in Charge of our New Haven Office, has advised me of the wholehearted cooperation received from your department in connection with the successful apprehension of Edward Zienkowicz who held up the Cheshire Branch of the Home National Bank of Meriden, Connecticut, on January 26, 1955, and I want to extend my sincere thanks.

Mr. Casper and the representatives of our New Haven Office join me in commending you and the members of your department for your excellent assistance and active participation in the investigation and solution of this bank robbery. We would like to particularly commend Lieutenant Louis Marchese, Lieutenant John Lawrence and Sergeant Sam Rome, as well as the other officers who participated in this investigation.

We are certainly grateful for your assistance, and we hope you will feel free to let us know whenever we can be of service.

Sincerely yours,

A handwritten signature in dark ink, which appears to be "J. Edgar Hoover", is written below the closing. The signature is fluid and cursive, with a large initial "J" and "E".

COMPLIMENTS



THE HOME NATIONAL BANK AND TRUST COMPANY
OF MERIDEN
MERIDEN, CONNECTICUT

HERBERT W. PERKINS
CASHIER

February 1, 1955

Mr. John Kelly
State Police Commissioner
Hartford, Connecticut

Dear Commissioner Kelly:

We wish to express our sincere appreciation and thanks for the efficient work done by your department in connection with the holdup of our Cheshire Branch on January 26, 1955.

The prompt manner in which you responded to our alarm and the manner in which your department cooperated with the F. B. I. and the local authorities was a fine and outstanding example of team work as evidenced by the rapidity with which the fugitive was apprehended.

May we ask that you express to the men of your command who took part in the investigation our heartiest congratulations upon the success of their investigation. It is indeed a tribute to the efficiency and spirit of the State Police, and you may all take pride in the outcome of a job well done.

Very truly yours,

A handwritten signature in dark ink, appearing to read 'H. W. Perkins', written in a cursive style.

Cashier

HWP:jcb

Freak Squeaks of '54

Vox-Cop

January - February, 1955

Tired of the life you lead?
Wish something new and different
would happen to you?

You do?

Well, the National Safety Council knows some folks who would just love to trade places with you. Something new and different happened to them, all right, but for some reason none of them seemed too pleased about it.

Who are these choosy characters? They're the victims of the 1954 crop of odd accidents turned up by the Council in its annual quest for freak happenings.

Let's see what's new and different that you'd like to have happen to you:

The best-scrubbed throat and esophagus in all America probably belonged to Mrs. Jessie Lee Dugar, of Houston, Tex., the day two men got into a fight in front of her home as she was brushing her teeth. Mrs. Dugar got so excited she swallowed the toothbrush. Tuft luck!

When Lew Babcock, of Kansas City, said, "I feel like I've been hit by a ton of bricks," he meant it. He had! Mr. Babcock was walking past a condemned building when a brick wall collapsed on him. Police found him waist-deep in rubble, dazed but otherwise uninjured.

Many a baseball player has blown up in a tight game. But few have done it so literally as 10-year-old Billy Law, of Anadarko, Okla. Billy slid into home plate with his cap pistol still dangling from his side and seven extra rolls of caps in his hip pocket. The friction set fire to the caps, and it was the noisiest homecoming any baseball game ever saw. The umpire understandably ruled that Billy had overshot the plate.

Three-year-old Larry Jensen, of Princeton, Ill., was really a dizzy, mixed-up kid the day he adventurously stepped into the family clothes dryer and his brother Gregory, 4, just as adventurously turned on the juice. Larry's mother rescued him, giddy but not too battered, and discovered there are some things a machine can't do. She had to dry his tears by hand.

In Mariaville, N. Y., lovely Joyce Engehardt was crowned Empire State Honey Queen. A few minutes later she was stung by a bee right in the midst of her reign.

Sailors are supposed to see most everything at one time or another, and the crew of the Norwegian freighter MAGNTHILD won't argue about it. They saw two of their shipmates--Lars Sele and Audun Jense--washed overboard during an Atlantic storm, then scooped back aboard when the ship dipped down in a swell.

When an auto in Los Angeles tore through three intersections, crashed into another car at 50 miles an hour and then rammed into a house, police blamed it on the fact that Driver Jack Todora was too young to be behind the wheel. They also said he had taken the car without the owner's permission. But they didn't take away his license, for the reason that he didn't have one. He did not even know he was supposed to have one. After all, Jack is only 4.

And in Washington, D. C., Mr. Bushman was accused by police of reckless behavior in traffic when he ran down Mrs. William Suite. His act was regarded as especially reprehensible because Mrs. Suite had been feeding and caring for him for three years. Mr. Bushman is Mrs. Suite's cocker spaniel. And she'll never leave him alone in the car again unless the hand brake is set good and tight.

Ray Corder, of Zanesville, Ohio, is now willing to admit that William Tell was a better marksman than he is. Corder had his nephew Eldon hold up a tomato can while the uncle blazed away to prove his skill with a .22 rifle. The nephew was treated for a gunshot wound in the thumb. The can was as good as new.

In Cincinnati 4-year-old Judy Combs devised a system for getting down stairs that not only is faster than an escalator, but more exciting. Judy rolled off a fourth-floor fire escape, fell 20 feet, landed on a network of clotheslines and bounced back onto the fire escape on the second floor of her apartment building. She didn't even cry.

When two little girls are sisters and practically the same age, they just naturally go out together. And that's the way 4-year-old Sandra and Mary Hoglund went out the second-story window of their home in Chicago the day they pressed too hard against the screen. They landed 18 feet below, practically unhurt--and still together!

Morgan Wallace, a circus daredevil, made 113 parachute jumps without incurring a scratch. He decided to make some minor repairs to his home in Pueblo, Colo., fell 18 inches off a ladder and broke his foot.

But the noisiest fall of the year undoubtedly was made by Dr. Otto Erhardt, 200-pound stage director of the New York City Opera Company. Dr. Erhardt was rushing about in typical dress rehearsal frenzy when he slipped and tumbled onto the kettle drum in the orchestra pit. Did he go boom!

Neatest automotive acrobatics of the year were performed by Edward Sweeney in Philadelphia. His car went out of control on a bridge over the Schuylkill River, ripped through the iron bridge railing, turned a complete somersault in the air and landed on the wheels on a railroad siding 60 feet below, blowing out all four tires. Sweeney was dazed, cut up a bit, but most of all disappointed. "My tires," he moaned. "Four blowouts in 60 feet! They don't make 'em like they used to!"

And in Willimantic, Conn., Charles Insalaco was unhurt when his auto skidded and overturned. He stepped out of the car to inspect the damage, tripped and sprained his wrist.

Peter Passantino, a normally inquisitive lad of 11 in Chicago, had been told by his parents never to stick his nose into trouble. Nevertheless, he stuck it through a knot hole in a fence, just for the heck of it. An inquisitive dog loping by on the other side was intrigued and gave the nose a good hard nip. Now Peter knows.

In Miami a boat was hit by a car on water. In Indianapolis a car was hit by a boat on land. The Miami incident occurred when a car driven by Henry Evans went out of control and smashed into a boat moored in the Miami River. Capt.

C. H. Jones was dozing on the boat, and was he surprised! But no more so than was Marvin Mace when his car was whacked by a motor boat as Marvin drove along a definitely inland street in Indianapolis. The boat was being towed on a trailer. It was struck by an auto and hurled through the air into Marvin's car. Ship ahoy!

In Korea, Corporal Gib Landell tossed off a snappy salute at a passing officer, threw his back out of joint, was evacuated to the hospital. If there was a citation for wounded feelings, he'd be wearing it.

Many a theater proprietor has been bothered by a patron hitting the bottle. But in a Martinsburg, W. Va., movie a bottle hit a patron! It was a baby bottle, tossed from the mezzanine by a carefree tot who had no notion it would land smack on the head of Mrs. Herbert Rhoe, who was sitting below. A little later in the hospital Mrs. Rhoe was in stitches, and not from the picture.

Policemen who have to walk a beat all day may have a little trouble working up the proper sympathy for Desk Sergeant Frank Drueger of the Chicago police, whose swivel chair slipped and dumped the sergeant on the floor so hard he had to go to the hospital for cuts and bruises.

"Knowing how to jump and fall is very important," Con Dempsey, former Pittsburgh Pirate pitcher, told his junior high school physical education class in San Francisco. With this observation he stepped briskly back, tripped over a mat, fell flat and broke his arm.

In St. James, Mo., two Safe drivers were cited for reckless driving after a collision. Both were residents of nearby Safe, Mo.

And in Fort Worth, Tex., W. L. Daniel, Jr., was listening intently to a talk on safety in an aircraft plant. Displayed proudly on the wall above him was a hard-won safety plaque. Suddenly everything went black for Mr. Daniel. The safety plaque had fallen and bopped him on the head!

Well, there it is--the new and different way of life. Care to try it?

By Paul Jones

---National Safety Council

Between



Ourselves

Vox-Cop

January - February, 1955

He Makes Our Troubles His Career

The above title appears on a small leaflet that has been produced by the John Hancock Mutual Life Insurance Company of Boston, and is being distributed by a number of police departments throughout the country as an enclosure with their regular mailings. We feel that this is a fitting tribute to all men in the police profession, and are reprinting the contents of the article below:

Most of the time, perhaps, he's just a fellow in a uniform who waves you through a busy intersection ... but then suddenly one day he is also the man whose fast, skilled hands on an inhalator brings your baby boy back from the shadows of death.

He's the fellow who gave you a parking ticket that day you didn't see the sign ... but he's also the one who pulled your parents out of their burning smashed-up car.

He's the fellow who spoke a bit gruffly the time you went through the stop light ... but he's also the genial, friendly guardian the kids look forward to seeing at the school crossing every day.

He's the embarrassed, nervous young bachelor who helped bring your first-born into the world during that nightmarish ride to the hospital.

He's the good Samaritan who knows first-hand of the hardships in your town, the broken families - and who digs down into his own thin wallet for the price of a hot meal for the youngsters left without food.

He's the bearer of sad tidings when tragedy comes, the untangler of traffic in blizzards, the Solomon who settles squabbles between neighbors.

He's the head of a family, who walked into a darkened warehouse the other night and dutifully let the men back in the shadows fire the first shot.

It's comforting to know, as we sit in our easy chairs on a wet, stormy evening, that over 200,000 Americans like him have been willing to pin on a badge and agree to make our troubles their careers.

(from Brass Button News)

HOW TO REDUCE CRIME

That there has been a sharp drop in East Harlem crime seems to be a statistical fact. And that 250 extra policemen were put into East Harlem ten weeks ago is a matter of record. So Police Commissioner Adams drew the obvious conclusion in his report to the people on Sunday when he said that the prevention of crime depends upon the strengthening of the Police Department--more specifically, of the policemen on foot patrol.

The East Harlem developments represent the results of an experiment. The extra patrolmen--recruits just graduated from the Police Academy--were sent into the district to see what the effect of concentrated, visible law enforcement would be upon a high crime rate. And the results--a 50 per cent reduction, according to Commissioner Adams--are heartening.

Of course, it can be pointed out that the increase of police power in East Harlem was well publicized in advance and made plainly evident on the streets--two factors which might well have induced the more prudent criminals to transfer their activities elsewhere. But the improvement in East Harlem was reflected not only in the crimes prevented but in the crimes solved as well. Certainly there can be no explanation for an increase in the clearance rate of major crimes of from 20.1 per cent a year ago to 60.6 per cent today other than that more policemen were on the job.

While the crime rate was being reduced in the 25th precinct of Manhattan, it continued its steady climb elsewhere in the city. Thus added interest and importance are lent to the extension of saturation law enforcement to two other precincts--the 73d in Brooklyn and the 103d in Queens. Enforcement of this intensity on a city-wide scale may be impractical, but perhaps adequate results can be obtained by concentrating the police in areas where they are most needed. Even this, however, will cost money, and New Yorkers must face up to the fact emphasized by Mr. Adams, that they can have safety and security only "if they are willing to pay for it."

---New York Herald Tribune

NOT MORE CRIME
BUT BETTER RECORD KEEPING

Crime and its great increase as reported by the daily press is one of the principal problems of the US as we enter the New Year. Every day we read of horrible crimes and seemingly more of them. But is the situation as bad as it appears on the surface? Fortune, which has delved into the situation, says "No!" It maintains that much of the great increase in crime may be attributed to more elaborate statistics on crime now put out by police departments in all parts of the country. It notes that in Philadelphia the police department for years kept records that made it appear that there was less crime than there really was. When a new system was installed the alleged crime rate went up about 70 per cent in two years. It was also found that New York police reported only about one-half of property crimes that were investigated by insurance companies. Now that this situation has been straightened out there is an apparent jump in crimes of that type in the metropolis. There is improvement in general statistical reporting of crime every year and it is not at all unlikely that some police departments, with an eye to expansion of next year's budget, make the most of the reported increase.

Aside from all of this the newspaper reader may say that daily press reports are smothered in crime stories--and such horrible ones. So it would seem--but again there has been a great increase in the efficiency of the big three wire services. Stories of crime occurring on the West Coast that would have been crowded off the wires before they reached the Mississippi, now appear in papers on the East Coast. There is more wire capacity. Also the use of wire-photo means the presentation within hours of spectacular pictures all over the country no matter where they originate.

That there has been an increase in the number of crimes reported no one will deny. However this should not be freely accepted as an indication that the next generation is going to pieces. We don't believe that at all.

---The Sunday Republican

CHESHIRE BANK ROBBED; CASE QUICKLY SOLVED

The Cheshire Branch of the Home National Bank and Trust Co. of Meriden was held up about 11:15 a.m., January 26, by a man who shoved a note across the counter to a teller. It read: "This is a holdup. I have a gun."

A few hours later, Edward Zienkowicz, 34, of 226 South Colony St., Wallingford, was arrested while drinking in a Meriden roadside bar and charged with the robbery.

The teller, Richard Warner, 22, of Meriden, handed the man some bills lying on his counter, totalling about \$1,000, when he was confronted by the bandit. As the man left by the front door, Warner tripped the alarm button in his booth. It was the first that anyone else in the bank knew anything was amiss.

State Police Commissioner John C. Kelly said a tip from two youths led to Zienkowicz's arrest only five hours after the holdup. The youths reported they had seen a 1951 Ford sedan speed away from the bank at about the time of the holdup. They noted the registration plate number. The number was traced to a car owned by Zienkowicz.

Zienkowicz was not at his home when State Police and FBI agents went there. A systematic search of the suspect's customary hang-outs was made and Zienkowicz was picked up at the roadside bar by Lieut. John C. Lawrence, of Special Service, Off. Frank Cassello of Hartford barracks and an FBI agent. Zienkowicz offered no resistance.

The suspect had \$180 on his person. The remainder of the money taken in the robbery was later recovered at his home.

After being identified by the bank teller, Warner, Zienkowicz admitted the robbery. A conference between State's Attorney William Fitzgerald and U. S. District Attorney Simon Cohen, resulted in release of the accused to Federal authorities for prosecution. Accordingly, he was arraigned in New Haven before U. S. Commissioner Robert H. Alcorn on a charge of violating the Federal bank robbery statute.

Zienkowicz had been convicted of a \$5,000 payroll robbery in Wallingford in

1951. He was arrested later in the south following the robbery and faced an additional charge of stealing the car in which he made his getaway.

The holdup was conducted so quietly no one in the bank but the teller, Warner, knew it was taking place. Another teller, working in the next booth, noticed nothing until Warner sounded the alarm.

The alarm brought State and local police and the FBI, which investigates all robberies of national banks. State police blocked highways through the area and the troopers and FBI agents began following leads which culminated in the arrest of Zienkowicz.

Commissioner Kelly credited cooperation between State, Federal and local authorities with closing the case in five hours. He said, "All the law enforcement officials who took part--the FBI, State Police and local authorities--deserve to be congratulated for the speed and efficiency with which they worked together to bring the case so quickly to a satisfactory conclusion."

THE MAN BEHIND THE MIKE

by Carl J. Burns
Radio Technician Dispatcher
Colorado State Patrol

In almost three years behind a mike I have heard and read several articles concerning officers, but never have I read about a dispatcher--the "Man Behind the Mike." I am going to tell you what I know about a dispatcher; what his feelings are and what he thinks.

Perhaps you, as officers, have wondered about that monotonous, droning voice that comes breaking thru on your receiver to send you on an accident or into a fight--just a few moments before you are to go off shift; without any show of emotion, pity, or apparent regret in his voice.

We, as dispatchers, have placed you far above self-pity or lasting anger. We do have feelings. We remember you saying the other day that you wanted to take the wife and kids to the movie tonight,

but we aren't sorry for you. It is our job to tell you. It's your job to do it --and a very fine job you do. You reply with a cheery "O.K. I'm on my way." It makes the "Man Behind the Mike" feel good to hear a reply like that.

When it is snowing and cold you probably say to yourself, "I envy that dispatcher in that nice warm office, not a worry in the world, nice and comfy." Well sir, don't envy us because when you are cold we are cold, when you are hot and sweaty we are too, when you are scared we are scared. You see, that voice is your contact with other people when you are all alone and twenty miles from nowhere. The only difference is that the "Man Behind the Mike" has to ride with a hundred other officers, in a hundred different cars and on that many different roads at the same time. It is no easy job.

In one eight hour shift the dispatcher will go through the recovery of a stolen car with several arrests; the apprehension of a hitchhiker wanted for murder in a nearby town; a couple chases that reach the speed of one-hundred dangerous, treacherous miles per hour, one to end up in a bad accident with fatal injuries, the other a driver so crazy drunk that you have to use a running or standing road block; the pickup of a runaway child and calling the parents for disposition.

Believe me, he has a lot on his mind during an eight hour shift. He is nervous after a couple of those chases. You were scared chasing that car at a hundred miles an hour and so was the man at the mike. He rode right beside you around every curve. He heard those tires squeal. He knows that road just as well as you do. He knows that it is dangerous even at seventy miles per hour. He did not sound scared though. He sounded like he does this every day.

The voice doesn't let you know what it does feel. This doesn't apply to just YOUR dispatcher, but to every dispatcher in every radio room across the nation. We all feel the same. My hat is off to you--to you "Men Behind the Mike." This also applies to our "Women Behind the Mike."

---Condensed from The Columbine

GUNLESS POLICE

By Ted Atwood

For 125 years, members of the world's most famous police station, Scotland Yard, have captured criminals without the aid of guns. Carrying weapons, they feel, would only encourage lawbreakers to do the same. Scotland Yard's theory of "Softly, Softly, Catchee Monkee" has been proved time after time in their remarkable record of law enforcement. Armed only with short truncheons, members of the Yard have brought back their men successfully.

The first attempt at organized law enforcement in London was back in 1749 when novelist Henry Fielding, the first paid police magistrate, gathered together a group of assistants to help him curtail crime. Fielding's men were called "thief takers" and they were the roots from which Scotland Yard sprang. In 1829, Sir Robert Peel organized the Yard's first force. Popularly known as "Peelers," his men were later called "Bobbies," a term derived from Peel's nickname. Modern Londoners still use the word "bobby" when referring to a policeman. "Copper" and "cop," slang expressions popular in America, are said to be derived from the copper buttons worn by Robert Peel's policemen.

Scotland Yard's first address was in Whitehall, a section where Scottish kings stayed when they came to visit the English court. Later, the famous police headquarters were moved to the present location along the Thames Embankment near Westminster Abbey. The austere block of gray stone buildings is a symbol to Londoners of their respected and world-known police force.

When a crime occurs in London, a citizen can get a direct connection to the Information Room of Scotland Yard by dialing 999. A "Sweeney" or radio patrol car will be at the scene within approximately three minutes. Walking softly and carrying no guns, Scotland Yard's 16,000 men have won the admiration, not only of Londoners but of people the world over.

---New York Herald Tribune, Inc.

Safety minds

Vox-Cop

January - February, 1955

Connecticut State Police Department Cooperating in Crash Research

Connecticut's state police are cooperating actively in a project initiated by the Cornell University Medical School --trying to determine what factors in modern automobiles contribute to the appalling injuries suffered in many of today's automobile accidents.

In general the application of this study in Connecticut, through the state police, is expected to emphasize more photographs within wrecked cars, showing car components which caused the injuries to passengers, as well as the usual photographs of the exterior of cars, showing what happened to them when they collided with some stationary or moving object. Ultimately it is hoped that manufacturers will adopt suggestions arising out of this study, intended to minimize and reduce the injuries of car passengers.

That means, of course, that if there are projecting knobs, ledges or even rounded pieces of metal which bring about serious injuries to driver or passengers, in the event of sudden stops against immovable objects--or when a car rolls over, or pitches down an embankment--it will be suggested that these objects be altered in construction. Some strides have already been made along these lines. There are cars, for instance, in which the windshield under heavy impact tears loose from its frame, intact, and falls outward--better than having a passenger go through an immovable windshield, safety glass or no safety glass. There have also been padded instrument or dashboards, even padded steering wheels.

Yet thus far the greatest safety factor that might be incorporated in the

interior of cars, many authorities agree, has not been adopted by any major manufacturer--firmly fixed passenger seats, equipped with heavy webbing safety belts. The reason seems to be that the manufacturers fear customers would recoil in horror from such devices--suggesting, as they do, the risk of serious accidents.

The fact happens to be that most automobile seats are not firmly attached to the flooring or frames--firmly enough attached, that is, to stand a sudden, severe strain. In two-door models, whether club coupes, coaches or what not, the top part of the front seat folds forward to permit access to the back seat. The seat itself is bolted to the flooring but usually not to stand strain as would be placed upon it if passengers, wearing safety belts, occupied the seat in the event of a high speed collision. When the collision occurs passengers and seat go forward, while the remainder of the car stops--suddenly. This force--being thrown forward with tremendous impact--is what causes many of the serious injuries in accidents. Or a car turns over, the passengers in it being thrown around like pebbles in a tin can, shaken by a child.

It may be, of course, that car owners would take more readily than we imagine to the idea of firmly anchored seats, properly fastened and adjusted safety belts. No one has given it a serious try--providing such equipment as standard equipment with a new car. For instance, theories are advanced that the driver and his passengers would consider the safety belts a nuisance, and probably would not fasten them half the time.

Maybe so, but they can't use them if the car does not have them.

Various tests have indicated that too much faith cannot be placed in foam rubber padded instrument panels or dashboards--that the softening effect of several inches of foam rubber still does not prevent serious injuries in a severe crash. Objects on the back window ledge are to be reckoned with, too. In a collision stop, even some of the lightest and seemingly most innocent items have caused severe injuries. When the car stops suddenly--almost instantly, with sickening impact--something no larger than a flashlight, a small camera, an umbrella, even a wooden coat hanger may fracture a passenger's skull. The car stops but the item on the rear window ledge keeps on going, with shocking force.

The Cornell studies are a resolute effort to pin down these things causing serious injuries--to make the evidence so overwhelming that it will be possible to convince manufacturers that changes and improvements in car safety have got to be offered, to stop the tremendous toll of motor vehicle accidents. For instance, if great numbers of drivers suffer chest crushing injuries from impact upon steering wheels, and supporting steering columns, what can be done about that? Or if there is continued evidence that persons occupying the "death seat"--the passenger seat in the front--can be spared injuries by some other new device, why not seriously consider adopting it? Connecticut's aid in this study seems well worth while.

---New London Evening Day

PUBLIC CONSCIENCE NEEDED

It must be said that the President's proposal for a safe driving day for the entire nation was met with an immediate response from all parts of the country. Enforcement agencies, including police departments, took up the matter with enthusiasm. Special studies were made of the factors to be guarded, and plans were laid, not only to start the safety

measures well before the December date selected, but also to continue the programs indefinitely thereafter.

Of course, traffic safety is a responsibility of everybody. No amount of law enforcement, no amount of care on the part of motor vehicle drivers, no amount of special restrictions such as light, stop and warning signals, even taken all together, can prevent all serious traffic accidents.

Parents must cooperate, and children must be repeatedly instructed, if the annual nation-wide objectives of the safety authorities are to be achieved.

Fortunately there is being accumulated, in every local, state and federal traffic safety agency in the country, a pattern of policies and experiences which is making the enforcement agencies more effective in dealing with their specific problems. That does not mean that serious crashes are being ended. It does mean that the trouble makers and the danger spots are gradually being isolated.

What all of us have to understand is that the conscience of the nation must be aroused in the interest of safety on the roads, streets, avenues and highways everywhere in the land. This must hold true, not only for one special 24-hour period, but with firm conviction, throughout the entire year.

---Bridgeport Post

RADAR ON HIGHWAYS

Radar in World War II was the electronic eye that baffled the Germans and the Japanese in the early part of the struggle. It was modern magic. It could see in the dark and pierce fog and rain.

It could not only detect the presence of another ship (or of a coastline) but it registered the object's direction and distance. When ships were steaming in convoy the captain of each could look at his radar scope and see them all spread out as bright spots while the masthead reflector slowly revolved.

The war ended--but not the usefulness of radar. As a navigational aid it became standard equipment on passenger

liners and merchant vessels big and little. And by and by it branched from the waterways to the roadways.

In the hands of policemen it needed no cathoderay oscilloscope to show the range and bearing of an approaching speeder. Both these factors changed too fast anyway where a moving automobile was concerned. To be useful on the highway radar had to come up with nothing more than the speed of the speeder, to be calculated instantly by the device and displayed on a dial as miles an hour.

Such a device was worked out, proven, and has now been accepted by courts of several states in evidence. No doubt this device to hold down speed will be employed in most cities and states in another year or two.

---Torrington Register

R A D A R

The following three articles relating to Radar should be of interest to all law enforcement officers using this war-developed miracle of science:

WAYS TO BEAT RADAR SPEED CONTROL ANALYZED

Misconceptions clarified by Governor's Committee

Radar, as a device for speed-law enforcement, went into effect on Virginia highways at midnight June 30, after an extensive campaign of public warning and education as to its operation and State Police policy regarding its use.

"However," says the Virginia Traffic Safety News, "many people are laboring under certain misconceptions which well might be clarified.

"Radar use does not constitute entrapment," continues the interesting monthly publication of the Governor's Highway Safety Committee of Virginia, "because, legally, entrapment is the inducing of someone to commit an offense he did not originally contemplate. In the light of our accident experience it can hardly be called unfair. Traffic-law

enforcement is no glorified game of cops and robbers and the situation is far too serious for the violator to expect what he calls an 'even break'.

Dragging Chains Won't Help

"The devices can be expected anywhere on our highway system and in many of our larger cities. They will not necessarily be found in the vicinities of the posted warning signs nor is there any portion of the radar law requiring that they be used for parked police cars.

"Weather has no effect on radar, nor does darkness. Grounding devices, dragging chains, ball bearings in hub caps and tin foil attached to cars don't interfere in the slightest with radar. In fact, the use of such dodges could be evidence of intent to violate the law.

"There are, however, several known manners of avoiding the radar beam. It will not react on an automobile which contains absolutely no metal, but there is difficulty in obtaining such a vehicle. A radar unit contained in an automobile and transmitting on the same frequency as the police radar will effectively 'jam' the latter. Here, the difficulties lie in predetermining the police frequency, the high cost of a radar device and the fact that such use is a violation of the Federal Communication Commission's regulations, calling for a maximum fine of \$10,000, or two years in jail, or both.

"A third expedient might be the use of an airplane to fly before the automobile and shower strips of tin foil. This method should be prohibitively expensive and is not always reliable, as wind will blow the tin foil away from the car and allow the beam to strike its true target. Then, of course, there are the anti-litter laws to consider.

There Is One Way To Do It

"It is probable that most violators will keep a sharp lookout, for cars parked by the roadside and be prepared for quick deceleration. This has its drawbacks, as they can't depend on the devices always being used from cars, and the many scares from false alarms will most certainly result in ulcers or a nervous breakdown.

"There really isn't anything to do but drive within the speed limits. Drivers who do will find they will get there almost as quickly and, more important, that they will get there!"

As soon as radar has struck twice, Virginia's much-discussed second-offender speed law is all set to move in. It looks as if this will be a bad year for habitual speeders in the Old Dominion.

---AAMVA Bulletin

RADAR APPARATUS GIVES GREEN LIGHT TO STREET MOST CROWDED WITH CARS

Radar, which has had plenty of practice guiding planes through the air and ships over the seas, has been put to work on another transportation problem preventing delays for harried motorists caught at traffic-jammed intersections, the Wall Street Journal reports.

A New Haven, Conn., firm, Eastern Industries, Inc., has already installed a radar setup to direct cars and trucks at a corner in Norwalk, Conn., and now reports similar equipment will be sold shortly to help stop tie-ups on overworked streets and highways all over the country.

As explained by Eugene D. Stirlen, Eastern Industries president, the radar is used as a detecting device to control red and green traffic lights, sensing how many cars are moving into the intersection from each direction and rotating the lights accordingly. He thinks that in crowded traffic areas, the system's bound not only to cut delays but to improve drivers' tempers considerably.

The new system's apparatus is entirely above ground. The actual control is housed inside a weatherproof cabinet on top of a pole at the intersection.

A beam of microwaves is directed down each of the intersecting streets. Depending on the corner, cars would hit the beam from 100 to 400 feet away, bouncing back some of the microwaves to be picked up by small antennae.

Say a green light is set for A Street and at the moment there's no traffic at the intersection. When a car comes along on B Street, the antennae takes notice

of it and sends the information to the setup's electronic brain. That in turn switches the light to green on B Street and lets the car go through.

Later on, perhaps, another car comes along B Street, but a whole batch of autos are approaching at the same time on A Street. The system senses the A Street cars are arriving at close intervals, so it lets them through, holding up the lone B Street auto. But as soon as there's a good-size gap in the traffic, the control changes the light to let the B Street driver scuttle through. A special protection control makes sure he doesn't have to wait too long.

---AAMVA Bulletin

RADAR EVIDENCE RULED LEGAL

Judge Douglas Hay, Salem municipal court, ruled recently that evidence gained from radar equipment was legal in Oregon. Hay said that the speed trap law prohibited arrests for speeding by clocking a vehicle over a measured distance but concluded that a radar-obtained speed check determined a vehicle's velocity by a different formula.

Without taking sides one way or the other on the radar question, it might be well if the public quit regarding traffic law violations of any type as a motorized cat and mouse game. The attitude of far too many people toward law enforcement where traffic is concerned is that every driver must be given a fair chance to kill himself or someone else. Cartoonists and writers long have portrayed the traffic cop, hiding behind a billboard, as the villain of the highways and the public has been only too willing to accept this characterization.

When American motorists grow-up they will realize that playing cat and mouse in traffic is a game they can't possibly win.

---Oregon Traffic Speaker

No matter the price, no matter how new, the best safety device in your car is you!

---Burma Shave

INTERCEPTOR OPERATORS TAKE NOTE--

SKIDDING FANCIER THAN EVER WITH NEW CARS, SAYS AUTHOR

By Frederick C. Russell

To skid or not to skid--that continues to be the question facing millions of motorists.

The problem was supposed to have been buried with the general use of low pressure tires, four-wheel brakes, modern highways, better weight distribution and billions of miles of driving experience. But the problem is still with us. In fact, skidding has taken on some fancy features.

Three factors are responsible for the latest in skidding: power, speed and ease of control. Two of these, power and ease of control, were engineered into cars largely to help drivers avoid trouble or to help them extricate themselves when caught in a jam. But once again it is the problem of misuse of advantages. Even speed can be used to help a driver avoid trouble, but such instances are rare by comparison with the high cost of misused speed.

Transmissions Add Risk

It is not merely the great surge of power under the hood that traps unwary drivers into trouble when traction is at a low ebb, but the added performance offered by this power in combination with the transmission. Every automatic drive whether a fully automatic transmission or a torque converter, has a kickdown provision whereby the driver can get into a lower gearing for extra acceleration merely by pressing down on the accelerator pedal beyond a resistance point. If the highway surface is slippery, whether from ice, hard packed snow, mud or oil, the car may go into a violent skid. It is also easy to throw the car off balance by mishandling the accelerator so as to bring the automatic drive into too abrupt changes. These drives are useful in helping the driver get started when the car is on ice, but beyond that point they should be handled with special care.

On many cars merely pressing down on

the accelerator, even if not enough to bring the kickdown into action, is sufficient to send too much power to the driving wheels. Adding to the risk in excessive motor and transmission power is the greater ease of handling today's car. This may seem to be a contradiction but the truth is that if a car steers, brakes and accelerates with greater ease there is always the danger of oversteering, over-braking and over-powering in an emergency. One of the important steps for the driver of any car to learn is to be more moderate in his handling of it. This is the first important lesson in skid-control.

Meeting The Skids

Next in importance is knowing the various kinds of skids. There are five simple types, and of course many combinations and variants. The average driver understands about three of these, and isn't too sure of how to check one once it starts. The first is the plain slide. It is caused by excessive braking, and is in turn usually due to driving too fast for conditions. In this type of skid the car just slides ahead. There may be some sidewise movement if the brakes are not equalized or if the road surface isn't level. The way to check this type of skid is to release the brakes immediately, and then apply them in installments. Pumping on the brake pedal does it. Meanwhile the driver will try to hold the car to a straight course.

Second of the popular skids is the "slue" wherein the rear end of the car slides to the right or left when the brakes are applied, or if too much power is sent to the rear wheels. Here it is necessary immediately to turn the front wheels in the same direction the rear end of the car is sliding. The cut should be sharper for a heavier car, and less abrupt for a lighter one. This takes courage and experience.

The third type of skid has recently come in for more consideration not only because of power steering but also because so many of the low-slung sports cars go round curves so well as to encourage owners of conventional cars to try to follow the leader. In a steering

skid the front tires fail to get traction. While the driver may cut the front wheels for the turn the car slides straight ahead.

The other two skids -- power and speed -- result from loss of control of the car. To this we can now add a sixth skid -- one that results from over-use of the car's controls. It has resulted in some drivers skidding their cars on dry paving!

What's The Answer?

Solution to all this lies, not in the tires (although good anti-skid design treads are always an advantage), not in brakes (they already are too powerful), not in better roads, but in better understanding of the nature of skidding and in avoiding entrapment. Great care should be exercised in slippery weather not to over-use any of the modern car's controls, especially the power brakes, the "passing" gear and power steering. Speed should be cut in half. Drive in accordance with conditions, and realize that they change not merely from hour to hour but often within the short space of the same mile. ---Connecticut Motorist

SLIPPERY ROADS

Lowering temperatures mean slippery road surfaces for weeks to come and the State Safety Commission anticipates a sharp rise in skidding collisions--either between moving vehicles or because cars leave the road and crash into fixed obstacles. Even when precipitation is light rain, the Commission warns that "skiddy" surfaces result and the State Police have had several occasions already to warn traffic about Route 15 over which most drivers move much too fast under any and all conditions.

In line with the "do it yourself" trend, which is sweeping the country, the Safety Commission advises drivers there are various "smart" little ways to keep out of trouble when Connecticut gets a real sample of New England's standard "winter weather." For example, drivers should keep handy in the glove compartment a pair of work gloves, plas-

tic scraper, piece of clear cotton cloth, small bottle of anti-freeze alcohol, and a small ball of stout string.

Work gloves are priceless if you tinker with the engine or put on chains. Scraper will clean frost and ice off the windshield and the rear window without scratching the glass. Pieces of rag can be used to dry off damp spark plugs, clean the windshield, windows, rear view mirror, and lamp lenses. If the glass is too dirty to wipe clean it can be washed with the alcohol in weather that would freeze plain water.

And the string? If windshield wiper quits working, tie an end to the blade, open both window ventilators, pass the cord in through one, across the car, and out through the other, and then fasten the other end also to the blade. By pulling the string first one way and then the other, a fairly acceptable wiper is in operation and will serve until a service station is reached.

The car trunk should also have its share of basic equipment. There should be a jack, in working order, complete with handle; a screwdriver, a pair of pliers, a wrench that really fits the tire-holding nuts, and some heavy wrapping paper.

That wrapping paper may sound strange but it has a lot of uses. Draped over the windshield when car is parked, it will prevent sleet and freezing rain from sticking to the glass. Another piece over the rear window keeps that avenue of vision open, too. Folded, it makes nice knee pads when working on a tire in snow or slush. Tucked in between the grille and the car radiator it will help to keep the water from freezing when temperature falls below the anti-freeze protection level. Laid over the fender, it will help prevent scratches and keep dirt off overcoat, if motor needs checking.

"If you really want to paint the lily," says the Safety Commission bulletin, "there are a few other things it is nice to have--like a shovel, a bag of sand mixed with salt, a couple of old burlap bags and a tow chain, not to mention a light with a long cord that plugs into the cigar lighter, and a spare key attached to some convenient place out-

side the car."

Possession of all this stuff will not keep trouble from happening to you--it only seems that way. Likewise, the lack of it will not invite mishaps--it will only make them worse.

Fortunately, most of the requirements can be met in an hour or two by rummaging around the attic, the cellar or garage. If anything has to be obtained from the service station or store, write a note on a small piece of the wrapping paper and hang it on the cigarette lighter so you won't forget it tomorrow.

After all," concludes the Winter Driving bulletin of the Safety Commission, "winter is here and this is New England--the most profound optimist must concede the need to be prepared for rough going anytime now."

---The Stafford Press

CARBON MONOXIDE WARNING ISSUED

One hundred twenty-four Connecticut residents died of accidental carbon monoxide poisoning in the three-year period, 1951-53.

This was disclosed recently by the State Health Department in a bulletin warning of the dangers of death from the colorless, odorless, tasteless and non-irritating gas.

Carbon monoxide's action is insidious. With little or no warning to the victim, it gradually reduces the capacity of the blood to carry oxygen to body tissues. Sometimes there's a slight headache or muscular weakness, sometimes not.

The department warned motorists not to run engines in closed garages. "Only two or three minutes would produce a very dangerous concentration of carbon monoxide in the air of the garage."

And when driving, the agency suggested keeping a window slightly open, even in cold weather. A check should be made of the exhaust system to be sure there is no leak permitting gases to accumulate in the car.

Persons overcome by carbon monoxide should be taken into fresh air immediately and a physician called. If the

victim is not breathing, artificial respiration should be given or an inhalator used.

---The Hartford Times

LIVES CAN BE SAVED

Safety experts in the automotive and allied industries have been advocating for many years more and better safety equipment for the millions of automobiles on the nation's highways. Airplanes have incorporated many safety gadgets which have been accepted and taken for granted by the passengers of the airways. But the public has not demanded or even shown much interest in these same life-saving gadgets when applied to automobiles.

With the automotive death rate approaching 40,000 annually, and with new car engines reaching heretofore undreamed of horsepower and compression, it is imperative that safety equipment be installed on automobiles, and quickly.

The safety belt, a very simple and inexpensive yet remarkably successful contrivance, is the first of many such devices which should be installed on all cars as standard equipment. Many experiments with this life-saving belt have demonstrated its practicability. Despite this only a small percentage of automobiles are equipped with a safety belt and most of these were installed by the owners themselves.

Of course there are many other safety devices worthy of mention such as crash helmets, collapsible windshields, padded dashboards, shock absorbing steering columns, and better constructed seats. But it has been estimated that the safety belt alone could reduce personal injuries 50 per cent and greatly reduce the number of those killed.

When one remembers all the paraphernalia the first automobile drivers needed just to keep themselves free from dust, mud and oil--dusters, goggles and cover-all caps--it should make the modern driver a mite embarrassed to object to a simple, unobtrusive rig attached to his car when he knows it may some day save his life.

---The Torrington Register

CONNECTICUT IN THE CAPITAL

By Carey Cronan
Bridgeport Post Washington Correspondent

PARKWAY SAFETY RECORD CITED
IN NATIONAL HIGHWAY STUDY

Washington, Dec. 17 -- The Connecticut record is being used to show that controlled access highways generally are safer than non-controlled access highways, specifically that the Merritt parkway is much safer than US 1 into New Haven.

This view is presented in a report to President Eisenhower by the Executive committee of the National Governors' Conference, submitted by Gov. Robert F. Kennon of Louisiana, chairman of the Governors' Highway committee.

The report compares the accident and fatality record of two stretches of highway, US Route 1 a 49.47 mile section into New Haven and the 37.4 mile Merritt parkway.

On US 1 the accident rate from 1940 to 1951 came to an even 500 for each 100 million vehicle miles, while the fatality rate was 8.8 for each 100 million vehicle miles. On the parkway the accident rate was 238 and the fatality rate 3.6.

On US 1 the average daily traffic for the period was 13,000 and on the parkway 14,200 vehicles. Vehicle miles travelled for the 11 years came to 2,342,400 on US 1 and 2,321,400 on the parkway.

There were 11,698 accidents and 207 fatalities on US 1 and 5,531 accidents and 83 fatalities on the parkway from 1940 to 1951. ---Bridgeport Post

Connecticut Has Some Too

"UNFAIR", "SPEED TRAP",
"PERSECUTED", "ETC."

How often have you judges heard expressions like the ones cited above when a violator comes before the bench? We noticed an editorial in the Virginia Traffic Safety News on this subject that

we felt was very good, and are reprinting it below. This write-up appeared in the August issue of the newsletter under the heading -- We The Editor:

For a long time the hue and cry has gone up from speeding motorists against the authorities of certain small cities or towns who don't appreciate 50-mile speeds along their main streets and see to it that laws regulating speed are enforced. Among this clique of heavy footed drivers, such locations are designated as "speed traps."

Now that radar is in use as a measure to enforce speed laws, members of this group have applied the same term of opprobrium to it.

Such people should consult any legal dictionary for the correct meaning of the word "entrapment." Black gives it as "The act of officers or agents of the government in inducing a person to commit a crime not contemplated by him, for the purpose of instituting a criminal prosecution against him." It is not even the providing of the means for committing an offense and certainly not the mere surveillance of a potential scene of an offense. Yet when a speeder who is speeding for no reason on earth but his own is arrested under certain conditions, he immediately yells "Speed Trap" and writes a letter to the editor of his paper.

Virginia's speed limits are very plainly marked. There are "Reduce Speed" warning signs placed between the open road limit and the decelerated area for towns and cities. The reduced limit is also prominently posted at the outskirts. Radar warnings are equally prominent.

But certain drivers of today expect what they term an "even break" and look upon enforcement as a glorified game of "cops and robbers." This in spite of the awful slaughter and waste of money that is continuous on our streets and highways. Yet even when children play "cops and robbers," they play by rules. The reckless driver doesn't. Highway rules and regulations mean nothing to him as long as he can flaunt them undetected. When caught, he is a victim of police persecution, ignorance or unfairness.

The Code of Virginia and our courts are manifestly becoming more and more disinclined to humor this type of warped thinking. ---from Good Morning Judge

DRIVER HYPNOSIS--OR JUST PLAIN INATTENTION

One of the most interesting and intriguing theories about causes of traffic accidents is that of road hypnosis. Although there is apparently very little scientific data on which to use the term hypnosis in connection with driving, a considerable number of accidents do occur because a single car simply runs off the highway in circumstances which suggest this possibility.

Some one car accidents are clearly the result of intoxication; in other cases the driver became tired and fell asleep; in still others there was a definite distraction of attention on the part of the driver for a period long enough to permit the car to leave the highway.

In some accidents of this type, the driver is unable to explain what happened. His only recollection, if he has any, is that he became drowsy, "blacked out," or otherwise became unable to continue controlling the vehicle. Some accidents occur when highway and traffic conditions are such as to afford no stimulation of the driver. Expressways and toll roads are usually such when traffic is light. Any long, straight, level, and deserted stretch of highway, especially at night, produces this condition. Problems such as these are difficult to solve--for they are the most favorable driving conditions.

A considerable number of these accidents occur under conditions of monotonous driving and suggest the condition by which hypnosis is produced. There is a fixation of attention on the road, and possibly, a rhythmic clack-clack on pavement joints. There is a feeling of warmth and relaxation. Hence it has been suggested that the accidents occur because of driver hypnosis.

James Stannard Baker, director of research and development for the Traffic

Institute of Northwestern University, commented on this possibility, "I have never personally known a single accident, which, upon investigation or report, was claimed to involve actual hypnosis, I do not know of any case studies of this phenomenon. Nor do I know of any attempts to produce the phenomena under controlled circumstances, or to observe it experimentally."

There is indeed a tendency to become drowsy when bored and relaxed. Most drivers will recall that on a long trip, they have found themselves fighting drowsiness on dull stretches of road. If this kind of drowsiness can be considered hypnosis, there is such a thing as driver hypnosis. Otherwise, the term seems to have almost no scientific meaning. ---The Police Chief

GET TOUGH ON SPEEDERS

Not a new thought, but a controversial one was expressed at a convention of police chiefs the other day, when the meeting was advised: "Get tough with speeders."

By getting tough, the speaker meant just what he said. The use of super-powered, disguised cars and other similar "tricks" were fully endorsed as a prime means to halt the flagrant abuse of speed laws now so plainly visible nearly everywhere.

Now there are many who will criticize such an attitude. Their approach seems to be that it is somehow "unfair" to "trap" a speeding motorist by any means whatever. They think a police car ought always to be in plain sight, and that at a mile it ought to be clearly identifiable for what it is.

Supporters of this train of thought very likely include those motorists who, given these helpful conditions, will jog sedately past the police car they can see so easily and, once out of sight, open up again to 60, 70, 80 or whatever speed strikes their fancy.

Repeated tragedy and unassailable statistics prove that speed is among the major causes of the nation's shocking highway toll of human life and misery.

The proper speed is one dictated by the ever-changing circumstances which prevail, including terrain, traffic, weather and a host of other factors.

The sensible driver adjusts his speed constantly to the demands of these changing elements. The irresponsible speed maniac hurtles along with blatant disregard for crowded highways, dangerous curves or slippery surfaces, endangering himself and, more important, others who treat the subject sensibly.

The old-time depiction of the classic "speed trap," with a motorcycle patrolman hidden behind a billboard, has been good for lots of jokes. But something akin to that is plainly needed in these days when speed takes its frightful toll, and when the obvious presence of a patrolman serves as only a temporary deterrent.

If that flashy yellow convertible with the sharply dressed driver turned out to be a state police car and trooper, many a driver would be sadder but wiser--and alive. There's not much defense against the idea of using every practical plan to curb careless driving, except the impassioned objections of those most guilty. And that's not a defense that holds much water.

---New London Day

NEW-TYPE AUTOMATIC STOP SIGNAL FORCES SLOWDOWN AT SHARP CURVE

An electrically-operated signal to force a slowdown in the speed of approaching motor vehicles has been installed at a sharp curve on Route 11 near the village of Philadelphia in upstate New York. The spot has been the scene of fatal accidents in past years.

Known as a vehicle-actuated speed control signal, it will be in use day and night, replacing a flashing amber light previously installed at the curve. It involved the use of a traffic light with a series of speed-measuring detector plates inserted in the road flush with the pavement.

The signal facing traffic coming into the village will normally be red. But it will change from red to flashing amber

when vehicle speeds are below 25 miles an hour, thus permitting a cautious movement of traffic around the curve. If approaching cars do not slow to below 25 miles an hour the light will stay red, forcing motorists to reduce their speed to observe the stop signal.

The detector plates send electric impulses that control the colors of the signal. When the speed falls below 25 miles an hour, the plates relay an impulse that changes the light from red to amber.

---AAMVA Bulletin

TRAFFIC VIOLATORS "AVERAGE"

Habitual traffic violators have "average" personalities and do not have less-than-average intelligence. In fact their intelligence may be above that of the population at large.

Such are the tentative conclusions drawn from interviews with 300 habitual traffic violators, conducted as part of a continuing study of the driving attitudes of traffic violators. The study has been in progress for 18 months by the ITTE staff at Los Angeles.

Among tentative findings are that the habitual violator: (1) seems to be aware of both the necessity and usefulness of traffic law and enforcement; (2) has an opinion of what constitutes the most serious type of offense; and (3) tends to commit violations other than those he believes to be the most serious.

From the findings in this first series of interviews an attitude scale has been developed. This will be tested and revised. The revised scale will then be used to measure violator attitudes before and after the violators are sent to traffic correction school. After that, scores will be compared with the subsequent traffic history of the individuals.

It is hoped the study will eventually point the way for increasing the effectiveness of both remedial and preventive training programs.

Cooperating in the study are Parks Stillwell, Judge of the Municipal Traffic Court of the City of Los Angeles and Paul Mason, Director of the California

Department of Motor Vehicles.
 ---from quarterly bulletin of Institute
 of Transportation & Traffic Engineering,
 University of California.

IS THIS THE ANSWER TO OUR
 TRAFFIC ACCIDENT PROBLEM?

It is a daring, or foolhardy, person
 who takes any chances while driving on
 Saudi Arabia highways these days.

In fact, reports from that country
 indicate that many drivers refuse to use
 their cars, and that those who must use
 them are extremely cautious.

The reason for this seemingly odd
 state of affairs is a recently issued
 Government decree dealing with punish-
 ment of "traffic offenders." The new
 law, which makes the cautious behavior
 understandable, reads as follows:

"If an accident occurs as a result of
 speed and negligence, and does not re-
 sult in death, the offender will be im-
 prisoned for one year and his driving
 license will be withdrawn. If an acci-
 dent results in the death of any passen-
 gers, and the driver is proved to have
 been the cause, he will be executed who-
 ever he might be."

Reports indicate that one motorist
 already has been executed under the pro-
 visions of the new law. (Editor's Trans-
 lation: "SLOW DOWN AND LIVE!")

NIGHT VISION WITH TINTED
 GLASSES AND WINDSHIELDS

Recently printed in the American Med-
 ical Association's ARCHIVES OF OPHTHAL-
 MOLOGY, a discussion of tinted glass
 used in windshields and driving glasses
 emphasizes with scientific evidence the
 fallacy that such materials improve
 safety for day and night operation.

With colorless glass, under night
 driving conditions, the visual acuity is
 20/32 on Snellen test chart compared to
 day conditions, with light-yellow night-
 driving glasses it is 20/34, and with
 the second shade of pink glass it re-
 duces to 20/40. The green windshield

glass reduces it further to 20/46, while
 a combination of pink glasses and green
 windshield is particularly bad resulting
 in a visual acuity of 20/60.

Consider what this means by a simple
 test: A wire 1/16 inch in diameter
 across the road that would be visible at
 100 feet with clear glass would not be
 visible with green glass until the dis-
 tance decreased to 25 feet.

Even more damning is the effect of
 tinted glass on resolving power during
 night driving. The threshold is decreas-
 ed from 10 to 42 seconds arc by the
 green windshield alone. A pair of ob-
 jects 1/16 inch apart would appear sepa-
 rate at 100 feet through a clear wind-
 shield, which through a green windshield
 would appear as a single object until
 distance had decreased to 25 feet. Other
 factors of vision are likewise affected
 when tinted glass is used for night
 driving, namely: stereoscopic acuity,
 simultaneous contrast, intensity change,
 and others.

In short, a driver sacrifices his own
 safety to a significant degree in ex-
 change for a mistaken notion that color-
 ed glass is materially INCREASING his
 safety. It is perhaps comparable to of-
 fering special earplugs to pedestrians
 who feel their hearing is being impaired
 by traffic noises, and particularly by
 drivers blowing horns--obviously deaden-
 ing all sounds would make traffic less
 irritating to the pedestrians' ear
 drums, but he may also get killed as he
 strolls across a street at midblock in
 blissful silence.

---Adapted from Traffic News and
 Views of AC & SC
 Traffic Digest & Review

Sing a song of tire chains
 For when the roads have ice;
 Get them, or you'll end up in
 A way that's far from nice.

Jack be nimble, Jack be quick,
 When jumping over a candlestick;
 Jack be slow and cautious, please,
 When driving in a winter freeze.

DON'T RELY ON THE SIREN

An emergency run with the siren screaming is one of the most hazardous things in police work. You never know when a motorist will cut in front of you suddenly.

The only protection a police officer has on an emergency run is to be ready for anything.

A state law gives emergency cars the right of way. But a law on the books won't clear traffic. Sometimes a siren won't either.

Sirens startle people, especially when they can't determine where the sound is coming from. Some motorists panic. They stall their engines or they think the siren is in the curb lane so they swing into the middle of the street --and into the path of the onrushing ambulance or squad car or cruiser. Sometimes they freeze at the precious moment of decision.

Often they don't hear the siren. Maybe the radio is too loud, or rain pelt-ing down on the roof of a closed car drowns out all other sound--including the siren.

Sometimes they just don't understand: Connecticut has thousands of visitors each day who are not familiar with our traffic laws. Nearly every city and town in the state has heavily traveled high-ways running through communities. Many of these travelers are foreign and are not accustomed to the rules and regula-tions of the cities and towns.

These are the same routes used by emergency vehicles to scenes of emergen-cy nature. These are the same routes used for rushing injured persons to hos-pitals. Be careful.

Another danger on an emergency run is the chance of crashing into another piece of equipment headed for the same accident or fire. With your own siren going, you can't hear another one.

Life, limb, and property are the chief concerns. But don't forget there's also the problem of what you have to do after an accident--the paper work, the time, the trouble involved in clearing of an accident report.

The only real protection is to keep your eyes open. Be ready for anything.

Sure, the job is to get there--fast. But unless you're alert, you may not get there at all.

(Reprinted from St. Louis Police Journal with apologies for changes to fit local situations.)

STATE POLICE TRAFFIC ARRESTS AND WARNINGS UP 100 PER CENT

Almost 100 per cent increase in traf-fic arrests and issue of written warn-ings by highway patrols conducted by the State Police Department last year has been reported by Comsr. John C. Kelly to the Connecticut Safety Commission which is accumulating similar information from Connecticut Chiefs of Police Association in regard to municipal traffic enforce-ment.

Commissioner Kelly reported 13,997 motor vehicle arrests, compared with 9,986 the preceding year, and 50,221 written warnings issued against 23,637 for 1953. Substantial increase in oper-ator contacts, especially increase of more than 100 per cent in written warn-ings is partly attributable to increased police personnel. An average of 135 to 140 man days per month of highway patrol was maintained by State Police through 1954.

Copies of all written warnings are filed by State Police with the Depart-ment of Motor Vehicles which notes same on driver records. Under the Connecticut point system such items hasten confer-ences by hearings officers with drivers so debited, an important phase of Con-necticut's driver-improvement activity.

High speed is leading cause for ar-rests, about 40 per cent being made on that charge alone or as contributory violation. Commissioner Kelly could not estimate volume of verbal warnings is-sued by State Police patrol to drivers whose car operation indicated need to admonish individual at wheel.

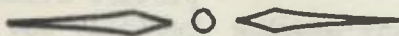
Staff estimate by the safety commis-sion, based on past experience, indi-cates such contacts would range at least as high as issue of written warnings. On that basis total State Police traffic contacts last year exceeded 100,000.

IN-SERVICE STUDIES

Vox-Cop

January - February, 1955

POLICE PHOTOGRAPHY



Recently I asked a law enforcement officer that, if he had to give up all of his tools except one, which one he would keep, and his answer came quick and sure--my camera.

Yes, I guess we will all agree that cameras and photography play a major role in tracking down and convicting criminals today.

The interesting point is that as other scientific advances are made in the investigation field they are reflected directly in, and produce advances in photography. As a result of this, the use of photography in law enforcement has made greater progress in the last 10 years than it did in the previous 50.

For example, while wire photo devices were originally invented to send news pictures for use in newspapers, they have found ready use in transmitting pictures of wanted criminals and their fingerprints from one city to another by telephone wires. As you all know this system is called "Speed Photo" and can be used to positively identify a person within an hour. This in itself is a great advance for a suspect if innocent needs to be held in custody only long enough to establish his identification.

It is of course difficult to relate here, information on photographic progress which will be new to all of you because information on new devices and methods is published in our News Letter as soon as it becomes available to us.

In the past year, information on infrared and ultraviolet photography has been published which reveals improvements in both materials and technique. Recently Eastman Kodak announced a new type of infrared film which is about 10 times faster than the older type of infrared film which has been available on

the market for several years. This makes it possible to make either 16mm movies or 35mm still pictures in almost complete darkness. It is necessary of course to use an infrared radiator, the source of which may be slightly visible to the naked eye.

In connection with this, I might mention that the Eastman Kodak Company also recently announced a new type of heat or light sensitive cell which is 10,000 times more sensitive than similar devices now in use. The cell has its peak of sensitivity in the invisible heat waves of the near infrared, but it is also highly sensitive to all parts of the visible light spectrum. It is called an Ektron Detector.

With this device it is possible to trigger cameras or burglar alarms and thus make a still picture or motion picture, or to sound an alarm without the intruder being aware of what's happening.

There are of course a great many variations in conditions where such devices might be used, but in general, the device works like this: The Ektron Detector is mounted in an enclosed box with an opening at one end. Over the opening is placed a piece of opaque black Plexiglass. The Plexiglass absorbs all visible light but transmits only the infrared radiations.

A small electric lamp is placed in the box and a lens focuses its light on a target at a distance up to about 30 feet away. The target is an infrared reflector which reflects the infrared beam back to the box through another lens which focuses it onto the Ektron Detector.

The necessary transformers, amplifiers, etc., are mounted in the box so

that all of its working parts except the target are an integral part of the detector.

This type of detector can be used either with or without cameras and can be made to send an alarm signal to a night watchman--a police or fire department or any other receiver.

Motion pictures are already playing an ever increasing role in the law enforcement field, and I believe that it is only a matter of time when motion picture equipment will be a standard tool in every law enforcement agency.

Many police training departments are using motion pictures in their training schools. Others are using movies for collecting evidence.

A number of police departments are making movies of drunken drivers and very successfully too, for now the arresting officer can have photographic evidence to back up his testimony. The interesting point is that when the drunken driver has sobered up, and he and his attorney see the movies on the screen the attorney goes into court and pleads his client guilty. To my knowledge, such movies have been shown in court only on one occasion. This has resulted in a tremendous saving of court time and if used wisely will produce a higher percentage of convictions.

Motion picture cameras with single frame attachments are being used to make single frame pictures of thefts and other crimes where a number of exposures must be made in rapid sequence. This can be done in either artificial light or by use of the high speed infrared film.

In Australia, motion pictures are made of traffic on bad curves, and anyone crossing the double white line is duly fined. The camera is started automatically when the car wheel squeezes an electric contact cable placed between the two white lines and stops when the car returns to its proper lane.

Recently a large number of thefts by breaking into parked cars aroused the Cleveland, Ohio, Police Department. Suspects were watched by a stake-out; and when they broke into cars, their every action was filmed with a movie

camera. The stake-out called on radio to a prowler car and an arrest was made. When the thieves were shown the movie of themselves in action, they realized that they really had been caught in the act.

The possibilities for getting motion picture evidence are really terrific especially now with the new infrared movie film. For with it, it is possible to use the film at night without filters and make movies by the light from regular street lamps, or the normal Mazda illumination. Of course other fast films are available for use in daylight and recently a new fast film, Eastman Tri-X Pan has been introduced. Tri-X Pan is over double the speed of Super-XX film and will be available for 16mm use in both negative and reversal types.

It has been very evident the past few years that there is a sudden awakening to the possibilities of Color Photography in the Law Enforcement field.

I have always believed that all evidence pictures for records purposes or for use in court should be made in color. We see things about us in color, therefore, the natural way to photograph such things is in color. If color photography had been invented first and if color pictures had been accepted in court for the past forty or fifty years, it would be much more difficult now to get black and white photography accepted than it is to get color accepted today.

I believe the mistake that has been made is for judges to permit defense attorneys to question the photographer who made the picture concerning his technical knowledge of color processes and on the psychological aspect of seeing color. It is not necessary to know how to repair a typewriter to learn to run one or to know how an IBM machine sorts cards to operate one. Likewise it is not necessary to know all of the science of color photography to make good factual color pictures.

Color photography is just as easy and just as certain today as black and white photography. If the color slide or color movie is a reasonable record of the original subject as it appeared at the time, it should be admissible as evidence.

In any event, nearly all of the large police departments in the United States are experimenting with color and many are using it routinely every day. For example the Nassau County Police Department, Long Island, New York are making all of their mugging pictures on 4 X 5 Ektachrome film, then making 8 X 10 color prints on Ansco Printon, a color printing material. The Washington, D.C. Police Department have found that since a large percentage of their arrests are of colored people, that color photographs (mugging pictures) give them a better evaluation of all colored people than was ever possible in black-and-white photography. Many other Police Departments, Denver, Pittsburgh, Los Angeles, Buffalo and Rochester, New York, just to name a few have all been active not only in the use of still color photography, but also in the use of color motion pictures as well as stereo pictures in color. I believe that once judges and lawyers see the many advantages of good color pictures, that color photography in police work will sweep the country and in a few years all important police records pictures will be made in color.

Today we stand on a threshold of a new era in the law enforcement field, principally because photography offers us a tool for recording in one way or another, every tiny scrap of evidence necessary to bring the criminal to justice.

---Identification News

THE REAL VALUE OF FINGER PRINTS

If the general public is to be thoroughly sold--and continue to be sold--on finger printing, it's high time to dispel a popular delusion.

A surprising number of people mistakenly believe that finger prints are primarily a device to CATCH criminals, rather than a means by which to identify them AFTER they are caught. When the average person thinks of finger prints, he is conscious only of those spectacular cases where latents found at a crime scene identify an offender before he is caught. The far greater value of finger

prints, as an index to the identity of known criminals, often escapes the laymen entirely.

Professional identification men realize that latents, if found at all, are relatively unimportant until a suspect is in custody. Latents are almost invariably stray prints. Frequently, there is no way to establish which fingers on the hand made them. In extremely rare cases, of course, latents fall into sequence on a drinking glass or similar article. But the investigator can expect this phenomenon about as often as Halley's comet.

As a consequence, latents are next to worthless as far as FBI files are concerned. Outside of some 500,000 single finger print records for the most notorious desperados, federal files contain only standard, ten-finger classification cards--and there are over 150 million of those! To put it mildly, searching such voluminous files to match one stray latent would be a project of Herculean proportions.

Suppose there NEVER were another latent found at a crime scene. Let's assume that law-breakers do find a way to defeat the latent print. Will that diminish the REAL importance of finger printing in modern criminology? Not a whit!

Every criminal, including the gloved "slicker," will be caught eventually. If he has a past record, he will make every effort to conceal his identity through disguise, aliases, and all the deceptive devices at his disposal. He will pose as a "first offender"--and only his finger print record can call him a liar!

With a complete set of the criminal's prints to work with, the FBI can identify him and produce his entire record within five minutes. If he was convicted of burglary 20 years previously, it will show on the FBI report. Every incident in his criminal history comes to light on the record from Washington.

Finger prints are thus the key to a criminal's past. Photographs, signatures, scars, etc., can be faked, changed or obliterated--but neither time nor genius has yet successfully altered an individual's digital impressions.

This is the important function of finger printing that must be stressed.

If latents help catch criminals occasionally, all to the good. But people must learn not to attach undue importance to this secondary phase. They must recognize that, with or without latents, finger prints will continue to be the essential element of crime detection.

---Finger Print and Identification Magazine

DRUNK DRIVING TEST UPHELD IN ARIZONA

Two High Court Decisions
Go Against Drunk Drivers

A double blow was dealt the drunk driver last month by the Arizona Supreme Court.

The court upheld the presumption that a driver is drunk if his blood contains .15 per cent or more alcohol by weight.

And in a second action, of equal importance, the State's high court held that "the law should apply to persons having control of a vehicle while not actually driving it or having it in motion."

Both decisions were written for the court by Justice Levi S. Udall. The court's vote was unanimous in both cases.

Case No. 1 involved Warren G. Childress, sentenced in Maricopa County Superior Court to five months in jail for second-offense drunk driving. His appeal constituted an indirect attack on the constitutional validity of the presumption-of-intoxication act.

"Due Process" Not Violated

Basis of the attack was instructions given the trial jury by Superior Judge Fred C. Struckmeyer, in which he cited provisions of this act. The defendant contended they violated the "due process" clauses of the State and Federal constitutions in that they presumed the guilt of one accused of crime, and relieved the State of proving guilt beyond a reasonable doubt.

"The court," Justice Udall wrote, "in effect was but stating the rule of law governing the case in hypothetical terms

saying 'If you, the jury, find certain facts proved beyond a reasonable doubt, then an element of the State's case is presumed to be present.'"

Asserting that medical science has established the fact that there is a direct relationship between the percentage of alcohol in the blood of an individual and his sobriety, the court declared it to be clearly within the power of the Legislature to enact the law.

Ruling On "Physical Control"

Case No. 2 concerned a man found by police in a "passed out" condition, with both hands and his head resting on the wheel of his car, parked in a traffic lane on a busy street, with lights on and motor running, and "in actual physical control of" the vehicle.

Kelo T. Webb was charged with being in physical control of a motor vehicle while drunk.

The defendant conceded the fact of drunkenness, but held the statute is concerned with the driving of an automobile, not with cases where the vehicle stood motionless, with the defendant asleep or unconscious.

When the Arizona Legislature in 1950 added to the drunk-driving statute the words "or in actual physical control," the high court asserted, it intended that the law embrace such situations not covered by the original statute.

"Particularly," Justice Udall said, "the Legislature intended the law should apply to persons having control of a vehicle while not actually driving it or having it in motion." ---AAMVA Bulletin

CALLING THE TURN

Driver with your hand outflung,
Now up, now down, now wagging
Like a village gossip's tongue--
What means this frantic flagging?

I'm glad you warn me in advance
A major move's ensuing;
But--pardon my bewildered glance--
What do you plan on doing?

---James W. Power

AROUND THE CIRCUIT

Vox-Cop

January - February, 1955

STATION "A", RIDGEFIELD

SUPERIOR COURT IN SESSION

Now that the Superior Court is open the officers at Station "A" have been quite busy attending both the criminal and civil sessions in Fairfield County due to numerous cases which call for the officers' attendance. In this term of Superior Court it was not an uncommon occurrence to have one officer summoned to appear in a criminal case and a civil case at the same time. However, all of our criminal cases have been disposed of with pleas of Guilty.

XMAS PARTY HELD AT NUTMEG INN

Our Christmas party, held at the Nutmeg Inn, was a huge success and all officers and their wives registered 100% satisfaction in the manner in which our party was conducted. Our host, Mr. George Najjar, furnished us with a very delicious meal at a reasonable price.

CONFUSION SUPREME

Our eastern seaboard air-warning system, which includes a fanout system for the state of Connecticut and key points located at Station A, Ridgefield, Station I, Bethany, and Station K, Colchester, had a problem regarding the time calls were logged in the log book along the Atlantic seaboard as some stations were on standard time, some daylight time, and others, Navy time. However, this was clarified by "Roslyn," by using Greenwich time. Here for instance, using Eastern Standard time, we register 10:00 a.m. in our log books. When "Roslyn" clears the line, we sign off at 15:00 zebra, which means five hours in advance of our regular time, which, in reality, according to standard time, would be 3:00 p.m. the same date. As has been explained to us, all you have to do is to add five hours to our time when the word zebra is mentioned. We wonder how other

stations are making out?

HOLLYWOOD VISITOR

Lieutenant Mayo recently met and had dinner with Leo Carillo, of Hollywood, at the Lamb's Club in New York City. Mr. Carillo is known as Pancho, the Cisco Kid's Compadre, both in the movies and on television. When Mr. Carillo returns east from California he intends to spend several days in Connecticut with the lieutenant.

STATION BRIEFS

Officer John Jones attended the photographic course at the State Police Academy during the week of January 24.

Officer George Bunnell is very active in assisting in the building of the new school in Monroe.

The personnel of Station A welcome Officer John Carlson from Station G. Officer Carlson is an expert photographer as well as a competent investigator.

Officers Jack Croce, James Costello, and Robert Northcott are displaying a decided interest in criminal activities in this territory.

STATION "B", CANAAN

OBSERVANT WOMAN AIDS POLICE

While it is a fact that many investigations are concluded successfully because the officer assigned has exerted effort far beyond that considered reasonable, it is also a fact that the friendly and alert public are oftentimes the source of information which might otherwise never come to light.

Complaints in the Hartland and Barkhamsted area have been a source of concern to us but investigations left much to be desired by way of convincing evidence until the afternoon of January 17, when a Barkhamsted resident called to

inform us that she had observed three strangers in a wooded area apparently cutting up metal. She surmised they might be worth watching and, sure enough they were.

Officers Rust and Bonolo hastened to the location specified and shortly after returned with three individuals since accused of a series of breaks.

We congratulate the officers and offer a sincere, "Thank you," to an observing woman whose alert action has served a most useful purpose.

WILD LIFE DETAIL

Frozen duck is a delicacy usually found in the refrigerator so you may well imagine Officer Chapman's surprise when he was assigned to remove six hundred of the critters--frozen in a neighboring lake.

Fortified with nothing more than determination and a working knowledge of First Aid, Chappie hastened to Lake Wonoscopomuc and was greatly relieved to observe the six hundred basking in the sunlight, surrounded by ice but still "footloose and fancy free."

DOG RESCUED

Then, too, there was the dog stranded in a local brook. He owes his present ability to chase cats to the ingenuity of Officer Bonolo who hauled him to dry dock.

SCHOOL SAFETY PATROL ORGANIZED

Officer Edward Courtney spoke to an assembly of youngsters at Goshen's Center School on January 13, placing emphasis upon the proper organization of a school safety patrol.

XMAS HIGHLIGHT

Although Christmas, 1954, is now in the books and our new year is growing rapidly, we cannot forget a most pleasant evening at the Blackberry River Farm, scene of B's Christmas gathering.

Through the efforts of Lieutenant Menser, Sergeants Buffa and Starks, and Officers Keilty and Sedar, a thoroughly enjoyable affair was conducted.

The presentation of a desk set to Lieutenant Menser highlighted a memorable occasion. We'll anticipate yet an-

other year.

TELEPHONE LOTHARIO APPREHENDED

Our friends throughout the Salisbury area are relieved again now that the source of a multitude of obnoxious and obscene phone calls has been detected and removed from circulation. Top honor in this investigation goes to Officer Keilty.

LOOKING AHEAD

Sergeant Starks is not one to do things in halves; he now has two Beagle puppies--and a hunting license, maybe?

CONDOLENCES

We fully realize the futility of words and the coldness of comfort during such a trying time as that experienced by John and Louise McGloin at the loss of their son, yet, with all the sadness, there is a measure of solace to those whose faith in a greater destiny leads them together in sorrow as well as happiness. Prayer does not fail to obliterate the marks on injured hearts.

JUSTICE CURTISS RETIRES

The retirement of Justice Philip Curtiss, Norfolk, removes from the judicial scene a gentleman versed not only in the precepts of law but alert to the trends of educational and political progress.

Lieutenant Menser's address upon the occasion of the Curtiss testimonial aptly conveyed the sentiment of those whose association with him was a pleasure through the years.

COOPERATIVE ACTION BEARS FRUIT

Officers Sedar and Flaherty have recently concluded the investigation of two Sharon breaks through a combination of hard work, good public relations and a spirit of cooperation between the New York State Police and ourselves.

Evidence at the scenes of Sharon's thefts was nowhere to be found, however, a thorough canvass throughout the immediate vicinity brought out the fact that a suspicious appearing man had been seen by the local gas station owner and others. Their description of both man and car, although not conclusive, was a good starting point. Sergeant Sam Crodelle's

information when placed beside that accumulated by our own officers showed that New York State's phantom was one and the same as the one wanted by Station B.

Net result? The accused has been apprehended by New York police and our warrant is now on file.

Thanks to many: our neighbors in Sharon and the New York State Police and, of course, to Officers Sedar and Flaherty whose tenacity in the face of obstacles brought positive and successful results.

TOLLAND COUNTY TALES

CONVALESCING

We are sorry to report that Ed Beatie and Bob Lutz are still out on sick leave. A card, note, letter, or personal visit to each at his home would be very much appreciated and would do much to help speed them on the road to recovery.

FATALS

In spite of the good clear weather and the open highways, officers from this station, in one day, investigated three accidents in which five persons were fatally injured. Three more are on the critical list. More than our share.

FROM BREACH OF PEACE TO MORALS CHARGE

Little did six young men know what would be the result of their visit to a certain home where there was a baby-sitter on New Year's Eve. Five of them found themselves before a justice court and the other before the juvenile court. During this investigation, information was received that led to the arrest of an assistant scoutmaster on the charges of risk of injury to children and delivering liquor to minors. It is expected that soon there will be other arrests on moral charges and delivering liquor to minors, cases in which these same minors and others are involved. Via the grapevine, we understand that several young men in certain towns are wondering just how soon before Norm Tasker and Bill

Doyle approach them and say, "Well, fellows, this is it. We have warrants for your arrest."

FALSE COMPLAINT

Just recently a U-Conn student made a complaint to the police that his car had been broken into and some of his clothes stolen. As a result of the investigation carried on by Frank LaForge, the student was arrested for making a false complaint to the police. He told Frank that he had torn the canvas top of his convertible to make it appear as tho someone else had broken into the car. He had intended to collect insurance on the car and the reportedly stolen clothes and with the money purchase a new coat. When he found the insurance did not cover the clothes, he confessed. Anything to get an easy dollar.

BURNING ABANDONED CAR

A few weeks ago, a report came to the station that a car had been abandoned about a mile off the parkway in Vernon in an open field and next to the woods and had been burned. Herbie Haberstroh was assigned to the case and after diligent searching and checking with other departments, found that the car belonged to a Holy Cross student whose home is in New Jersey. The car had broken down and rather than pay to have it towed off the road and have repairs made, he had decided to abandon and burn it, after removing the marker plates and other things of value. He even had a snapshot showing one of the fellows who was with him standing on the car just before they set fire to it. New Jersey authorities were very much interested in the car because of a possible connection with a murder but it turned out that the car had been abandoned and burned prior to the time of the murder.

SKATING

Several of the fellows have been enjoying the good ice skating that we have had of late. With some snow, others will be taking to skiing and tobogganing.

EXPERT PHOTOGRAPHERS

Will Bill Stephenson and Jack Prior returning to this station after attend-

ing the photography course at the training school, we expect that our photographs will be showing great improvement.

JUVENILE CRIME ARTICLE

Have you read the article in the January issue of the American Magazine, written by J. Edgar Hoover and entitled "You Can Help Stop Juvenile Crime?" Better read it and learn what is in store for law enforcement agencies in the coming years if some measures to curb juvenile crime are not taken and there is not greater preventative work done.

STATION "D", DANIELSON

STATION "D" MELODRAMA

Our Officer Willie "THE ACTOR" Pelzer has the knack of getting involved in a melodrama without the least effort on his part. A simple complaint of a missing heifer turned into a Grade A Western production with cattle rustlers, shooting and exciting chases to obtain the evidence. No western is complete without several scenes in a local cabaret. Bill picked up the trail of the heavies in this case at a local drinkery in Sterling after the heifer had been reported missing from Jim's Ranch. From this point to the "binding over" of the two culprits the story followed the true western scenario right up to the Sheriff's office, Brooklyn Jail that is, and the fade out with Bill kissing the horse instead of the girl.

Rumor has it, and not denied by Bill, that he realizes he has been missing something and is currently toying with the idea of taking a role as a benedict, possibly in the spring.

WINTER VACATIONISTS

Policewoman Sue Kenyon put a minor crime wave of six breaks in local business places under wraps and treated herself to a vacation of skiing at St. Adele En Haut, Quebec, Canada. She returned all in one piece as she is an ex-

pert skier. Britishers pronounce this "she-er" which brings to mind Dispatcher Dick Madon as he is planning to visit St. Adele himself soon for a little "she-ing."

STREAMLINING JOB UNDER WAY

Speaking of svelte silhouettes, Officer Merrill Johnson has been hard at it and has lost fifteen pounds though not a mite of his elephantine sense of humor. He claims its all in pushing away from the table, though no one here remembers when he could get too close to the table anyway.

RAY LARIVIERE RETURNS TO DUTY

Chef Ray Lariviere is again answering roll call after a bout with pneumonia at the Windham Memorial Hospital. Ray is presently an avid reader of TV Guide and can tell you without hesitation when Sgt. Joe Friday is going to show up.

HOLLYWOOD TREK POSTPONED

Officer Gail Smith's current fugitive is an elusive fellow and Gail has packed and unpacked his Boston bag several times with a view of getting out to see if Joe Friday was for real and the Golden Gate is still there. (P. S. The guy came back east by himself) Keep plugging boy, there's still the check passer.

STUDENT PHOTOGRAPHER AIDED

Wendell Hayden was concerned about keeping the home fires burning while he attended the advanced photography class at the academy under the direction of Lieut. Edward Tierney. However he got a hand from one of his fellow officers and applied himself with his usual enthusiasm.

GUILBEAULT'S NEW ADDITION POSES PROBLEM

Squire Joseph Guilbeault, after acquiring his new home, proceeded to fill it. Right now it's a seven month old boxer puppy. Now Joe's problem--whether to build a run for the dog in the cellar or refurnish the whole house with new wrought iron furniture. Mrs. Joe is proud of Mugsy, the dog, of course.

NEW PERSONNEL GET ACQUAINTED

Our new officers William "BB" Prin-

dle, Maurice "Mugsy" Fitzgerald and Louis "Kilbasi" Leitkowski, are learning the ins and outs of the wild Danielson area and all have appeared at least once in all the local courts.

POIPOURRI

Our new Canterbury traunk line--Linden 6-9444--is a tribute to Dispatcher Gallie's super salesmanship, an expert with facts and figures as well as the typewriter.

Sergeant Hank Marikle not too impressed with Florida in December.

Officer Otto Hafersat studying the new Pontiac for a trailer hitch.

Officer Bob Manship informs that brakes are a must with a house trailer, even with a pick-up truck.

Sergeant Tom O'Brien can tell the significance of 1066 AD now, though he couldn't when it really was important.

How did Marcus celebrate that important birthday last week?

STATION "E", GROTON

BEEES IN METER

A check at the New London PD reveals: A woman went to put her money in a parking meter and found two bees had taken possession. As she tried to insert the money the bees took offense and chased her across the street. When she returned to her car, after shopping, she found a tag. The bees were gone but the police had been there. No charge for the tag, it sez.

STERNBERG APPREHENDS CAR THIEF

Officer Sternberg on his way from home to the barracks heard the "flash" on his car radio that an out-of-state car had been stolen. A few minutes after the alarm was received Officer Sternberg observed the stolen car pass him in the opposite direction. Reversing his course the officer soon had the car "pulled over." The operator wadded some tin foil together and used this in the terminal switch in place of the keys, which were missing. Just routine--but a good job

"Howie," and on an empty stomach at that.

FIRST AID COURSE

A first aid course has been arranged by Lieutenant Avery and Captain Sousa, the latter, an auxiliary from our station. Captain Sousa belongs to the New London squadron of the Civil Air Patrol.

GOOD WORK

Officer Dee who has just recently joined our roster has proved his alertness. The unusual operation of an out-of-state car caused the new officer to check and it proved to be a stolen car.

CLAM SLAMS CLERK

Sergeant Hobart of the Stonington PD investigated a case in which a female clerk in an insurance office was wounded in the head. Treatment by a doctor was necessary. It proved to be a clam, which caused the scalp abrasion. A head injury in an insurance office caused by a clam whose habitat is water. The facts would even confuse Sherlock Holmes. Sea gulls after securing clams for their lunch soar high into the air and drop them knowing the shell will break, and zoom down on the morsel. Why the window of an insurance office and a clerk's skull had to get in the path of travel is hard to say. Again we say, "Anything and everything can happen around here, and usually does."

"OLDY" STILL HOLDS TRUE

Officer Laframboise arrested a sailor for operating under the influence of liquor. The operator's excuse for his erratic driving was that he was kissing a girl companion. Which reminds us of an "oldy."

"He drove with one arm 'round her neck
The neck was not his Mother's
So hug your girl before you start
And save the neck of others."
Drunk or sober it's good policy.

ABOUT THE AREA

Twenty-five years ago the personnel at this barracks was increased to an even dozen. Officer Kathe was the new assignee.

Detective J. B. Murphy has been in-

vestigating for the Common Pleas Court.

Former Lieut. Bill Mackenzie is on the mend and recuperating at home.

Officer Fitzgerald spent a vacation at Havana, Cuba and Sarasota, Florida.

ARSONISTS BEWARE

Officer Andreoli of the Fire Marshal division has been very busy of late in this area checking fire cases. His success in many of these cases deserves commendation.

CONGRATULATIONS

Mrs. Elton presented Officer Elton with a baby girl. The name Sandra Curtin has been chosen.

STATION "G", WESTPORT

TRAFFIC LOAD INCREASES

The year 1954 brought an increase of five per cent in traffic on the Merritt Parkway, and the total for the year was 11,595,994 vehicles.

BRING 'EM BACK-A-LIVE BOSTON

Our Officer George Boston recently brought in "a deer," for which he had to go skating across an ice-covered reservoir--after the deer, with one injured leg, scrambled off the ice and darted into the woods on three legs. Needless to say, "Al," after a fashion, got his animal.

ARREST VIEWED IN PROPER LIGHT

Officer James Angeski recently received a letter complimenting his efforts. He had occasion to stop a speeder, a young college lad, whose mother wrote a letter in which she related that the officer's performance of his duty was worth more than all the preaching she could do and the result was peace of mind for her throughout the holidays.

NEW CARS BEING ISSUED

Officer Frank DeFilippo heads the list of "new-car drivers." He is the first at this station to receive a new 1955 car!! Be careful, Frank, no

scratches or dents allowed, you know.

JOHN KOVACS CONVALESCING

We hear John Kovacs, our garage mechanic is coming along slowly, but surely, now that he is spending his sick leave at home instead of in the hospital. John, we hope you'll be with us soon, and back on the job again.

AUXILIARY REFRESHER COURSE

Officer Bob Keller and his auxiliary group have started a new "refresher course" and the first meeting was held January 26 at the Greens Farms School at Westport.

NEW HOME FOR THE KELLERS

Bob Keller is enjoying his new home. We hope both he and the "Mrs." will be very happy in their new home.

FEEDING SCHEDULE EASED

Officer James McGrath reports his "new son" is taking feedings per schedule and that, that awful "middle of the night one" is eliminated now. Pa McGrath really has him trained.

CONGRATULATIONS

Officer Raymond Brown recently moved into his home at Milford and he also has a "new exemption" to help bring down his income tax payments. We extend our congratulations to the proud parents and wish the best for all.

SPECIALTY OF THE HOUSE

Our chef, Ma. Spear and our policewoman, Tess Petrini, got together and between them arranged a pleasant surprise for us recently. We had none other than Baked Lasagna for dinner!

The erratic driving behavior of males between the ages of 17 and 27 has been termed a "d'Artagnan" complex by a highway safety engineer, Lewis Markel, president of Markel Service, Inc., truck and bus insurers. "Their outstanding characteristic is a disregard for injuries to themselves or others which they lose as they grow older and develop a sense of responsibility," Mr. Markel said.

STATION 'I', BETHANY

WITH REGRET

We note the illness of Mrs. Robert Campbell wife of Officer Campbell, and also the illness of Mrs. Wilcox mother of State Policewoman Ruth Wilcox. We trust they shall enjoy a rapid recovery.

MEETS CELEBRITIES ON PATROL

Officer Glen Thomas is getting to be quite a social stepper while on the Southbury patrol. We understand he counts among his acquaintances Ed Sullivan, TV star and columnist who writes "Ed Sullivan's Toast of the Town" (no connection with this column which is better known as Ed Doolings' "Roast of the Town") and also Victor Borge, the great tickler of the ivory. Officer Al Kostok who frequently has the same patrol confines his meek blessedness to Dan Hogans great proletarian masses.

AUXILIARY POLICE NEWS

The Auxiliary Police monthly meetings are now well attended by about 200 Auxiliary Officers. At the last meeting movies were shown and a roast beef dinner was served. The next meeting will see Edgar Krentzman, Coroner of Fairfield County as guest speaker. Good job Officer Menard.

COLLECTOR GAINS RENOWN

Officer Frank Baylis is now in the process of adding to his collection of autographs and securing the signatures of the various officials of Oklahoma University. He was offered a full page feature story of his collection by a Connecticut newspaper but turned the offer down. He did offer to sell a few copies of autographs to the newspaper writer but no success.

PUBLIC SPIRITED CITIZEN AT HEART

There are a lot of good things about Frank Baylis. He is thinking of running for the Connecticut Legislature so that he may better serve the public. He wants to introduce a bill that would tax all single persons over the age of 21 years and also all the married couples without

children to subsidize free college educations for children whose parents cannot afford to send them to college. He already has a number of votes here.

STATION BREVITIES

Officer George Zonas leaves shortly for his annual vacation in Florida which used to be known as the land of sunshine.

Radio Technician Elmer Weyh is back with us again after a long sojourn at the Waterbury Hospital. Glad to have you back again Elmer.

Officer Joseph Roberts will have two months more sick leave so we hear. We will be pleased to have him with us again soon.

Officers Zonas and Puester, our most eligible bachelors, should read "Acres of Diamonds"...Just a hint...a friendly one you know.

Richard Quarry, Building Superintendent, spent Christmas in Ogdensburg, New York.

Clarence Thayer of the culinary arts staff vacationed in the Litchfield hills.

Miss Marguerite Paike of Paynes Corner and model for the 1955 Farthingale has acquired some new friends in the vicinity of Brattleboro and Bellows Falls, Vermont where she sometimes stops on her way to the White Mountains. Beware of the Green Mountain Boys Marguerite, they proved too much for King George's Red Coats.

LIEUT. LAWRENCE DEROSA DIES

The personnel at Station I wish to extend to the family of the late Lieut. Lawrence DeRosa of the Meriden Police Department our sincere sympathy. His death was a shock to all of us who had the privilege of knowing him and associating with him. He is not only a loss to his family but to the Meriden Police Department where he served the people for many years honestly and faithfully. The people of Meriden can rightfully say "Well done good and faithful servant."

Take it easy when it's freezy,
Traffic accidents happen easy.

ARREST BY MERIDEN OFFICER BREAKS CASES

Officer McManus of the Meriden Police Department recently made a real pick-up in arresting two burglars with loot consisting of tires and garage accessories in Meriden. Investigation revealed that the loot was stolen from a garage in Wolcott. Bethany Barracks was notified and the Meriden Police gave us full cooperation as usual and turned over the men to us.

Officers Ty Smith, Reardon, and Meriden Police broke breaking and entering cases where the loot had a value of \$20,000. One of the breaks was committed in Putney, Vermont and the Vermont State Police (Sgt. Corliss of Bellows Falls) joined the investigation. It was later determined that these men and others were involved in the Lyman Gun Sight break at Durham and the State Police at Westbrook were called in also. The type of cooperation between local and state police displayed here is the kind that makes law enforcement a success and brings criminal cases to a successful conclusion in placing the criminals before the bar of justice. We are grateful for the cooperation and congratulate all involved.

WORDS OF WISDOM

Officer Carl Carlson makes the following contribution and it appears logical and sensible. "I shall pass through this world but once. Any good therefore that I can do or any kindness that I can show to any human being, let me do it now. Let me not defer it or neglect it for I shall not pass this way again." Author unknown.

AREA HAS FOUR NEW POLICE CHIEFS

We have four new police chiefs in the Bethany barracks area. We congratulate Chiefs Malone at Naugatuck, McManus at New Haven, Manion at Derby and MacNamara at Cheshire.

Let the band play so merry and gay --
Dance as fast as you please at the ball;
But on the way home when the weather's
like Nome,
Drive slow -- it's the safe way for all.

STATION "K", COLCHESTER

CAPTAINS ROTATE

As these items are being prepared to go to press we would like to bid Capt. Vic Clarke adieu. We have enjoyed his short stay with us and wish him good luck on his next assignment. Captain Bob Rundle is returning for another stay at the Lazy "K", his base station.

TRANSFERS

Colchester's loss was Westbrook's gain with the transfer of Sgt. Ralph Boyington. Special Service's loss was Colchester's gain when Guy Bonuomo was promoted to sergeant and assigned to the Whirling "K". Congratulations "Guy" and good luck on your new assignment.

THE NELSONS ARE CONVALESCING

We are sorry to report that Lieutenant Nelson and his wife Mary were injured and hospitalized as a result of an automobile accident while the lieutenant was on his annual vacation. They are presently convalescing at home. We wish both of them a speedy recovery and hope to see the Skipper back at the helm, soon.

XMAS PARTY

The annual Xmas party was held on Dec. 21, at the Garden Grove in Manchester. The antipasto, mushrooms and filet mignon were excellent. A good time was had by all. Enough said!

OFF. MAZER RESIGNS

The call of the gravel bank was too strong for Off. Walter Mazer and he finally yielded and has left the department. He expects to take up employment with the Manning Farm Supply. We all wish him the best!

NEW CARS GLEAM

The polishing rags have seen plenty of wear and tear since Officers Mansfield, Wilkerson and Hickey have received their new 1955 police cars. Information has been received that they have been seen working on their new cars even during off-duty hours.

DISPATCHER LOUCKES RESIGNS

Dispatcher Phillip Louckes has left and now spends his on-duty hours in East Hartford at Pratt and Whitney.

CHANGING TIMES

For the benefit of all concerned this station can no longer be called the Lazy "K", but Crazy "K"--only 52 motor vehicle accidents investigated in one month.

RUTH BOYINGTON RETURNS

Ruth Boyington has returned from sick leave and is back pecking at the typewriter.

"MATTY" MATTESON ILL

Mechanic "Matty" Matteson is out on sick leave. We hope he will soon be with us again.

WHAT'S IN A NAME?

What have the following done to deserve the following nicknames recently heard around "K", King:

"Skipper" Nelson, "Super Chief" McAuliffe, "Chief" Bonuomo, "Bundles" Sikorski, "Sadist" Fersch, "Agreeable" Mansfield, "Sandbank" MacDonald, "Continental" Brescia, "Signal 18" Kelley, "Rocky" Hickey, "Oh My Aching Back" Donohue, "Joe Friday" Pisch, "Ex-Auxie" Stensland, "Sparkle Plenty" Doyle, "No Wings" Angell, "Cutie Pie" Wilkerson, "Bootsie" Bombard, "200 Horse" Powers, "Deacon" Hayden, "Complete Control" Gauthier, "What Would You Do" Harvey, "Ma" Miller, "Sugar" Tasker, and "Atom Bomb" Adams (Smiley).

STATION "L", LITCHFIELD

PERSONNEL ITEMS

With the temperature down to 12° and the wind howling around the building we envy Off. Robert Waltz who is on a trip to the "Sunny South" and Florida at this time.

Our Chef, Sinclair Jennings, is on a trip to Charleston, S.C. (his home town) to attend the Golden Wedding Anniversary of his parents.

During Sinclair's vacation Officer Falzone is demonstrating his culinary ability. They say his "Pizza Pie" is delicious!

We are happy to report at this time that Mrs. Casey is home again after a brief confinement in the New Milford Hospital.

Since Off. John J. Kenny, Jr. attended the "Boat Show" in New York City we expect to see a new boat in Kenny's back yard.

At this time Cpl. Warren Duren, son of Sgt. and Mrs. Frank Duren, is on the high seas on his way home from Korea. We can imagine it will be a great day at the Duren's when he gets home as he has been away for almost two years.

Last but not least, the Swicklas family is sporting a new car--a "Chrysler."

STATION "F", WESTBROOK

With the holidays over, things have finally settled down to near normal.

XMAS PARTY

Station F celebrated their Christmas Party at Castlebrook Inn, on December 18, with Ben Schlossbach as genial host. We noted several important things. First of all, our boy George Potter arrived, cast and all, after his recent accident, with wife Esther. Although grounded as far as dancing, Georgie had a wonderful time, with all present autographing his cast. The Potters recently became parents of a baby daughter, Christine. Best wishes from all of us. We also realized for the first time that Leo Konopka cuts quite a rug, as does Kenny Hall, Ed Leonard and Fred Burkhardt. Our new boys, Bill Goddu, Frank Jepson, and Jim Jacob, brought their wives to meet the gang, and we welcomed Det. Sgt. Tom Leonard and Kay.

JOIN THE POLICE--SEE AMERICA

George Fagan has just returned from a trip south with County Det. George Dunn. They brought back a prisoner wanted in Essex for breaking, entering, and theft. Our George looks hale and hearty, and

liked the sunny south.

BUILDING BOOM

There is a building boom in this area, with John F. O'Brien moving to a new home in Madison, Bill Conlon to Chester, Ken Hall completing his home in Clinton, and Dispatcher Bill Brink all set to start in Old Saybrook.

STATION SHORTS

Dispatcher Charlie Havens now polishing up his golf clubs, and all set to start the season. George (Esquire) Baldwin sporting a new top coat, and Sgt. Ralph Boyington, who has just joined our ranks at F, trying to get acquainted with such places as Joshua Town, Roast Meat Hill, and Sterling City. If you want any tips on good antiques see Fred Moran--we hear he is an authority. We understand those maps that Joe Suchanek is studying are not Connecticut but good fishing spots in Maine.

PROMOTIONS

On December 16th the following promotions took effect.

Detective Guy Bonuomo was promoted to the rank of Sergeant and transferred from the Special Service Division to Station "K", Colchester.

Motion Picture Inspector James M. Reardon was promoted to the rank of Lieutenant (Special Duty - Public Assembly and Fire Safety) and was assigned to supervise the enforcement of regulations governing Places of Public Assembly and the provisions of the Fire Safety Code.

Sergeant Edward P. Tierney was promoted to the rank of Lieutenant (Special Duty - Photography) and assigned to supervise the Photographic Division at Headquarters.

Let the world see that this nation can bear prosperity; and that her honest virtue in time of peace is equal to her bravest valor in time of war.

---Thomas Paine

AIDS TO POLICEMEN

The following books may be obtained by ordering through most local book stores or from the O. W. SMITH LEGAL BOOK STORE, 106 So. Broadway, Los Angeles 12, California, for the prices quoted, plus a charge of 10 cents per book for postage. This particular store has a large stock of books in the field of crime detection and investigation and will furnish a catalogue upon request.

PSYCHOPATHIA SEXUALIS, by Kraft-Ebing. 1939. 626 pages.....\$3.00 Standard text with hundreds of cases on sex perversion.

THE EVIDENCE HANDBOOK FOR POLICE, by Kreml., Northwestern University Traffic Institute. 1948. 150 pages..\$2.50

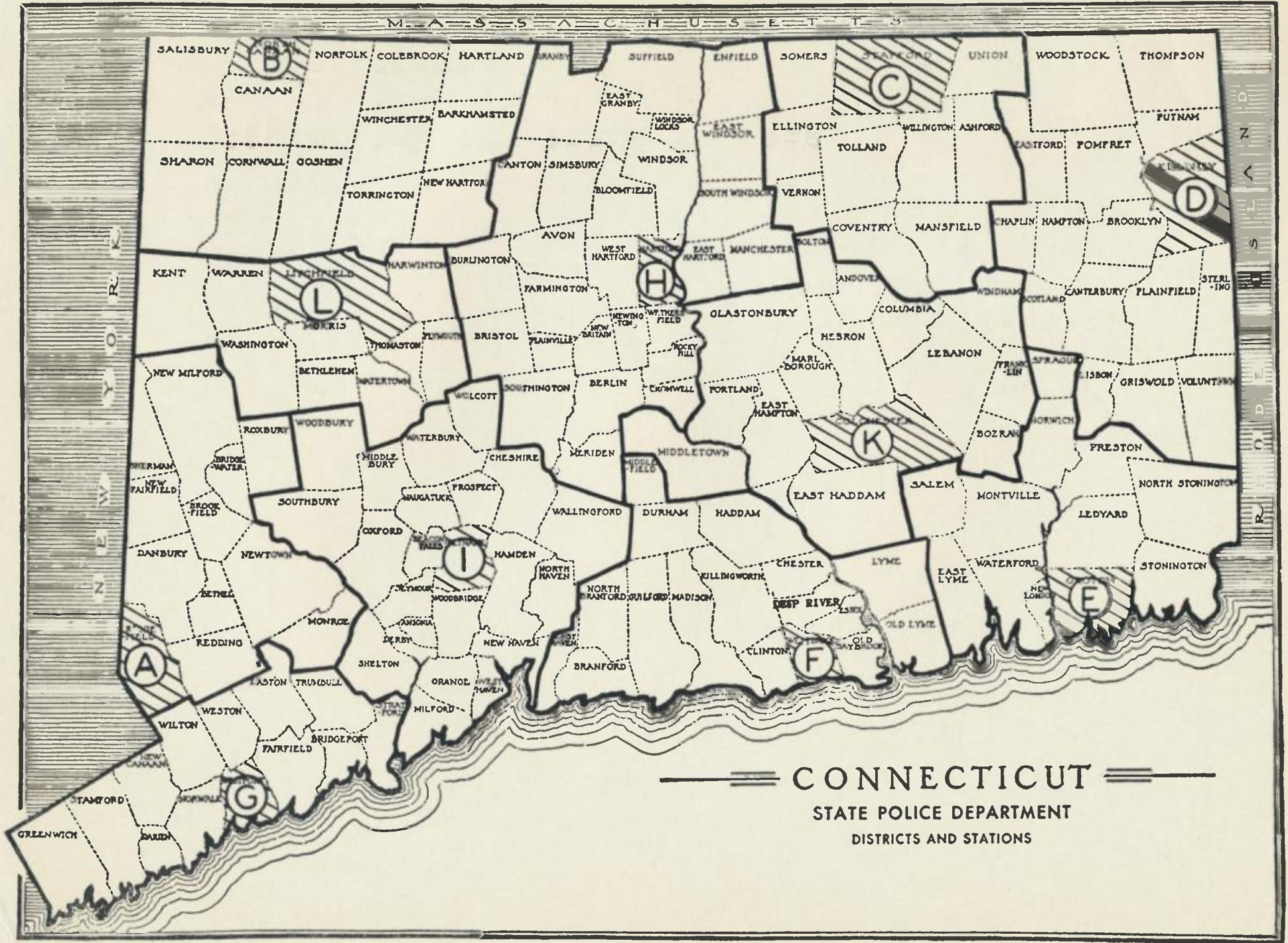
CLARK AND MARSHALL ON CRIMES. 5th edition 1952. Up to date text. 850 pages.....\$7.50

RIOT CONTROL, by Col. Sterling Wood. 1952. 172 pages.....\$3.00 Practical suggestions for training and operations with brief descriptions of essential weapons, chemical munitions and special equipment.

POLICE SYSTEMS IN THE UNITED STATES, by Bruce Smith. Revised edition. 1949. 363 pages..... \$5.00 New up to date edition of a standard work on our police system--what they are, how they work, and how their performance may be improved.

ENCYCLOPEDIA OF CRIMINOLOGY, edited by Branham and Kutash. 527 double column pages. 1949.....SPECIAL \$5.00 A compendium of existing facts and knowledge with emphasis on current trends and departures in this highly complex field.

HOMICIDE INVESTIGATION, by LeMoyn Snyder. 7th printing 1953.....\$7.50 In simple terms this qualified authority tells how to make "first at the scene examinations", and explains the manner of collection, preservation, and transmittal of evidence to the laboratory.



CONNECTICUT
 STATE POLICE DEPARTMENT
 DISTRICTS AND STATIONS