

Vox-Cop

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CONNECTICUT STATE POLICE DEPARTMENT



STATE POLICE HEADQUARTERS

MARCH - APRIL, 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

BY THE Yankee Clipper

Vox-Cop

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WHY COPS ARE TOUGH

By Col. G. R. Carrel, Chief
Colorado State Patrol

Early last month, some friends and I were driving back from a fishing trip in the mountains. Suddenly we spotted a state patrol motorcycle ahead of us stopping a motorist.

Our own driver eyed his speedometer and smiled wryly. "Your boys are getting a little tough these days, aren't they chief? That car up there wasn't doing too much over the limit. How come he gets nailed for speeding?"

You've probably asked yourself that same question. Perhaps you were ticketed and were angry at the policeman for picking on you. Well, there is a reason...a good one.

If you could see a large book of pictures we have down at Patrol Headquarters, you might understand our feelings a little better. The photos aren't pretty, though; some would turn your stomach.

But I personally think it's high time more of us started getting sick--and angry--over the killings that are happening on our highways every day.

Our pictures were made at the scene of accidents. The cars, a few minutes before, were sleek, modern vehicles. And the people? Well, it's hard to tell just what they looked like.

The policeman who gives you a ticket or bawls you out for what you think is an unimportant traffic violation has seen these things, too. In police work we say he's "felt warm blood on his hands." It's something you don't forget.

So maybe that patrolman wasn't being bull-headed and tough; instead he may have helped to save your life.

It's strange that we Americans hardly give a second thought to a highway death

toll that mounts up to 38,500 dead annually. Some people think this is inevitable in this motor age.

Well, I for one, and the police officers in your town, don't agree. All of us know that we don't have to kill and injure folks as a by-product of a Sunday drive or a vacation trip.

What is needed though, and right now, is a big change in attitude. Every person who slides in behind the wheel of a car has to realize that he controls an instrument of death. Yet you have the power in your mind and hands to make this same vehicle one of pleasure and comfort. But it calls for some positive thinking on the driver's part.

On my desk I have page after page of statistics from all over the country. They break down the cause of accidents and tell us in detail what violation resulted in what casualty.

You know them as well as I--speeding, driving on the wrong side of the road, reckless driving and all the rest.

But I can lump all these causes together in two words--BAD ATTITUDE. The overwhelming majority of accidents just don't happen because of mechanical failures or freak conditions. It's human failing that strews battered wreckage on the highway and puts broken bodies in the hospital or the morgue.

Cars blast along at speeds dangerous for existing conditions because the driver behind the wheel is impatient.

And reckless driving? Why that's nothing more than bad manners, discourtesy or a childish show of temper. But these are the manners that kill.

This business of bad attitude and poor driving manners isn't something

that policemen make up as an excuse to give you a ticket, believe me. A lot of study has gone into the problem by psychologists and safety experts. They've shown, for example, that accident repeaters are impulsive individuals who are intolerant of the rights of others. That may not describe you, of course. Yet put enough people with such characteristics behind the wheel and you have a good start toward our national disgrace--one and a half million killed and injured every year.

I can remember back almost 20 years ago when we here in Colorado had the worst accident rate in our history...18 deaths for every 100 million vehicle miles. In the years since then, we've more than doubled the number of vehicles on our roads. During the summer months alone we get almost 750,000 out-of-state cars coming through to visit our beautiful mountains and lakes.

Even so we now have our lowest death rate--5.8 deaths per 100 million vehicle miles. The reduction just didn't happen though. We've had safety crusades. Our patrolmen are out speaking before civic, church and school groups. And what's equally important, when there are traffic violations, we move in immediately with court citations.

With a record number of cars on the road, no policeman can go around making exception and letting you off "just this one time." By being the "good guy" you ask us to be, we risk your life. Those tickets are a warning...something to make you think.

If the patrolman in your town starts easing up, the safety program there will collapse. No good law officer likes to hand out traffic tickets. He hopes this form of punishment will be a positive lesson, though; something that will help you remember that that little bit of extra speed or that impatience at a stop street is like a loaded gun pointed at your heart.

Imagine what you would do if you were in a police uniform. Stand on a corner in your own neighborhood and watch for yourself what happens. Look at the traffic problem through our eyes. I think you'll realize then that the policeman with the fat book of traffic tickets

isn't really a bully or a big shot. Instead he can be the man who makes your own home town a better, safer place to live. Yes, he might even do this by being a "tough cop."

---Home & Highway

STATES MAY NOT BAR INTERSTATE TRUCKS FROM ROADS, COURT SAYS

The U. S. Supreme Court ruled on December 6 that States may not bar interstate truck operators from their highways, even for repeated and illegal overloading.

In an Illinois case, the Court said only the Interstate Commerce Commission can grant permits to truck companies for traffic involving more than one State. And so, the Court held, only the I.C.C. can abridge that permit.

The 8-to-0 decision voided part of an Illinois law which provided that the State could suspend an interstate truck operator from its highways for 90 days upon 10 loading violations, or for one year and 90 days after another 10 violations.

The Court said that States, to enforce their weight limits, may still impose fines or other penalties for violations, or ask the I.C.C. to take away the permits of habitual violators.

There were indications that the Congress may consider giving States additional police powers "to enforce their own regulations over their own highways."

---AAMVA

IDENTIFIED BY VOICES, TWO ROBBERS CONVICTED

Identified as bank robbers only by the sound of their voices, two Detroit men were convicted by a Federal Court jury in the \$11,500 holdup of the Trenton State Bank.

Three bank employees who had been tied up by two masked gunmen said they recognized the voices of the defendants as those of the gunmen.

MAN MUST REFORM HIMSELF

A PRISON WITHOUT WALLS

By Joseph A. Owens

"To circumvent the impact on the personality we allow all the freedom that can possibly be given and make the institution life as moral as possible.

"It sounds paradoxical, but freedom, plus the disciplinary program is the key to the work we do at the Farm."

While he speaks, his long fingered hands are busy emphasizing the words that come forth. Supt. J. Bernard Gates experiences little difficulty in getting a point across. Before he accepted his present position he was the Rev. J. Bernard Gates, chaplain at the State Prison in Wethersfield and a past president of the National Prison Chaplain's Assn. He speaks of his undertaking with the same determination as when he preached from the pulpit.

"Joe," as most of his close friends call him, thinks his transfer of roles is not unusual, though it is believed he is the only man in the country to make such a switch and stresses that the important factor is the work being done at the one-time Shaker Village.

At the N. G. Osborn Prison Farm, the correct name according to Gates, the 200 odd inmates are men serving sentences of various lengths. There are no direct committals and any prisoner sentenced to prison must serve a portion of his time at Wethersfield before requesting transfer to the Farm.

Many Want Transfers

Before anyone is shipped to the Farm their application is studied by a board which includes Gates, Warden George A. Cummings, and other prison officials.

Answering the question as to why he accepted the duties at Osborn during the summer of 1953, Gates replies in a straight-forward manner. "I became very interested in correctional work and the opportunity to get started in it was before me. I had visited many other penal institutions and my close association with former Warden Ralph Walker and Warden Cummings was influential. These men

knew my interests, particularly in minimum custody institutions.

Psychology of Confinement

"I have, for many years, studied the psychology of confinement--the impact it has on the personality and this too, had a great deal to do with my decision."

The Superintendent's piercing blue eyes take in a portion of the 1,600 acre plot through a window in his office. Men working without a guard standing over them bellowing orders prompts the administrator to delve deeper into the problem of rehabilitation.

"I believe in following a relaxed type of schedule and, at the same time, I believe every man must learn the art of self control. Self discipline is required for effective living. The man who cannot master himself is an unhappy person. The program revolves around these principles. Work, education, recreation, arts and crafts are all part of the daily life here. The development of discipline is the ultimate goal.

A Town in Itself

After his appointment, Gates asked for and received additional supervision for the inmates and reverting back to the paradox of the administration, allowed the men more freedom.

At the Farm the prisoners are required to work a full day. Many drive trucks, others work with the dairy herd of 300 head of cows and eight bulls, a detail is needed to care for the 1,500 chickens and, of course, there is silage to be handled. Last year the Farm produced 1,500 tons of silage and 700 tons of hay. "A lot of grass," chuckles the sandy haired super.

This is in addition to the turkeys and pheasants that are raised for consumption at Osborn and other State controlled projects. The pheasants are turned over to the State Fish & Game Commission for use, according to Gates.

"We have a town in itself here. There is work to be done and for the most part it involves jobs that are foreign to the men, but they adapt themselves."

Men of All Ages

Transfer to the Farm is not limited

to first offenders. At present the enrollment includes fellows serving their third, fourth and even fifth term. Some are working out sentences which carry maximums of 35 and 40 years.

As might be expected from his six years as a prison chaplain and another 19 months at the Farm, Joe has come in contact with many of the so-called reckless youths of today.

The light he sheds on the subject is hardly new, but coming from such an authority, warrants more attention.

Lack of Respect

"The lack of respect for authority which grows out of the inability to practice self discipline cannot be overlooked when studying or merely talking about youthful law breakers.

"Remember that no one reforms the other fellow. Offenders must reform themselves. They can be helped to see the type of man welcome in society, but it is their own job."

The man behind the desk, who governs the doings of 200 or more convicts, gives the impression to visitors that he speaks sharply only occasionally. The men realize that though he was once their chaplain, he can no longer be looked to as a person who might intercede for a special favor. He is the law--the men know it--and approve.

A statement he makes with a crisp tone is, "No man goes out of prison the same as he came in. He's either better or worse." Then allowing a little relaxation to enter his voice, he adds, "We must break down the impact."

The television antenna, outdoor basketball court, and the baseball and softball diamonds play major roles in the attempt to "break down the impact."

Gates has had some of the men talk with a psychologist so that "I might know these fellows better."

Attempting to summarize he brings to light more phases of the training and says, "Work is an important part of life. We live to work--not work to live."

Inmates at Osborn have been given responsible jobs after they have proven themselves. About one half a mile from the Administration Building is a huge

tower used for airplane spotting. It is manned 24 hours a day by inmates, not under guard, working in three shifts of eight hours each.

Some are given clerical duties to carry out which involve taking dictation, typing business letters and filing reports. Cooks and bakers work the night shift in the mess hall and bakery preparing meals and have only the company of one another.

Referring to his 18 years as a parish minister which brought him into contact with people in Indiana, Massachusetts and Connecticut, Gates declares frankly, "Any experience with people is valuable. Prisoners are people. Many are immeasurably capable. Consequently, my work has continued to be one of close contact with human beings."

When he was Chaplain Gates, invitations to speak to gatherings and service clubs kept him on the road many hours. Now he still receives the requests, but because of the immensity of the position at Osborn, is forced to say "no" to many.

A recurrent thought about the cause for men disobeying the law provokes a further contribution from Gates. "After the teens not much is learned about respect for authority. Homelife makes effective citizenship and this focus point must not be overlooked. Yet, we have the 'black sheep'." Gates shakes his head before continuing.

Success Emphasized

"Our great emphasis on success is a fault. We are willing to cut corners to be successful. We have a standard code of ethics for everything else, but not for getting ahead."

The land which is tilled by men with dreams of freedom and a new life was a Shaker Village from the early 1700s to about 1915. At that time the Shakers started to dwindle in number and the remaining members of the cult left to join a camp in the Berkshires. The Shakers did not marry, but were able to span one generation after another by adopting orphans.

When the agencies took steps to make adoptions more difficult the group at this location became much smaller and

eventually left. No one at the Farm knows what the buildings were used for from 1915 until the State bought the property in 1930. Some say tobacco was raised during that period but it's merely conjecture.

In a reflective mood, J. Bernard, as he signs his name, maintains, "We feel we have proven during the past 25 years that screened men in prison can be trusted with a minimum of security. Only 26 escapees are on our books from among thousands. All but one were apprehended and served their sentences."

Since there are no walls at Osborn, except the wire fence around the main buildings, and the men are allowed virtually complete freedom in the fields, no convicts with warrants or detainers are eligible to transfer from Wethersfield to the Farm. Lifers and escapees are also on the "no" list.

"Connecticut," remarks Gates, "was one of the first states in the country to set up a jail farm. Others quickly picked up the idea and now California, with only 10 years experience in the field, has one of the finest.

He says that because of Warden Cummings interest in the Farm Connecticut will remain at the forefront. At Osborn every convict has five days removed from his sentence for every month he serves, meaning that a man can knock 60 days a year off his sentence once he is accepted as a good transfer risk.

As chaplain at Wethersfield, Gates was also in charge of the library. During his school days he majored in social science, business law, accounting, sociology and philosophy.

In 1947 he accepted a "call" to the Hazardville Methodist Church and started visiting the prison. Later he was appointed State Prison chaplain succeeding the Rev. Edward S. Belden.

Outside his office, Supt. Gates takes on new stature as he walks to the main gate. The shadow of his elongated six foot plus frame is cast on the cement walk, while two massive silver capped silos jut skyward framing the man in an atmosphere typical of Osborn. He concludes simply, "We have a purpose. I was challenged. I hope I have something to offer." ---Manchester Evening Herald

"A DREAM COME TRUE"

By H. A. Albert
Polygraph Operator
Texas Department of Public Safety
Austin, Texas

The success of the polygraph examination often depends upon the surrounding conditions under which the polygraph examination is given. Our former facilities at the old Department of Public Safety headquarters left much to be desired.

The complete plant facilities of the Polygraph Section included only two rooms, one served as the office and Polygraph room where the examinations were given, the other as the observation room where the investigating officers could hear and observe the polygraph examination and the subsequent interrogation. This plant restriction meant that only one polygraph case could be worked at a time. The Department, however, employs two full-time polygraph examiners; therefore, one examiner was working a polygraph case while the other had to divide his time by doing routine paper work concerning the Polygraph Section and/or briefing himself for the next case.

Adjacent to the Polygraph office was a large records office which employed approximately fifty clerks, secretaries, and stenographers and the noise made by the office force often interfered with the polygraph examinations. The building which housed the Polygraph office and the other offices was a former World War I barracks; therefore, was not designed for effective air conditioning. During the hot Texas summers, the polygraph suspect was often placed at a very distinct disadvantage while taking the examination. The acoustics in the two rooms also left much to be desired. The type of microphone used was an inexpensive carbon type placed in a dummy telephone. It was often very difficult to understand what was being said in the polygraph room.

The present polygraph facilities are located in the new Department of Public Safety headquarters building and is part of the Bureau of Identification and Rec-

ords under the able direction of Chief Glen H. McLaughlin. The plant facilities include seven rooms, two polygraph rooms, two observation rooms, the examiners' office, secretarial office where records and files are kept, and a hold-over room where suspects can be locked up for safe keeping. Also in the hold room are lavatory facilities for the suspects. The polygraph rooms are small and ideal for effective interrogation. They are ten feet by ten feet and very attractive. Two of the walls are plaster, the other two are paneled with Philippine mahogany. The rooms are completely sound-proof by having an air space between separated partitions. Attractive frames around the two-way mirrors leave a very deceptive appearance with an unsuspecting polygraph subject. The acoustics in the polygraph and observation rooms were designed by Doctor C. P. Boner, University of Texas, who is a noted authority in acoustics. The floors are of cork tile and the ceiling is acoustic steel-type ceiling. The microphone is concealed in the ceiling and has been found to be very, very effective. Whispers can be easily detected and clearly understood over the amplifying system. Special attachments were made to the amplifying system so that sound scribe recordings can be made in conjunction with the regular amplifying system for the investigating officers. The holdover room is also bugged so that conversation between suspects can be heard and recorded. Each of the rooms have year-round air conditioning.

With the present facilities, both polygraph examiners are able to work at the same time on separate cases, and the number of cases have increased tremendously since the transfer to the new headquarters. Available statistics show that the number of cases worked through this office has increased by 32.4 per cent over the preceding fiscal year. During the past fiscal year 625 suspects were tested on the polygraph and it is anticipated that during this present fiscal year this number will be surpassed with an expected leveling-off at 700 or 725 suspects tested. The Polygraph Section is proud of the present facilities and extend to each I.A.I.

member an invitation to inspect them.

---Identification News

WANTED: SUICIDE CURE

Analysis of Motives and Search for Prevention

Suicide, like poliomyelitis, is an affliction for which mankind should zealously seek both cause and cure, Dr. Don D. Jackson, staff psychiatrist of the Palo Alto Clinic of California, declared recently. "In the U. S. the suicide rate is some 20,000 per year--more than 10 times the death rate from poliomyelitis," he said. "Yet hardly any systematic research is done on the causes of suicide."

Suicide rates among the various groups of society show a fairly well-defined pattern and according to Dr. Jackson's data, the likeliest U. S. candidate for suicide is the elderly, divorced, professional man who lives in San Francisco and experienced childhood rejection by a parent or parents now deceased. His urge to self-destruction will peak early some Monday morning in spring.

"Male suicides," says Dr. Jackson, "outnumber females about three or four to one (although the rate of unsuccessful attempts is higher among females). The rate is highest among divorced persons, lowest among the married. Professional people commit suicide more commonly than non-professionals; suicide is more common in cities and towns than in rural areas, and higher in the western U. S. than in the eastern--for a decade San Francisco had the highest suicide rate in the world."

Suicide, according to Dr. Jackson, is usually the result of the combination of a conditioned personality and a triggering external stress. The potential suicide, he explains, may not behave differently from his neighbors. The hidden tendency bursts into evidence, however, when the neurotic experiences some real or fancied emotional stress that overcomes his psychological resistance.

"If," says Dr. Jackson, "we describe

suicide as an attempt to escape from an unbearable situation, we can say that in nearly all known cases this unbearable situation is the experiencing of the loss of love. As a natural consequence of feeling of sudden loss of love, the individual hates those who seem to be denying him. Because of the strength of the mechanism of guilt in our culture, the hateful or aggressive feelings are internalized and directed against the self. If the person had an aggressive parent, this process of internalization is strengthened by the individual's need to be like the parent (so-called identification). At the same time, the individual's self-punishment is an attempt to gain love; he seems to be saying: "Can't you see I will do anything--even die--if you will only love me?"

"Curiously, both in the U. S. and Europe suicide exhibits a seasonal and even daily ebb and flow; it is highest in the spring and in the shorter cycles there is a peak at the beginning of each week and one at the beginning of each day. Moreover, it can be stated that in any community where there is a marked striving for leadership the rate mounts. In a country such as the U. S. the problem of acceptance may account for the higher suicide rate among men than among women. Men are usually urged to strive for prestige more aggressively--and accordingly are more apt than women to suffer frustration.

"Suicidal feelings embrace a vast number of elements; a wish for recognition, for attention through being missed, a longing for sleep, an urge to join a dead loved object--an act of self-punishment and so on. But whatever the immediate motive or occasion--and however trivial the triggering event--the roots of suicide always lie in a childhood conflict."

---Scientific American

The human mind is not a deep-freeze for storage but a forge for production; it must be supplied with fuel, fired and properly shaped.

--Rev. William A. Donaghy

STATISTICS PROVE WOMEN ARE BETTER DRIVERS THAN MEN!

Well, girls, the men have finally admitted it. You're the better drivers. At least, the men who set the rates here for the New England regional office of the Farm Bureau Insurance Companies think so.

Beginning March 1, they'll give a 20 to 67 per cent cut in rates to Connecticut, Rhode Island, and Vermont women in the under-25 group, but male drivers in the same age bracket will still pay the regular youthful rate.

How come?

"It's not necessarily that young women have greater mechanical skill as drivers," explains Glenn Frank, New England regional manager. "It's simply that they are safer drivers. They take fewer chances with an automobile."

In short, he says, they drive like adults. So, they'll get adult rates.

The insurance companies aren't making the mistake of "under-estimating the power of a woman," either. They go one step further and say that not only do New England women have a better accident record than men but, by a little device known as marriage, they make better drivers of the males. The companies have taken actuarial note of this, too. After March 1, they'll give the same lower rates to married couples under 25 without children that they now give to youthful married couples with children.

Safe driving tests which the companies conducted support the contention that girls are the safer drivers.

On reaction, 66.4 per cent of the girls were quicker than the boys. This means that, after the nerve impulse to stop, the girls were faster in moving the foot from the accelerator to the brake.

In braking distance, 57 per cent of the girls showed superior control.

Mr. Frank also cited figures compiled by Professor A. R. Lauer, director of the driving laboratory at Iowa State College. By sampling 7,692 cases, Professor Lauer found that women between the ages of 16 and 33 are less liable to traffic accidents and violations than men in the same bracket.

"It seems that the girls have much better attitudes toward traffic rules," Mr. Frank concludes. "They just don't seem to take the chances boys do."

---The New Era

IMMOBILIZING CHEAPER THAN TOWING

D. R. Stills, chief of Staff Services, Denver Police Department, reports a unique method of handling cars that are on the traffic pick-up list and are found parked on the street.

Heretofore, Denver had these cars towed in. This was found to be expensive in officer time and to the violator's pocket-book. One of the biggest problems was the caring for equipment and articles found in the cars that were impounded.

Trying to think of a method of depriving the violator of the use of his car without towing it to the Vehicle Pound, Captain Stills came up with the idea of immobilizing the car where it was parked.

After much further thought and research, what is now known as the "Denver Boot" was developed. The "Boot" clamps over the tire onto the rim. There is an arm attached with a plate on the end which covers the hub cap when locked in place. The clamps will not permit the wheel to turn and the plate over the hub cap will not let the driver change to his spare tire.

When the patrolling officer finds a parked car which is on the traffic pick-up list he calls for the police service truck which carries the boots. The boot is applied to a front wheel and an immobilization notice is filled out by the officer and attached to the windshield in front of the driver. This notice tells the driver what he is to do. If the car is not released within 72 hours it is towed to the pound.

The cars on the traffic pick-up list are primarily those with outstanding traffic warrants. The boot is not utilized if the immobilization of the car would hinder free or normal movement of traffic.

---Traffic Digest & Review

DISPOSAL OF CRIMINAL WEAPONS

Police take care to dispose of the weapons they take from criminals in such a way that they will not get back into the hands of the lawless.

Two methods of dealing with such weapons have come to the attention of the American Municipal Association. An auto manufacturer disposes of guns and the like for the Detroit, Mich., police by melting them. In Richmond, Va., the police academy uses confiscated weapons as training aids for new members of the police force.

Once every six months, the Detroit police turn over the weapons they have collected to the Michigan state police which then ships the load to the Rouge plant foundry of the Ford Motor Company. There the guns are reduced to molten metal. An idea of the problem involved in destroying such weapons may be gained from the fact that one recent shipment to the foundry contained 900 pistols, 350 shotguns and rifles, and 5,000 knives.

The police used to dump the weapons into the Detroit River but stopped that practice because children and adults fished them out. The Ford foundry offered to dispose of them once and for all and the offer was accepted.

---Traffic Digest & Review

THE LIGHTER SIDE

AN ENGLISH LADY, self-appointed supervisor of village morals, accused a workman of having reverted to drink because "with her own eyes" she had seen his wheelbarrow standing outside a tavern. The accused made no defense, but that evening he put his wheelbarrow outside her house and left it there all night.

And then there was the drunkard who staggered into the graveyard and went to sleep. He woke up the next morning, looked around and exclaimed, "Well, well -- here it is Judgment Day and I'm the first man up!"

---Chicago Sun Times

STYLES IN CRIME

Vox-Cop

March - April, 1955

Postal Inspectors Keep Close Watch On Mails

Few Americans have ever heard of the Federal Government's oldest law enforcement agency, but a bewildered young bandit recently found out about it the hard way.

It happened on a dark street one night in New York's Greenwich Village when an innocent-appearing letter carrier stopped to chat with the driver of a heavily-loaded mail truck.

But the bandit--masquerading as a mailman--barely had time to whip out his gun when more than a dozen members of the Postal Inspection Service closed in.

The young hoodlum had planned his \$40,000 stickup a bit too carefully. Alert inspectors had spotted him trailing the same truck a few nights before, and they were ready for him.

Ever since the days when Benjamin Franklin ran the U. S. Post Office, a highly skilled team of postal inspectors has been safeguarding the mails. In this and other dramatic ways.

Yet, little is known about the quiet-working efficient men who made almost 6,000 arrests last year, and obtained court convictions in a phenomenal 99 per cent of their cases.

Much of their work consists of painstaking checking, "gumshoe" tracking and laboratory analysis. Although incidents such as the one above are rare these days the inspectors don't shy away from the tough ones.

Four-Day Crime Spree

Last year, for example, a dangerous armed criminal went on a four-day crime spree with five burglaries, two auto thefts and an attempted murder.

He made his mistake when he robbed a Texas Post Office. Postal inspectors took him at gunpoint.

Despite their brushes with armed violence the 900 men of the inspection service spent a good deal of their time in the never-ending task of protecting the gullible and careless American pub-

lic.

Fraudulent schemes, old and new, are their specialty, and eventually the inspectors always get their man. They did in cases like this:

One notorious operator swindled 900 people out of a million dollars on the false promise that he could make them rich on tax delinquent land, which did not exist. He's learned his lesson at the hand of the inspection service.

Another was the lawyer who promised investors a 20 per cent return on their funds, and collected half-a-million dollars in six months before he absconded.

Then there's the matrimonial swindler, who promotes his romances by mail. Inspectors caught up with one, posing as a rich Texan, who married well-to-do women through lonely hearts clubs and lived with them until he got their money.

Even more vicious are the medical fakers who promise quick home cures for cancer, tuberculosis and the like. One such operator took in a thousand dollars a day for 100 days by peddling his worthless pills through the mails.

Rare, but dangerous, are the people who send explosives or poisons through the mails. One of the nine arrested last year for this crime was a socially prominent lady who mailed boxes of arsenic poisoned candy to her Sunday school class, making 21 of the students violently ill.

Then there was the rejected suitor who mailed a home-made bomb to his lady love in Boston. The device included a .22 caliber pistol set to discharge and explode a deadly mixture of gunpowder and shells.

The gun went off, just as planned. The young lady suffered a bullet wound in her arm, but escaped death when the rest of the mixture failed to explode.

Mail Box Thieves

But most of the cases which arise

each year are the work of mail box thieves who often prey on the aged and needy who receive checks through the mail. There were 3,851 arrests for stealing mail last year.

One woman averaged \$100 daily for five months by taking checks from apartment house boxes. Another hallbox thief made electric bills his specialty.

He would take the bills and then confront the housewives and tell them that their light bills were overdue and that their electricity would be turned off unless they paid. He collected \$1,500 before he was caught.

Quick justice is meted out by the postal cops to another kind of chisler, the person who tries to raise, forge or counterfeit postal money orders. This is a fast-growing type of offense, and inconceivable as it may seem several incidents have involved school children from 11 to 15 years of age.

Few of the 109 persons arrested for this offense realize that the postal authorities cross check every money order, and that frauds are detected in 30 days or less.

Postal inspectors are proud of the great care taken to protect the mails which go rushing through the mailboxes at the rate of 52 billion pieces each year. In 1953 only 500,000 pieces were lost or stolen--a large total, but a loss percentage of only about .00096 per cent.

The men of the inspection service are dedicated to reducing that total even further, and their long history proves that with the help of an alert, and careful public they can succeed.

The "great mail" robberies of the stage coach and early railroad days seem to have passed into history and fiction --but if some modern bandit should try to pull one off, he'd find the quiet bulldogs of the U. S. Post Office waiting for him.

---INS

The greatest ability in business is to get along with others and influence their actions. A chip on the shoulder is too heavy a piece of baggage to carry through life.

---John Hancock

BLACK MAGIC IN HARTFORD

by James M. Owens

Black magic isn't practiced only in the moss-covered jungles of Haiti to the tune of voodoo drums; it's tried more frequently than the average person knows in the Insurance City.

If you don't believe that truth is stranger than fiction, try on for size a few of these situations that were offered to local residents to "drive away a curse."

An Earle Street housewife opened the door and found an attractive dark-haired woman who asked "Does Marie live here?"

Marie, of course, didn't live there, but it got the stranger's foot inside the door.

The apparently tired stranger asked for a glass of water. Once comfortably seated in the living room, she went to work on the unsuspecting hostess.

"I'll tell your fortune for \$1," she offered.

The offer was accepted and then came the startling revelation. The house had a curse on it and the only way it could be removed was for the housewife to place her watch, rings and some money in a white cloth and visit a cemetery at midnight.

"But first I'll have to take articles to a church and have them blessed," the black-haired woman said. Fortunately the housewife didn't fall for the gag and while the stranger talked about hard-boiled eggs being good omens, the hostess decided to report it to the police.

But, as in many of these cases, the woman left abruptly. When the police arrived, all they were able to gather was a vague description.

Two weeks later the police received the same kind of complaint and this time the dark-haired stranger had made off with quite a haul.

Using the same approach, but this time asking "Does Mary live here?" she worked her way into a Charles Street apartment and gained the confidence of an elderly widow.

"I can sense trouble in this home," she warned. "You have neighbors who are trying to get you in trouble." She also

observed that there were articles in the house which were bringing the trouble and said they "should be blessed."

The only way the curse could be removed, the stranger insisted, was for the housewife to give a dish (which was the center of the curse), several sheets and pillow cases to her. She would have the articles "blessed."

The elderly housewife was also instructed to burn some bread in a clear glass and save the ashes for the stranger to see when she returned the following day.

In one of the few cases the police have on file, the stranger actually returned the next day after swearing her hostess to secrecy, but she didn't have the articles she had taken to have "blessed."

Instead, she demanded an electric toaster, steam iron, chinaware, a set of glasses, more pillow cases, rings and \$50 tied in a white cloth. The reason for this, she explained, was that she didn't know until now that these articles also were cursed and would have to be cleansed.

With tongue in cheek, the dark-haired stranger carried her loot away, but not before she had instructed the very confused widow to make some coffee and have it ready upon her return in a few minutes.

Days passed and the widow held her secret until a relative came to visit and found the articles missing. She confided in him that they were being "blessed" and showed him the burned bread. Once again the police received the complaint too late.

On another visit to a housewife who was alone, the dark-haired woman made off with a deep fryer, rings, sport shirts, tie pins, a blouse, bed clothing, a nightgown and a pair of shoes.

The approach was the same. All the articles were taken out to be "blessed" along with \$30. Instructions were also given to burn bread for three nights at midnight and on the fourth night to take the ashes to the nearest cemetery at midnight and leave them on a friend's grave.

Fantastic as these actual cases taken from official police files are, here's

the granddaddy of them all.

Would you believe that a live chicken was sacrificed at midnight to drive away an evil spirit; that eggs were cracked over a victim's head with black spiders, a fake burning of \$4,500 was staged with the promise it would reappear as \$9,000?

Such was the sad tale a local woman told police a few years ago. She had accepted a friend's advice and had gone to a gypsy fortune teller.

In a dingy Park Street store the woman was told by two women to return the following day with her husband's handkerchief in a bottle of water.

Amid much hocus-pocus, the water was poured out. The woman was told that, if it changed color when it was poured back in, she was in for real trouble. Sure enough, the fluid turned purple.

"That's the worst sign of them all," said the gypsy in horror.

Told to go home and pray and return again with a fresh egg, the victim followed instructions. She handed over the egg. Both the fortune tellers examined it, whispered among themselves and, while the victim closed her eyes, it was cracked over her head.

A black-winged butterfly flew out. This also was a bad sign, but not one that couldn't be taken care of with the proper measures, the housewife was told.

The woman's trouble was her money. It wasn't clean. She was told to make an offering of \$1. This she promptly did. The money was apparently burned in a dish before her eyes, the ashes wrapped in her husband's handkerchief and lo and behold, out dropped a \$2 bill.

"You didn't pray hard enough last night," one of the gypsies charged. "Go home and pray harder tonight. Place a larger sum of money in the handkerchief and sleep on it. Then come back."

Two lighted candles on a makeshift altar greeted the woman the next day. On a white sheet in the center of the room was a live chicken in a crate. The chicken, the victim later recalled, jumped up three times and then rolled over dead.

Convinced that she was a witness to the supernatural, the woman drew out her family's life savings from the bank--\$4,500--and came back again. The money

was seemingly burned before her eyes and she was to take the ashes to her deposit box in the bank and wait a few days. Then the money would be doubled.

The money didn't double. As a matter of fact, one of her children learned of the hoax and went to the bank only to find a box of ashes. The police had the ashes checked and found they contained parts of stage money.

This time the law caught up with the thieves. They stood trial and were punished accordingly.

At the trial it was brought out that the people who had fleeced the woman owned three of the most expensive cars on the market. Someone had paid for these cars by the same trickery, but the police never learned who else had been taken in, for such people rarely make a complaint.

"That is the major obstacle we are faced with," Detective Capt. Joseph P. McDonald pointed out. "If the police were called when such people knocked on doors, we would be able to put them out of business. As a rule we get the information too late."

To be sure, the majority of the victims of such hoaxes are either foreign-born or elderly persons who live alone. Such people make ideal victims for the fast-talking pseudo practitioners of witchcraft who are not averse to dropping into an old New England city to pluck a few dollars from unsuspecting victims. ---Hartford Courant Magazine

POLICE DEPT. GOES TO THE DOGS

According to the American Municipal Association, the Dearborn, Michigan city council, bought four German sheperds to use on police patrols. The cost of the dogs was \$200. The council has also hired their trainer to continue his work and to teach patrolmen how to manage the dogs. The trainer of the dogs is to be paid \$5,085 a year, for which sum he will also take charge of the Dearborn dog pound.

Principal uses for the 20 month old police dogs, will be for foot and scout car patrols, for disarming bandits, for

fire rescues, and for holding suspects at bay while an officer summons more aid.

Reports from London, England -- where dogs have been used in police work since 1948 -- say that the dogs were so helpful in park patrol that in 1950 they were assigned to all police districts, although park patrol remained their chief duty. They were found to be especially good in discouraging pickpockets and purse snatchers.

---Brass Button News

:

ROULETTE - US 99 STYLE

A new version of "Russian Roulette" was recently uncovered in one of the San Joaquin Valley Areas. It is played like this: Dice are rolled three times to determine; (1) Whose car will be used; (2) Who will drive the car; and (3) The two passengers to ride in the car.

The car is then driven to a point three miles East of Highway 99 on a County Road...turned around and headed back toward 99. A speed of 80 miles an hour is maintained and the car driven across the four-lane U.S. 99, old 99 and the Southern Pacific main line railroad tracks, going through three stop signs enroute.

The first occupant to evidence fear is then obliged to buy the drinks for the house. The dice rolling and drinking, if they survive, all take place in the same tavern or bar.

The California Highway Patrol quickly stopped this deadly game.

---California Highway Patrol

Too many are too often ready to attribute the success of others to "luck." Luck is usually the fruit of intelligent application. ---B. C. Forbes

From contemplation one may become wise, but knowledge comes only from study.

---A. Edward Newton

COMPLIMENTS

Vox-Cop

March - April, 1955

TOWN OF MILFORD, CONNECTICUT

February 14, 1955

Dear Commissioner:

I want to thank you, and through you Officer Mulligan, for the splendid cooperation given Fire Marshal Botsford on an investigation of a suspicious fire recently.

Officer Mulligan is to be commended on his thoroughness in running down all clues and for the efficient manner in which he conducted the investigation. He worked untiringly with Fire Marshal Botsford in checking the evidence from all angles.

I also want to thank you for the splendid cooperation given the Milford Fire Department, at all times, by your Department.

Sincerely,
Richard F. Coley
Chief
Milford Fire Department

DEPARTMENT OF EDUCATION
Thompson, Connecticut

February 21, 1955

Dear Sir:

I would like to take this opportunity to express my appreciation and thanks to the Connecticut State Police, and especially to the Commander and Officers of the Danielson State Police Barracks for their efforts in clearing up a series of thefts in our Community, two of them in a building maintained by the Thompson Board of Education.

As a resident and school administrator of Thompson it is encouraging and satisfying to know that the Connecticut State Police can always be relied upon to respond immediately when called upon, and will act just as promptly and efficiently in the solution of any case.

This I believe is a tribute to you and to the men under your command.

In the case involving two breaks at the former Cluett, Peabody and Company gymnasium which is now under the control of the Thompson Board of Education, I would like to cite the work of Officers Joseph Fitzgibbons, Merrill Johnson and Marcus Johnson who promptly responded to our request for assistance, went to work immediately and in a very efficient way cleared up these cases, which I firmly believe curtailed a delinquency problem which might have developed into something far more serious in our Community.

In conclusion and in behalf of the Thompson Board of Education and myself, please accept our thanks for a job well done.

Very truly yours,

Jerome J. Ryscavage
Superintendent of Schools

CITY OF NEW LONDON

February 17, 1955

Dear Sir:

On behalf of myself and the Department I wish to commend Lieut. Osmus Avery, Commanding Officer at Station E, and Officers Wilfred J. Bellefleur and Harold Greenberg, also attached to Station E, who in cooperation with the Norwich Police Department solved a series of burglaries committed throughout New London County including two in this City. Through painstaking investigation and perseverance these Officers exemplified the best in police work.

It is indeed a pleasure to again express our thanks to the Connecticut State Police for a job well done.

Assuring you of our cooperation at all times, I remain

Sincerely yours,
John J. Courtney
Captain, Comdg.

COMPLIMENTS

AMERICAN RED CROSS
Bridgeport Chapter
271 Park Avenue
Bridgeport 4, Connecticut

February 17, 1955

Dear Commissioner Kelly:

Every now and then, there occurs in a Bridgeport hospital a critical need for special blood to save the life of some patient. Although the Red Cross Blood Center supplies a regular quota of blood to the hospitals, emergencies arise and the local Red Cross Chapter is called. The need is so urgent that we cannot take time to call donors to go to the hospitals.

Recently, we have had to have special blood immediately. When that happened, I called the Westport State Police Headquarters and they rushed blood to the hospital in Bridgeport. Another time, I called the Hartford Headquarters and blood was brought in from the Hartford Center. Each time the response to my request was most courteous and the emergency was met with no loss of time.

I feel you should know how much respect and gratitude we feel for the men of the Connecticut State Police.

Very sincerely yours,
Mrs. Thomas McCarthy
Executive Director

NORWICH STATE HOSPITAL
Norwich, Connecticut

February 18, 1955

Dear Commissioner Kelly:

With the presentation of certificates to the police officers of this hospital who successfully completed the intensive course of instruction, Lieutenant Leslie Williams of the Bethany State Police Training Center brought the program to a close, Thursday afternoon, February 17.

This particular lecture series, with film presentation, was clear, and factual and showed the excellent training and

teaching abilities of Lieutenant Williams, Sgt. Vernon Gedney and Officer Walter Stecko. Their knowledge of the subject material and confidence in presentation readily gained a responsive and enthusiastic audience in our officer participants. In fact, I feel that this intensive course of training was a valuable experience to our police officers and an asset to the hospital in bringing about the improved performance of police work in the hospital.

I personally want to commend you on the efficient conduct of the work of your three officers whose services are representative of an outstanding and efficient department.

Sincerely yours,
Ronald H. Kettle, M. D.,
Superintendent.

CITY OF NORWICH
Connecticut

February 23, 1955

Dear Sir:

May I take this opportunity to commend Officers Harold Greenberg and Wilfred Bellefleur of the Groton State Police Barracks, for the wholehearted support and cooperation with our Detective Sergeant James C. Casey in connection with the successful apprehension and evidence gained resulting in the "Bind-over" this morning of the so-called "week-end burglars", Albert A. Bessette, Arthur J. DeParche, and William J. Grady.

For the past several months this area as well as other sections of New London County have had attempts as well as accomplished burglaries. However, the beginning of the end of their escapades resulted with the arrest by Trooper Harold Greenberg when Grady was arrested on suspicion of burglary at the New System Laundry at Taftville, Connecticut, early in February.

From then on the three officers exemplified the best in performance of duty, Their complete attention to detail, mer-

C O M P L I M E N T S

it the highest praise. Only because of their diligence and perseverance, and long hours, were the arrests made.

May I also express my appreciation for the cooperation shown by Lieutenant Avery of the Groton Barracks, not only in the above but in several other matters pertaining to matters of public welfare.

Again thanking you and your department for the past favors shown, I beg to remain,

Respectfully,

Joseph L. Gendron
Chief of Police
Norwich, Connecticut

STATE OF CONNECTICUT
Office of the State's Attorney
NEW LONDON COUNTY

January 31, 1955

Re: Officer Arthur P. Andreoli

Dear Commissioner Kelly:

During the past several months investigations of several criminal matters by Arthur P. Andreoli of your Department have come to my attention; namely:

(1) State vs. Robert Schneider -- accused charged and convicted with setting two fires in the Willow Point section of Groton.

(2) State vs. Stanley Savilonis -- accused charged and convicted with setting fire to his summer dwelling in East Lyme.

(3) State vs. John Avery, Louis Birkbeck, Paul Curran, and Prescott Tracy -- accused charged and convicted with breaking and entering and setting fire to the Town Garage in the town of Ledyard, causing \$19,000.00 loss.

(4) State vs. Kalman Bichovsky -- accused arrested for arson in Norwich, a conviction ultimately being contemplated.

(5) State vs. Marion Taylor -- accused set fire to a dwelling in the Willow Point section of Groton and has confessed crime.

As you know from your long experience in police work, it is difficult to obtain convictions in arson cases without the very finest type of investigation. It appears very unusual to me that Officer Andreoli was able to accomplish such fine results in so many cases in such a short time. I think his performance in these arson investigations has been outstanding and reflects great credit on you, the Fire Marshal's Office, and on Officer Andreoli.

I have consulted with Officer Andreoli on several occasions in connection with his investigations and it is very evident to me from his appearance, performance, and devotion to duty that in him you have a police officer that the state can well be proud of.

While it is not my habit to write you concerning the performance of duty by officers in your Department, it appeared to me that in view of the unusual results obtained by this officer that he should be highly commended at this time.

Very sincerely yours,
Allyn L. Brown, Jr.
State's Attorney

YALE UNIVERSITY SCHOOL OF MEDICINE
New Haven 4, Connecticut
16 February 1955

Dear Commissioner Kelly:

I wish to express my personal deep appreciation of the cooperation shown by your officers in the recent emergency that arose in respect to a patient in our institution. It was necessary that we obtain a special medicine from Orange, New Jersey as rapidly as possible. Through the good offices of your department this vital medicine was delivered very promptly and has effectively altered the course of the disease in one of our patients.

I know that I speak in behalf of the patient and the family when I express our deep gratitude to you and your officers.

Sincerely,
Mark A. Hayes, M.D.

C O M P L I M E N T S

COMMENDATION NOTES FOUND ON DEFECTIVE EQUIPMENT WARNING FORMS

In addition to letters of appreciation which are received by this department many commendations are noted on the back of warning forms which have been issued to motorists returned to the Motor Vehicle Department to prove repairs have been made.

Three such commendations follow:

Dear Sir:

Enclosed please find completed copy of warning issued recently in your state.

May I at this time thank the officer concerned for his understanding and courtesy in this matter. Treatment of this nature makes it a pleasure to drive through your state.

Sincerely,

W. R. Lennox
Woonsocket, R.I.

(The officer in this instance was Walter Swaun--Ed.)

Dear Sir:

I would like to commend the officer for his courtesy when he stopped me. I have never had the pleasure to be as courteously treated by any police officer anywhere before.

L.R. Glazier
Storrs, Conn.

(The officer in this instance was William Carroll--Ed.)

Dear Sir:

This is to notify your office that my brake tail-light has been attended to immediately. I wish to thank Merill Johnson, the patrolling officer, No. 99 for bringing this to my attention. I also wish to commend the Connecticut State Police for their fine work on the road, also their courtesy to out of state drivers.

Sincere thanks,

Miss Ruth C. Williams
Chepachet, R.I.

COMMENDATION LETTERS

Officers who were the subject of letters of commendation between the period of February 1 to March 31 were:

- | | | | |
|--------------------|--------------------|--------------------|-----------------|
| James Angeski | Joseph Fitzgibbons | Merril Johnson | John Raineault |
| George Baldwin | Austin Ford | James Kingston | Daniel Reardon |
| Wilfred Bellefleur | William Francis | Leo Konopka | William Russell |
| Walter Benz | Thomas Gauthier | Leo LeBlanc | David Smith |
| Wayne Bishop | Harold Greenberg | Peter Lawson | Tryon Smith |
| John Bonolo | Herbert Haberstroh | Robert Lineweber | Walter Stecko |
| George Bunnell | Kenneth Hayden | Charles Mansfield | Joseph Sullivan |
| Roy Carlberg | Edward Healy | William Mathews | Walter Swaun |
| William Carty | William Hickey | John McLaughlin | John Swicklas |
| Joseph Donovan | Donald Hurst | Glenn Meeker | Paul Seaman |
| William E. Doyle | Ronald Jacobsen | Richard Mulligan | William Unger |
| James Duane | Marcus Johnson | William Quaintance | Donald Warner |
| John Falvey | | | Francis Whelan |

Also the subject of commendatory letters, were State Policewoman Kathryn Haggerty and Aux. Officer John H. Lind.

Between



Ourselves

Vox-Cop

March - April, 1955

Shall We Pay Our Cops Or Robbers

Because most communities pinch pennies when it comes to police protection, John Q. Citizen has to pay an estimated \$20,000,000,000, a year.

By Jack Denton Scott

Not long ago there was an odd accident in one of our eastern states. A police officer fell asleep at the wheel of his patrol car and crashed into a tree. No motorist was involved and other than a wrenched shoulder and a badly battered car, the policeman suffered no injury. Investigation brought out these facts: He had fallen asleep because he was overcome by fatigue, having slept only two hours the night before. He held two jobs, that of policeman during the day, and relief truck driver for several hours of the night. With a wife and three children to support, his salary as a member of the police force just wasn't enough to make ends meet.

At Sacramento, California, fifteen policemen taking a much-needed special night course at the police academy were hurriedly called back to work. Their short absence from beats and patrol cars caused a tremendous upswing in armed robbery and other crimes.

In a New England town, population 6,500, teen-age vandals struck for the fourth time during one week, burning and smashing town property, slashing the tires of parked cars and stealing accessories from locked gas stations and garages. State police, called in to put a halt to the hoodlums, discovered that there was only one policeman for the protection of the community's residents!

The appalling fact is that we aren't doing much better as a nation. Today we average 1.8 policemen for each 1,000 in-

habitants of our country. The basic minimum for effective policing is two policemen for 1,000 people, and the pitifully few cities which enjoy a low crime rate have three policemen per 1,000 population.

Police officials interviewed are worried about the situation. J. Edgar Hoover, Director of the Federal Bureau of Investigation, faced up to the problem squarely with these words:

"Preliminary figures indicate that crime and those who profit from it are prospering. While we cannot blame any single cause for the higher rate of criminal offenses, I am convinced that there is a distinct relationship between this development and the number of police officers available to combat it.

"One factor which undoubtedly contributes to the prosperity of the criminal element is a police scale too low to maintain law enforcement forces at full strength. An inadequate number of personnel was one of the most common conditions last year in police agencies of various types and sizes across the nation. Manpower was spread too thinly and the criminal element moved in wherever a gap appeared. Attempts to recruit sufficient officers to combat crime effectively were often unsuccessful because the salary offered was too low to draw the quantity and quality of personnel needed.

"Unwillingness to provide proper remuneration for the intelligence and ef-

fort required in the performance of modern police duties is a form of cut-rate law enforcement and it will not work. The logical result is a bigger crime bill in the form of murders, robberies and the manifold ways in which crime can be expensive. To pay the price in this fashion rather than in adequate salaries for police officers makes an extremely poor bargain..."

That poor bargain reads like this: Crime costs us \$20 billion every year. It affects you, the average citizen, this way: Each year every American family pays \$495 for crime. For every dollar spent on education, \$1.82 goes to the criminal; for each dollar you drop in the collection at church, you must ante up \$10 for crime.

And crime of every sort is on the rise. Every 13.8 seconds there is a major crime in the United States. The crime clock ticks off a murder every 40.9 minutes, a rape every 29.8 minutes, an aggravated assault every 5.7 minutes.

In the first six months of 1954, the crime rate soared 8.5 per cent over a like period in 1953. By the end of June 1,136,140 crimes had been committed. Nearly all major cities were suffering from the wave, but New York's totals reached a new high in all categories. Chicago ranked second in murder, with Philadelphia third, Detroit fourth, and Houston fifth.

Civic leaders in various communities have been asking the question: "If the simple fact that inadequate salaries for our police is a major cause of this crime wave, why can't the situation be easily adjusted in the cities themselves?"

Leroy E. Wike, once a police chief, now executive secretary of the International Association of Chiefs of Police, an organization which works to raise the standards for police recruits and provide tenure of appointment divorced from politics, answers by sketching an incident:

"The mayor and council are in monthly session. It's an important meeting with the fiscal budget of city expenditures up for approval.

"In this city there are 160 men on the police force. Up for vote is a pro-

posal to grant a 10 per cent increase in salary to the police force. The police salary appropriation already runs to six figures. Add 10 per cent to that and it is necessary to increase the tax rate, float a municipal bond issue, or impose a sales tax.

"The council meeting has been a long one--many groups have appeared protesting the salary increase because no one wants to pay more taxes. A delegation of policemen favors the increase, pointing out that their present salaries are inadequate to meet living costs.

"A vote is taken. It is a tie, with the mayor not voting. More oratory, more thinking. The mayor visualizes the problem in terms of what is best for the city: Streets need paving, a fire truck needs replacing, a new school must be built, teachers and firemen will request a salary increase too if the police are granted one...more taxes, more protests, more unpopularity for those in office.

"The mayor is conscientious, an astute business man as well as a cautious politician. Higher taxes may cause the new industry that has been looking for a factory site in this city to look elsewhere. The new factory would give employment to local people, would add to the city's growth.

"The vote is taken again; this time the mayor casts his vote against the police salary increase, breaking the tie. He explains his action to the police delegation--'cannot impose new taxes this year, cannot increase the bonded debt, funds just aren't available, perhaps next year...'

"Word travels swiftly to every police officer in the city. Some are on the third shift, 11 p.m. to 7 a.m. It is a cold, wet night. Officer Kennedy is on this shift, foot-patrolling the downtown beat, checking rear doors of stores and shops through dark alleys. He thinks: 'How do they expect a man to live? What can I tell Mary? How will we ever get ahead, much less out of debt? Doctor bills, dentist bills, winter clothing for the children. Why did I join the force in the first place?'

"His thoughts are interrupted by a slight movement of shadow behind the trash cans a few feet ahead, impercepti-

ble except to a man trained to walk alert with every sense keenly functioning. A quick move, and he grabs a man by the collar. The dim light inside the rear door of a store shows a broken window pane. Another breaking-and-entering record on the police blotter. Perpetrator apprehended by Officer Kennedy. Total value of stolen merchandise recovered, \$900.

"Officer Kennedy, despite his financial worries, has just saved one of the merchants who protested the police salary increase a loss that amounted to more than the tax increase would cost him for the next five years."

This story, in greater or less degree, is enacted all over the country in too many towns and cities.

The simple truth is that in too many instances we are operating our police forces on horse-and-buggy principles. This is the day when truck drivers get a weekly salary of \$100 and more, plus bonuses, when factory workers make \$2 an hour and time-and-a-half for overtime, when carpenters take in \$25 a day, plumbers' helpers \$16 a day, grocery clerks start off at \$50 a week, and high school students working part time stick up their 16-year-old noses at anything under a dollar an hour. This is also the day when policemen working for cities with a population from 10,000 to 25,000 receive a median yearly salary of \$3,212--\$61.77 a week. Or \$3,725 annually if their job is in cities over 50,000; a paycheck of \$71.63 weekly for risking life and limb on an average of 48 hours a week, no compensation for overtime. Policemen, you know, must be on call for duty 24 hours a day. They work in blinding rain, sleet, snow; holidays mean little to them and such a thing as a bonus is unheard of. Further, they frequently have tours of duty which make normal family life all but impossible. As one patrolman told me: "It's pretty rugged, leaving your wife and kids just as it's getting dark, and pounding a beat till almost daybreak."

Francis P. McGranaghan, chief of the police force of Manchester, New Hampshire, a city noted for its low crime rate and high police morale, puts the whole thing bluntly:

"In Manchester we have not been able to maintain our manpower for years," he says. "We do not have enough men to perform our duties and it is only through the excellent cooperation of our police officers that we are doing as well as we are. The paramount problem with our department is simply more pay for our officers. From 1946 through 1949 we had 18 officers resign to accept private employment. This was bad enough, but it is getting worse. From 1950 up to the present time, we have had 36 officers resign for the same reason. That is an over-all total of 54 officers, which is quite a figure when you stop to think that we have less than 100 officers who actually perform patrol duties. We just cannot compete with private industry."

It seems that our policemen, first to be called in times of emergency and danger, are the last to be considered in the social scale of things. Although the cost of living has risen 87.7 per cent since 1939, the average patrolman's salary has fallen behind, in comparison, 28.4 per cent, more than one-fourth of his living cost, whereas the utility employee (milkman, sanitation worker, bus and truck driver, trainman, etc.), is not only keeping abreast of the pace, but has jumped far ahead in all classifications.

From their slim salaries the police in many cases must also pay for their own uniforms, which sometimes run as high as \$450 the first year, then about \$100 a year thereafter. They have association dues of \$10 to \$24 per year; some of them are expected to join the various civic and service clubs. Some plainclothesmen pay for the gasoline and upkeep of the cars they drive while on duty.

Such small financial allotments are made for the purchase of ammunition for pistol and rifle practice, a necessary procedure for police proficiency, that many of our police find it necessary to handload old shells so they can afford to spend the required number of hours on the firing ranges.

John Gleason, Administrator of the Town of Greenwich, Connecticut, who has somehow managed to see to it that his force is better paid than the average,

feels that the problem of police shortage and underpayment is a case of sheer neglect and misunderstanding on the part of the public. Says Gleason: "Our clergy and teachers have strong vocal defenders, but too often the police, instead of having a group speak up for them, have nothing but derogators."

Formerly Chief of Police of Greenwich and one time President of the International Association of Chiefs of Police, Gleason is a medium-sized man with graying hair, alert eyes, a man who chooses his words slowly and uses them with conviction. He feels that highly publicized pressure groups out to get every last dollar for municipal services have pushed the police down to the bottom of the scale.

"Another thing--the very nature of police work makes it grist for newspaper, TV and Hollywood mills," he adds. "One crooked cop receives more attention than ten police heroes."

"Most Americans don't realize that the policeman is really a true servant of the people. He loses his identity, must live by a precise book of rules. And he is expected to be a policeman 24 hours a day. Just because he takes off his uniform doesn't mean that he is also shedding his responsibility as an officer of the law. His neighbors know he is a policeman--any breaking of a social rule, no matter how slight, and he gets slapped down. And too often are police used as a vehicle by politicians."

Gleason believes that at least part of the answer to the police problem today might be found if policemen had some sort of organization such as the PTA (Parent-Teachers Association) to champion their cause.

He also feels that the public has been led around by the nose long enough. Hollywood grinds out many "hate the cop" B-grade movies. Television also gangs up on the police with many cheap thrill-programs and the public, instead of being told to trust and believe in the policeman, the peacetime warrior who is constantly fighting to protect the American citizen, has had the belief instilled that the cop is always on the prowl to "make trouble for innocent people while the bad men get off scot-free."

For too many years the private eye has had credit for the work of the police--in magazine and book fiction, in movies and TV. The truth is, of course, that nearly all so-called private eyes are inept men who scrounge a meager living spying on disgruntled mates for divorce evidence.

The policeman is a highly trained individual whose sole purpose in life is to protect you. From a selfish viewpoint, a police department is the best single investment any city can have. It is more fundamental than any other commodity purchased with your tax dollar. Without law enforcement, your home, your children, your automobile, your personal possessions, down to the watch strapped to your wrist, are not secure. Those green city parks, paved streets, sound-proof auditoriums, and scenic drives are not yours to enjoy if it is unsafe and even a threat to your life and property to use them.

Francis W. H. Adams, Police Commissioner of New York City, has demonstrated that he knows how to handle the crime situation in his city with an experiment he recently launched. He feels that he is pointing up the nation's problem with its inception.

Called Operation 25, the Adams brain-child consisted of placing the entire graduating class of 250 rookie policemen in East Harlem, easily the toughest, most crime-ridden area, block for block, in the United States. His theory is that his city, like most of the country, is under-policed, and that by tripling the police in one sector he could substantially reduce crime. It worked. There was a 50 per cent reduction in crime of all kinds; burglaries dropped from 16 a week in one section to three.

Commissioner Adams proved his point. But he has yet to get the necessary civic support to hire the 7,000 extra policemen he needs.

The worst aspect of all in the police problem seems to be that the youth of the nation is taking to heart that old song from a Gilbert and Sullivan operetta, "A Policeman's Lot Is Not a Happy One."

Young men graduate from high school at 17 or 18, and if they aren't slated

for college, they secure employment in industry, as salesmen, or as apprentices in some craft. Nearly all police departments have a minimum entrance age of 21. So, immediately, a large employee segment is wiped off their prospective slate. The constant personal risk to life and limb no longer seems to lure young men to the ranks of the bluecoats. With the direct result that the intelligent, the capable, the adaptable, by the time they have reached an age acceptable to our police forces, have found their place in the sun, and there is little inducement to give up well-paid jobs to become law enforcement officers.

In addition, it is no hands-down snap to get into our police departments. Nearly all the forces have IQ tests, a stiff physical examination, a severe character and psychiatric check, with a probationary period of from six months to two years before appointment is final. Police do not carry a union card and there is no guarantee of a 40-hour week or time-and-a-half for overtime. All of this has led many young men into other fields.

Is there a solution to our perplexing police problem? In order to attract qualified personnel, some police departments are turning to the use of the apprentice, or cadet system of securing police recruits. The cadet plan, offering young men graduating from high school immediate employment and training as police officer apprentices, with admission to the regular force following if they qualify, is working successfully in Milwaukee, Pasadena, and Washington, D. C.

This plan seems to provide for the necessary continuing interest and gives an excellent opportunity for observation of general fitness for the police service and the elimination of those who do not measure up. It also does away with the difficulty of trying to attract the older age groups after their employment in other occupations. The cadet system hasn't been in operation long enough to test its ultimate value, but it seems to be working out well.

A voice coming from one of the large cities of the South may have a partial solution to the problem of underpaying

our police. A police chief down there recently suggested that the police of the country get together and emulate what New York State is suggesting for its teachers.

"Realistic salaries for our police," he said, "with a minimum ranging from \$4,000 a year for recruits to \$9,000 for those with at least ten years of service, could be the answer. Recently the house of delegates of the New York State Teachers' Association, representing 56,000 teachers, asked for this and also called for Federal legislation to provide \$250,000,000 in emergency aid to States for public school construction and \$96,000,000 to be poured into State aid for schools and teachers."

The Southern chief added: "When it comes down to realistic fact, there is a greater basic need for effective police forces countrywide than there is for teachers. Without law and order there wouldn't even be such things as schools."

His point was graphically proved quite a few years ago: When Calvin Coolidge was Governor of Massachusetts, law took a holiday in Boston. The entire police force of the city got fed up with their salaries and the rebuffs they received when they asked for a raise. Ditch diggers, garbage collectors, sanitation workers were getting as much as the police. So they put it to the city: "Either you give us a raise or we walk out." They didn't get the raise, so they took off their uniforms and left the city of Boston without law for some days.

When law took a holiday, crime really went to work: Murder, vandalism, robbery and rape rose to such heights that it was necessary to call in the militia. Schools were closed, decent people stayed off the streets, merchants closed their shops; civilization went behind closed doors; fear took over. Boston, the city without law, became such a national problem that Governor Coolidge stepped in in a manner that led to his becoming President. The statement he made is still quoted by police the world over:

"The duties which a police officer owes to the State are of a most exacting

nature. No one is compelled to choose the profession of a police officer, but having chosen it, everyone is obliged to perform its duties and live up to the high standard of its requirements. To join in that high enterprise means the surrender of much individual freedom. The police officer has chosen a profession that he must hold to at all peril. He is the outpost of civilization. He cannot depart from it until he is relieved.

"It is a great and honorable duty, to be greatly and honorably fulfilled, but there is toward the officer a corresponding duty of the State. It owes him a generous compensation for the perils he endures for the protection of society. It owes him the knowledge of security from want that is to be his in his declining years. It owes him that measure which is due to the great importance of the duties he discharges. Wherever the law goes there civilization goes and stays. When the law fails, barbarism flourishes. Whoever scouts the law, whoever brings it into disrespect, whoever connives at its evasion is an enemy of civilization. Change it as you will, but observe it always, that is Government..."

---The American Legion Magazine

ADAMS CALLS FOR PROTECTION OF POLICEMEN'S CIVIL RIGHTS

Police Commissioner Francis W. H. Adams recently urged greater protection of the civil rights of policemen.

In an appeal for better understanding of the problem of men on his force, made at the annual meeting of the Legal Aid Society at the Bar Building, 42 W. 44th St., Mr. Adams said it appeared to him that "all the world has civil rights but the policeman."

In citing the emergencies patrolmen must meet daily, he said, "There is no second guessing for a policeman. He does not have the advantage of counsel in the quiet of his chambers. He is on the spot and must act on the basis of the facts immediately before him. He is supposed to be a lawyer, a judge, a jury and a

policeman all rolled into one."

Back in 18th Century

The legal hazards under these conditions, the commissioner said, date from the eighteenth century when the present law was established.

"The patrolman on the street is an individual, wretchedly paid...yet he is the person who should always be right.

It turns out sometimes, added the commissioner, that the policeman is wrong, and perhaps several years later "finds himself not a hero but the object of a lawsuit."

"The time has come," the commissioner declared, "when thought should be given by the courts and the legal professions to the legal rights of the policeman and what can be done to protect them."

Men of Devotion

The commissioner added that the men on the force are "men of devotion and courage, and are entitled to a little more understanding by the public of what his duties are and the conditions under which he must perform them."

---New York Herald Tribune

MORE POLICEMEN MEAN LESS CRIME

New York Police Commissioner Adams' report on crime is heartening. While the total of all crimes committed in 1954 exceeded that of 1953, there was a significant improvement if comparisons are made on a half-year basis. Taking the whole twelve months, felonies increased 2.3 per cent. But, as Mr. Adams emphasizes, the rise occurred in the first half of 1954 when felonies were up 8.9 per cent, whereas these major crimes declined 3.8 per cent in the second half. In short, the worsening situation was checked at mid-year.

Statistics can be deceptive. One notes, for instance, a tremendous increase in the number of misdemeanors. The explanation here is simply that the police made more arrests--an extra 5,000 alone for disorderly conduct. Still, this clearly shows a commendable in-

crease in activity. Much more important are the vastly improved "clearance rates" which indicate that the police have been more effective in solving crimes. It is discouraging to learn that offenses by minors have risen alarmingly. Juvenile delinquency is still very much of a problem.

But, all in all, Commissioner Adams is right in pointing to an "excellent showing." Major crime has been brought under control. It is an indication of what can be done. The explanation, we are assured, lies in the fact that 1,200 more patrolmen were put on the street last year. Some of the added strength came from recruits, most of it from administrative shake-up. The force is still being enlarged as fast as funds permit, and it is logical to expect in 1955 a still further reduction in crime. But even the present strength of 21,565 is considered inadequate. According to Commissioner Adams, the city remains "wretchedly underpoliced" by a "shamefully underpaid" department. The situation, in his opinion, continues to be critical.

What has been shown is that more man power under improved direction can reduce crime. The only question now is how swiftly and vigorously New York wants to proceed.

---New York Herald Tribune

Regulations Are Explicit

POLICEMAN IN BOY'S DEATH FOLLOWED DEPARTMENT RULES

New York City police, according to department regulations, are supposed to use their guns only when a felony has been committed.

Even then, they are supposed to identify themselves as police officers, to shout "Halt!" fire at least one warning shot, and then, if the quarry keeps going, to shoot low.

Patrolman Robert Surrey, the twenty-two-year-old probationary officer who shot and killed a fifteen-year-old Brooklyn boy fleeing from the scene of a youthful prank, is said to have followed

that procedure except that one of his "low" shots went higher than he intended. From the circumstances at 2 a.m., one Sunday, Patrolman Surrey had assumed a felony had been committed.

Law Section Quoted

New York Police are taught the Code of Criminal Procedure and the New York State Penal Law, Section 1055 of the Penal Law reads:

"Justifiable homicide--Homicide is justifiable when committed by a public officer, or a person acting by his command and in his aid and assistance:

"1. In obedience to the judgment of a competent court; or,

"2. Necessarily, in overcoming actual resistance to the execution of the legal process, mandate or order of a court or officer, or in the discharge of a legal duty; or,

"3. Necessarily, in retaking a prisoner who has committed, or has been arrested for, or convicted of a felony, and who has escaped or has been rescued, or in arresting a person who has committed a felony and is fleeing from justice; or in attempting by lawful ways and means to apprehend a person for a felony actually committed or in lawfully suppressing a riot, or in lawfully preserving the peace."

One officer who has been on the force thirteen years said last night that Patrolman Surrey had no way of knowing, when he heard the crash of a garbage can through a window and a woman's screams, just what had happened.

"For all he knew," the veteran policeman said, "a woman might have been raped or there might have been a murder committed. He had no time to find out."

Besides cases of felony, police in New York City are authorized to use their guns in self-defense. But basically, it was explained, it is a case of discretion. Throwing an ash can at a window is a misdemeanor.

A check with police in Boston and Philadelphia showed that they followed the same procedure used here--don't shoot unless a felony has been committed or in self-defense, after firing warning shots.

Federal Bureau of Investigation

agents are instructed to use firearms only when their own or a third person's life is in jeopardy. They are not told to fire warning shots.

Discretion a Factor

For example, if a person whom an FBI agent was trying to halt should draw a gun, or should act as if he were about to, the agent would shoot. In case of a vicious fugitive running toward cover from which he could shoot, the F.B.I. agent would likewise shoot at him--to halt him.

District of Columbia police are told to identify themselves and order a fugitive to halt. They are not told to fire warning shots. When they draw a gun, it is to shoot. There, too, they are not supposed to draw their guns unless a felony is involved, and, as in New York, they must use their judgment in the light of immediate circumstances.

---New York Herald Tribune

A POLICEMAN SHOOTS
IN THE NIGHT

A Grand Jury is rightly looking into the killing of a fifteen-year-old boy by a policeman in the early morning hours one Sunday in Brooklyn.

With three companions, the boy, John Sterling, was coming home from a party, all of them in a festive mood and not above engaging in boisterous singing and stupid vandalism. The top of a garbage can was flung against the window of a basement apartment, and amid the ensuing shouts and recriminations an off-duty patrolman came by with a date in a taxi. The patrolman got out, identified himself as a member of the police force and called to the boys to halt. They did not; the patrolman shot in the air, and then with a bullet that was intended to be aimed low got one of the boys fatally in the shoulder.

It is a tragic incident. Even in the life of a busy city, with its daily roster of crime and violence, the citizens must pause to ask whether this death could not have been avoided.

The patrolman, Robert Surrey, is said

to have been acting in the prescribed manner, and the killing may be set down as an accident. It should be noted, moreover, that a willingness of the city's police to act to uphold the law even when they are off duty is a sign of devotion and zeal which should be commended. Nevertheless, the question remains. The records are full of cases in which the police have shot at fleeing figures, often with unintentionally fatal results. And often when something a good deal less than dangerous criminals turned out to have been involved. There is a possibility that the police have been getting a little too free and easy with their firearms, and this latest case is one that should cause the whole subject to be looked at frankly.

Self-defense is one thing. So is protecting the public against imminent danger. But where nothing indicates more than a minor offense or disturbance of the peace, there is surely some way of apprehending the suspect besides a resort to the bullets that can miscarry with such dire results. The police have their duty, and they are doing it; but no one would want to be so callous as to suggest that the loss of a young life is justified merely because it was a mistake.

Without necessarily casting reflection on the rookie patrolman in this case, all concerned must ask whether some standards of precaution cannot make such bitter events less likely in the future.

---New York Herald Tribune

ROOKIE POLICEMAN INDICTED
BY JURY FOR SHOOTING BOY

An off-duty rookie policeman, who shot and killed a boy while investigating a disturbance in Brooklyn, New York, was indicted March 23 on a first degree manslaughter charge.

Robert Surrey, 22, pleaded innocent before Kings County Judge Nathan Sobel and was released in custody of his commanding officer pending trial.

Surrey, escorting a girl friend home in a taxicab at 2 a.m. Feb. 13, heard a

loud crash and screams and saw four youths running.

Detectives said Surrey halted the cab, called to the boys to halt, fired three pistol shots into the air, then fired two shots at the still fleeing boys.

One of them, John Sterling, 15, shot in the abdomen, dropped dead.

Investigation developed that the boys, on their way home from a party, had tipped an ashcan against a basement apartment window. Mrs. Grace Burns, occupant of the apartment, had screamed.

The grand jury that returned the indictment held that the shooting was not premeditated, but that it was "Not justifiable or excusable."

The parents of the boy also had called the shooting unjustifiable, but Police Commissioner Francis W. H. Adams, has said the rookie apparently acted properly under the circumstances.

THE PROS AND CONS OF CAPITAL PUNISHMENT

The reprieve by Governor Ribicoff of two convicted murderers stays their execution until after it is determined whether the General Assembly will change the law concerning capital punishment. As this matter will be considered soon the Governor has acted humanely in granting this reprieve. Technicalities are not important where human life is concerned. If it is the will of the state that capital punishment be abandoned, then that will exists now even though it has not yet been put on the books.

There is, however, a grave question whether that will exists. There are cogent arguments on the side of abolishing capital punishment, particularly when its existence is justified on the ground that it deters potential murderers. That just isn't borne out by the record. Those states that do not have capital punishment do not have a significantly higher record of murders. But so many cultural and social factors enter this picture that comparative figures are tricky.

Defenders of capital punishment are on sounder ground when they defend the practice, not as an ordinary deterrent, not as vengeance, but on the ground of prophylaxis. There are certain types of murderers who have, by their callous disregard of the lives of others, forfeited the right to any consideration. They are a continuing threat to others so long as they live. And so long as they do live, there is a chance that they will be returned to society to commit other murders.

The argument that they could be kept under lock and key, without benefit of parole, also falls flat in the face of reality. Men serving life sentences with no hope of parole are also continuing threats of murder. The current uprising in Charlestown State Prison is a good example of the desperation of imprisoned men, with not a glimmer of hope for release.

There is still another consideration. Law enforcement officers are called to take all kinds of chances in the normal course of their employment. Are they not entitled to the fullest backing of society when they are murdered in cold blood? If a man is callous enough to murder a law enforcement officer in cold blood is he not a continuing threat to all with whom he comes in contact? Besides, if the death penalty is removed, arresting officers will be more likely to use their own guns rather than risk being killed by offenders who, they believe, will shoot.

Most students of crime and criminal motivation are convinced that the archaic philosophy of revenge, or of making an example of the prisoner, are outmoded. But the extirpation of the unregenerate, the cleansing of society of those individuals who are so warped as to continue as a threat against individual jailers, or society at large if they make good an escape, is another matter.

The gentle, generous citizen whose life is insulated from the jungles of criminality can be praised for his humane attitude toward capital punishment. But one has only to look at Charlestown Prison now--or to the nature of some recent murders in Connecticut to wonder if a little hardness in our attitude might

not promote the public welfare better than a generalized and rather fuzzy warmth toward those who kill, coldly, deliberately, and often for pay.

---The Hartford Courant

BETHANY STATION BULLETIN REVIEWS WORK OF PERSONNEL

Bulletins issued to personnel by station commanders occasionally come to the attention of Vox-Cop. One such bulletin, deemed worthy of reprint here, was recently mailed to each officer's home by Lieut. Louis D. Marchese, commanding the Bethany barracks.

Here is the message:

SPRING BULLETIN, 1955

On March 18th, I will have completed one full year as your commanding officer and I think it fitting to take pen in hand and consider our year together.

At the beginning of our association there were as always rough spots and slight misunderstandings which are part of the hazards of proper social and business intercourse and of course police work is a big business.

In the last twelve months we lost several officers by promotions and transfers and gained new ones by the same methods. At the present time we have an extremely capable working unit of thirty-eight competent men and one policewoman (also capable). Our enforcement record, both in motor vehicle work and in criminal work is definitely on the upgrade and we are making a creditable showing statewide.

Police business is of necessity a negative chore with the public lined up doing as regulations demand they must and with police officers lined up to see that these regulations or laws are adhered to at all times. In spite of this we at Bethany have incurred very little displeasure from the general public and rather than being looked upon as foes have attained the stature of friends to all.

Our relations with all local police departments and courts are of the finest

for which every man in our station is to be commended. Your actions and attitudes while fulfilling the needs of your work have made this situation ideal. I am also glad to see a newer and better regard as far as our auxiliary division is concerned and it is paying dividends in increased attendance and better relations.

Now with the advent of spring we should all embark on a general taking up of slack if any exists or cleaning off of any "rust" spots which we acquired during the winter months for even though we are doing well there is as in everything at all times room for some improvement.

Our department at the present time is in a period of transition and many new ideas and policies are being planned and formulated. I firmly believe that better days and a continuation of our good working conditions are in store for all of us and for our department as a whole. But again each and every one of us is a personal missionary representing the organization as a whole, and whatever we do or say reflects on our own well being for as the State Police Department goes --so goes our future.

I wish to take this opportunity of thanking each of you for your overall splendid cooperation during the past year and with your continued cooperation and assistance 1955 should be a banner year for our station.

Always keep in mind that an efficient station tends to better working conditions for us all and when you men are happy at your work my position as Commanding Officer is made unmeasurably easier and much more pleasant.

So to all thanks and good luck to you and your families for the next twelve months and forever.

Lt. Louis D. Marchese
Commanding Officer
Bethany Barracks

SERVICE

Service in a just cause rewards the worker with more happiness than any other venture in life.

---Carrie Chapman Catt

IN-SERVICE STUDIES

Vox-Cop

March - April, 1955

Photography--An Aid To Criminal Investigation

Photography represents to the police officer one of the most useful aids to modern criminal investigation today, whether it is used to record the scene of a crime or the numerous laboratory methods in which it plays a very important part.

The year 1839 is accepted as the birth year of photography. At that time Henry Fox Talbot and James Mande Daguerre made the first successful photographs, but it was not until half a century later that photography was used as a scientific instrument. This was due to the crude construction of early cameras; the fact that early lenses could not form a true image and that the sensitized materials required very long exposures. The first fully corrected lens was not placed on the market until 1890 and it was not until 1906 before a sensitized plate was perfected that would reproduce all colors in equivalent shades of gray.

The courts were quick to recognize the field of photography as a valuable aid in legal work because it brings before them in a graphic manner bits of evidence that otherwise they might find hard to comprehend. Photographs were first accepted in court in 1859. This was thirty-one years before fully corrected lenses appeared on the commercial market. It must be remembered that in 1859 photography was still in the experimental stage. Since that time photography has progressed so rapidly that today the courts accept photographs in evidence as a true reproduction of the original.

Photography is the reproduction of objects or scenes on a sensitized emulsion. It reproduces these objects as the eye sees them in varying shades of gray ranging in scale from white to black. Objects are made visible to the human eye through the reflection of light waves, and it is this reflection that the camera records. Light, as it is known to science today, is broken up in-

to two divisions; that of the visible light and the invisible light. We all know that the visible light is that which is sensitive to the eye, and the invisible light is that which we cannot see. Invisible light rays are called X-rays, Ultra-Violet rays and Infra-Red rays.

In that part of the light spectrum which is found below the visible light range we have two types of photography, the X-ray and the Ultra-Violet. To many people an X-ray examination means only a medical examination to determine broken bones or certain types of diseases but to the police officer it may be the means of saving his life. We remember that during the New York World's Fair, two New York City police officers lost their lives when they attempted to open a suspicious package found in the British Pavilion. X-ray technicians had been called to determine the contents of the package but the police officers, while waiting for their arrival, decided to open the package without the X-ray examination with the result that the bomb exploded killing them both. Had they waited the X-ray which might have prevented the loss of life, would have provided them with the knowledge to safely de-activate the bomb and would have given the experts a chance to study the contents and perhaps give them some clue as to who had constructed the bomb. The use of X-rays is also very practical in finding bullets in decomposed bodies or to reveal weapons being smuggled into jails and numerous other applications.

The next branch of invisible light photography is the Ultra-Violet. This is used mainly in documentary work to restore writing that has been chemically altered. The Ultra-Violet, or Black Light as it is sometimes called, penetrates the alteration making visible on the photograph the original writing. The Ultra-Violet photograph is also an effective medium to reveal secret or hid-

den writing. Identification of certain substances are determined by their characteristic fluorescence under the Ultra-Violet light. Quinine, for example, can be determined by its bright bluish fluorescence. In the case of a criminal assault where rape has been suspected, the victim's clothing is oftentimes in a very dirty or torn condition making it difficult to detect the presence of semen. But when such articles of clothing are placed under the Ultra-Violet lamp such semen stains are readily discernible, and as such they may be easily photographed and marked for future identification.

Photography that utilizes the visible portion of the light spectrum falls into several different categories--black and white and natural color, (with the following sub-divisions of each) still and motion pictures in micro and macro sub-classifications. Each of these have unlimited applications because they can be used to record everything that the eye sees making a permanent record of conditions as they appeared at the time the photograph was made. It will record minute details that might otherwise be overlooked. The photographs serve as artificial stimuli to refresh the memory of the investigator. Individual bits of evidence may be photographed as they are found. Fingerprints are one type of evidence that might easily be destroyed due to smudging, but if a photograph is made before any attempt at powdering or removal is made then the permanence of evidence is insured. Footprints, tire marks, blood stains, and other items of evidence are lastingly preserved once they are photographed. Photography offers the ideal method of graphically portraying the scene of a crime and in some cases the perpetration of a crime itself.

Ballistics work is very exacting and through the use of photo-micrographs found on test shots fired from a suspected gun, we are able to convey the comparison to the minds of the jury. Photo-micrographs of this type when presented in court conclusively prove the findings of the firearms expert. Of course, photo-micrographs are not confined to firearms identification alone.

In fact anything that may be seen through a microscope may be photographed.

Macro-photographs or gross photographs, as they are sometimes called, are enlarged photographs of objects and unlike micro-photographs, they are not obtained by the use of microscope but are made directly by the use of the camera and the enlarger. For example, a person is struck by a hit-and-run automobile, when examination is made it is found that a piece of the victim's coat has been torn off. A car suspected of having struck the victim is found; examination reveals a piece of cloth caught on the underside of the car. By superimposing enlarged photographs of that section of the coat containing the hole with a similar photograph of the piece of cloth found on the car, it is a simple matter then to demonstrate that both pieces fit together perfectly. Up to this time the driver of the car may deny his guilt thinking that he has a perfect alibi and the fact that there were no witnesses, but when the investigator confronts the suspect with positive evidence of this type; it oftentimes acts as a surprise inducement to his confession.

In the examination of questioned documents, the examiner bases his opinions on the repetition of similarities of writing characteristics of individuals. After selecting the letters and groups of words from the evidence and known specimens of the suspect's handwriting that he is going to use, they are photographed and enlarged several times their actual size. They are then grouped together in their proper sequence to form charts. It is through the use of these charts that the examiner is enabled to illustrate his points of comparison before the jury.

The advantages of photography in natural color for police work have been known for some time, but did not become practical until quite recently with the development of new materials and new methods. In the past it was necessary to send the transparency to the manufacturer for processing once it had been exposed. If color prints were required, three color separation negatives had to

be made with exacting skill after which wash-off relief prints could be made. This required a great deal of time and a true reproduction of colors was not guaranteed. Manufacturers have recently placed on the market new materials and methods enabling the photographer to expose, process and make color prints right in his own laboratory in a short time, thus making for efficient control and continuity over the subject.

By the use of the motion picture camera, re-enactments of crimes have been made, oftentimes using the suspect himself to show his part in the commission of the crime. Actions of persons under surveillance may be made. Here special tele-photo lenses are a valuable asset as they enable the photographer to make his photographs from a great distance without chance of being discovered. Aerial pictures may be made of scenes of crimes where they cover a wide area. Traffic surveys of highways and congested areas are best studied with the motion picture camera. The value of motion pictures goes a step further in that they are a visual form of instruction for police schools. Special subjects may be comprehensively covered and brought before large groups.

In the research field, high-speed photography is beginning to gain recognition. By means of making ultra high speed photographs at speeds ranging up to 1/30,000th of a second, the effects of gunfire are easily studied. The action of the gases as the shell is fired, the speed of the bullet and the changes it undergoes when striking different objects are but a few of the results that can be achieved by means of this photographic process.

Spectroscopy is also a part of the photographic process. Special emulsions sensitive to certain spectral regions are coated on thin glass plates. Some 35 mm film is also coated with these emulsions for use in spectrographic analysis. Plates and films are processed in the usual manner. Some sixty elements may be identified by their spectral lines lying within the ultra-violet and visible regions. Through analysis of this type poisons, bullet, and paint stain composition may be determined.

Beyond the visible light range of photography comes the infrared rays. Infrared photographs are obtained by the use of special filters and emulsions sensitive to that part of the light spectrum. These light rays when applied to police photography may be utilized to reveal hidden writing, erasures and faded inks. It will reveal blood stains on clothing that have been dry cleaned and will restore writing on charred bits of paper. By the use of specially coated flash bulbs, photographs of individuals and gatherings may be made either in total darkness or in daylight without the photographer revealing his presence. A recent discovery and closely guarded secret of the government during the war was the Sniper-Scope. The Sniper-Scope was a special device which used the Infrared ray principle and by its use, a gunner was enabled to clearly sight his gun on a target in darkness without his being seen by the enemy.

Generally speaking in the field of scientific investigation today, it can be seen that no criminal investigation can be complete without the aid of photography, for the photograph is an accurate part of the investigation.

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

BORN FOR THE JOB

In the manufacture of sporting ammunition, the well-known element, lead, has played a highly important part for many, many years. Hunters of big game, upland game, and waterfowl have frequently asked the Remington Arms, Company, Inc., Bridgeport, Conn., why this metal is so peculiarly and ideally adaptable to the manufacture of hunting cartridges and shotgun shells. The answer to this question has a number of interesting facets which give it a technical flavor.

There are at least four important factors in the requirements for a satisfactory long-range bullet or projectile material: the raw materials must be plentiful, they must be relatively inexpensive, they must be easily fabricated, and the bullet must have as high a den-

sity as possible.

The first three requirements are more or less obvious. There are many materials which are plentiful and inexpensive; there are considerably fewer which, at the same time, are easily formed by such inexpensive methods as casting, swaging, or dropping from towers. It is, however, the addition of the fourth condition, high density, that makes lead an outstanding contender in the field.

To understand this, we must understand the reason why a long-range bullet, or bullet material, should have a high density. This is a necessary consequence of the requirements that such a bullet must first have stability in flight; second, have as flat a trajectory and as high a remaining velocity as possible; third, have as high a striking energy as possible; and fourth, not be inconveniently large.

By "stability" we mean that the bullet must resist the tendency to tumble or "keyhole." It is for this reason that a bullet is given spin. There is a mathematical formula that tells us what the minimum rate of spin must be for a bullet of given size, shape and density if it is to be stable in flight. This formula tells us that if two bullets are of the same size and shape, but one is less dense than the other, the lighter bullet must have a faster spin than the heavy bullet.

Obviously, if the required minimum rate of spin becomes too high, the twist of the rifling may be so steep that the bullet would strip in passing down the barrel.

The same formula tells us that it is more advantageous to have a short bullet than a long bullet of the same weight and diameter if we don't want the rate of spin to be too high. This condition of maximum stability with minimum spin is thus seen to be met most easily when our bullet is made of a material with a high density.

A flat trajectory is a very desirable feature for a bullet, since this reduces the precision with which the shooter must guess an unknown range. This condition is best met by a bullet whose initial velocity is high and which, also, has the ability to retain its velocity

well in the face of air resistance.

The ability of a bullet to overcome this resistance is measured by a quantity called the "ballistic coefficient." The higher the value of this quantity, the less velocity will be lost by a bullet in a given distance. For bullets of the same size and shape, the value of the ballistic coefficient is directly proportionate to the weight, hence to the density. The higher the density, other things being equal, the more efficient is the bullet.

The shooter also wants, and properly so, high striking energy. The striking energy depends upon the weight of the bullet and the velocity at the target. Obviously, the high density bullet weighs more. The matter of size is more or less obvious. If, to obtain a bullet of desired weight, it were necessary to give it a very large diameter, or excessive length, the problems of gun design would be made more difficult, as would the problem of carrying a large number of rounds.

The list of elements with densities higher than lead is an interesting one. Here it is: gold, iridium, mercury, osmium, palladium, rhodium, ruthenium, tantalum, thalium, thorium, tungsten, and uranium. All of these are extremely rare, very difficult to work, very expensive or physically unsuited.

Insofar as bullets and shot are concerned, lead is one element which seems to be truly "born for the job."

---Remington-Peters Law Enforcement
Officers Service Bulletin

SELLING CAR TO DRUNK MAN HELD SAME AS "DRIVING WHILE DRUNK"

A used-car salesman in Minneapolis who delivered a car to an intoxicated man has been convicted of driving while drunk. The charge was made under a 1950 ordinance which makes anyone found "aiding and abetting" a drunken driver equally guilty. The motorist, who was sentenced to 60 days in jail, was the chief witness against the salesman.

---AAMVA

Safety minds

Vox-Cop

March - April, 1955

This Will Really Work



WHAT IS THE CRIME?

By Lieut. William A. Gruber

We commonly associate the word "crime" with illegal acts against the State, against the person, and against humanity and morality. The word has an odious association with all that is evil. The word "criminal" brings to mind a character usually depicted as a loose lipped, beady eyed, unshaven individual whose physical appearance and dress bespeak his lawless character.

Of course, physical appearance is no criterion in judging criminals, neither is sex. There is no such thing as a white collar crime. Is the well-dressed embezzler who converts bank funds a better type of criminal than his poorly dressed counterpart who steals from his employer's till? We have come to accept the fact that there is dignity in crime. In the opinion of the public the theft of a million dollars is practically condoned, while the theft of one hundred is despised.

Public sympathy is a peculiar thing. Place yourself in the other fellow's shoes, we are told. To err is human to forgive divine. How difficult it can be to sit in judgment of others while placing oneself in similar situations from which we were fortunate to escape unscathed. That is the principal cause of our accepting the traffic criminal as our social equal.

Police officers have often been asked these questions while writing out a summons. "What do you think I am, a criminal?" -- "I haven't killed anyone, have I?"

How much longer are we going to delude ourselves into thinking that there is a distinction between laws. It depends upon how long it will take for us to no longer feel that we must ease our national conscience by calling criminal collisions, accidents. When we stop calling highway criminals by any other name we will have made a step in the right direction.

The terms we use to soften the crime are even funny---"MOTOR VEHICLE violators" SUMMONED to TRAFFIC court for INFRACTIONS and held on "TECHNICAL CHARG-

ES." Is there anything "technical" about death or injury resulting from so-called "accidents"? Those responsible for the damage, deaths and injuries - are they criminals? Or are they sad examples of the genteel crime of bad attitudes.

With apologies to Gertrude Stein: - "A crime is a crime, is a crime" - but Black's Law Dictionary states that "A crime is any act done in violation of those duties which an individual owes to the community and for the breach of which the law has provided that the offender shall make satisfaction to the public."

Our laws are rules of civil conduct, a system of principles. The man who steals a parking space, robs you of your right of way, assaults you with his vehicle, kills, burns, and maims those who stand in his way, is no gentleman of the road.

While this was being written, two of us died in needless collisions. Two of us are just as dead as if we had been shot.

What is the crime - who did it,
When was it done and where,
How was it done and with what motive,
Who in the crime did share.

STIFF PENALTY

Stay out of Saudi Arabia if you are accident prone. Hear this:

"If a traffic accident occurs as a result of speed and negligence, and does not result in death, the offender will be imprisoned for one year and his driving license will be withdrawn. If an accident results in the death of any person or persons, and the driver has been proved to be the cause, he will be executed whoever he might be."

Pretend you are in Saudi Arabia drive carefully at all times.

Two of five "thumbers" have their prints in the FBI files in Washington. More criminals are posing as innocent hitch-hikers. Don't take chances.

SLOW DOWN AND LIVE COUNTRYWIDE

By William M. Greene

After a quarter century of work in the field of highway safety, I am not given to superlatives about traffic programs. I have seen too many fine plans evaporate when it came to the hard test of DOING rather than TALKING. I have seen too many promises of public support vanish when officials requested support groups to get on a down-to-earth basis of what to DO.

Of this I am certain--"Slow Down and Live" in 1955 will be the biggest highway safety campaign ever conducted. It will be the most extensive as to the area covered, the most concentrative in terms of specific effort aimed at specific objectives for a definite period of time, and the most elaborate from the point of view of promotional materials and opportunities.

The experience of the past two years with "Slow Down and Live" has shattered some of my reserve. As an acknowledged New England conservative in traffic accident prevention, I praise "Slow Down and Live" because I believe in it. I believe in it because I have seen it work. Experience tells me that this program will work equally well for Connecticut or California, Minnesota or Texas, if state officials want to take advantage of its possibilities. The word "want" is used with reason. There is no compulsion in "Slow Down and Live." The program is offered to the states and communities for adaptation to their individual activities and needs. It may be embraced in its entirety and become a complete, inclusive project or it may be shaped as a supplement to a successful, existing program.

PROJECT EXTENDED

The size of the project for 1955 was suggested in July, 1954, when the Governor's Conference, meeting at Bolton's Landing, New York, adopted the following Resolution introduced by Governor Theodore McKeldin of Maryland and seconded by Governors Frank Clement of Tennessee and Hugh Gregg of New Hampshire:

"Every appropriate facility of state

government must be directed forcefully to the management and regulation of traffic in such a way as to reduce death, injury and property damage on our streets and highways. The initiative of the Northeastern State Safety Coordinators in 1953, joined by the Southern State Safety Coordinators in 1954, and state highway safety campaigns generally have provided a program of traffic safety during the summer vacation season, aimed against the violations most frequently responsible for highway accidents--violations associated with the 'in a hurry', 'me, first' attitude among drivers. 'Slow Down and Live' programs are producing results in the reduction of traffic casualties and should be extended throughout the nation.

"The Forty-sixth Annual Meeting of the Governor's Conference urges safety coordinators of the forty-eight states to conduct vigorous highway safety campaigns generally, and especially from Memorial Day to Labor Day, 1955 on a countrywide basis, and recommends that the several Governors provide impetus for the program by signing a joint declaration setting forth the position of each state in full support of this highway safety project."

Here was another "first" for "Slow Down and Live"--the first traffic safety program singled out for specific mention by the 48 Governors as being desirable on a nation-wide basis.

Although the Governors gave the state safety coordinators a definite challenge it involved more than quick acceptance and an easy response. "Slow Down and Live" was operating successfully in 24 states when the Governor's Conference took its action. But the United States is a vast area and a country-wide project needs a sound, working organizational structure if it is to be effective. State safety coordinators had such an organization in only 24 states.

Probably one of the principal reasons this program has flourished is the simplicity with which its sponsorship has spread and the informal yet effective and cooperative structure which has sprung up to carry it forward. For many years, northeastern states have had a Conference on Highway Safety and Motor

Vehicle Problems. One of the standing committees of this Conference is composed of state safety coordinators. In this committee was born the "Slow Down and Live" idea, and with it the slightly more formalized group known as the Northeastern State Safety Coordinators. In 1953 we learned that our project had great potential strength in both enforcement and public appeal. When the northeastern states voted, unanimously, to continue the program in 1954 we also agreed that the campaign should be available to any states wishing to make use of the materials and facilities and willing to do a thorough job of state-county-community action in enforcement. In March, 1954, thirteen southern states joined the program and created the Southern State Safety Coordinators.

These two groups represented half the states, but not half the nation in area. If we were to follow the proposal of the Governor's Conference we needed some form of national organization. Consequently, on October 21, 1954, meeting in Chicago at the time of the National Safety Congress, state representatives brought into being the National Conference of State Safety Coordinators and offered "Slow Down and Live" to the nation.

It should be clearly understood that this young organization has no grandiose ideas as to its place in the traffic safety picture. There are already very effective national associations of state officials in several fields. The State Safety Coordinators have no scheme to supersede these groups in program planning or to invade their specialized areas of interest. In fact, without the strong support of police, court, motor vehicle, highway and educational authorities in the states and communities, a project of the coordinators has no chance for success. The coordinators cannot require, direct or demand a "Slow Down and Live" program. They can only suggest, advise and coordinate the effort.

ASSISTANCE FURNISHED

It should also be made plain that the National Conference of State Safety Coordinators, like the Northeastern and

the Southern groups, has no staff and no budget. We would never have been able to conduct a program without the administrative assistance of the Accident Prevention Department of the Association of Casualty and Surety Companies. Fortunately the Association realized, with us, that effective coordination of state traffic safety programs, reaching out to the communities, needed organization and stimulation.

The Association recognized, too, the potential power of "Slow Down and Live." So the administration of the entire campaign has been and remains in the hands of the Association's Accident Prevention Department, acting at the direction of our Executive and Planning Committee. For the 1955 program, offices in New York, Chicago, Oklahoma City and San Francisco will handle the vast staff details. The Association has retained a promotional agency, Mass Marketing Institute of Chicago, for the special assignment of "Slow Down and Live." The Association's Public Relations Department has joined with the Accident Prevention Department in carrying out the multitudinous steps of a national program.

The interest and support of the Association of Casualty and Surety Companies extends much deeper than mere administration. Time and time again the Association is host at receptions, luncheons and meetings where the working development of "Slow Down and Live" has its full expression. Such will be the case at regional meetings to perfect the 1955 campaign. These sessions will be held during February and March at Boston, Philadelphia, Indianapolis, Des Moines, New Orleans, Denver and Sacramento.

All of the Association's contribution is done in the name of the coordinators, on distinctive letterheads and even through street addresses which betray no connection with our benefactor. I can say, in all honesty, that this is the finest example of unselfish public service it has ever been my pleasure to witness in the highway safety movement. Moreover, the "behind the scenes" support of the Association not only makes "Slow Down and Live" possible--it is the

main reason that the program is workable as an official activity. The coordinators have carried the same philosophy throughout the project. Every contribution to "Slow Down and Live" is welcome --large and small, but cooperation has no "price tag" and no opportunity for glory!

I am asked, many times, two questions about "Slow Down and Live." The first is actually a double query: "Why do you concentrate on speed violations and why for only 100 out of 365 days in the year?" Here's the answer.

Traffic accident trends of recent years have disclosed some interesting facts. The so-called "open road" of summertime vacation travel has become a pathway to traffic tragedy. Death on the highway from two-car collisions, vehicle rollovers and collisions with fixed objects reaches a peak in the summer. July or August now replaces December as the month with the greatest number of traffic fatalities. The accidents are rural and non-pedestrian--accidents during open country driving. Ninety per cent of them involve the violations associated with being "in a hurry"--excessive speed, speed too fast for conditions, following too closely, improper passing and failing to yield the right of way. Into this quintet, another classification is pressing, described in the accident reports as "drove off the highway." In Connecticut, for example, we will record anywhere from 4,000 to 5,000 "one-car" mishaps every year, cases in which only the one car is involved--no other factor. In most of these cases there are no witnesses, unless there are survivors. But investigation of the accidents generally show from 200 to 300 feet of skid-mark before the crash takes place. Regardless of other factors which may be included as "causes," speed is also present in this "drove off the highway" category. The state safety coordinators believe these reasons more than justify a Memorial Day to Labor Day program aimed at the "headlong rush" traffic violations.

IDEAL OPPORTUNITY

The second question has a loud note of skepticism in its wording: "What's so

different about 'Slow Down and Live?'"

My answer is a little more complex, but equally forthright. Here it is:

FIRST, "Slow Down and Live" provides the perfect opportunity for the cooperation of functional authorities, in states, counties and communities. It is an ideal official program with clear objectives and specific ways to reach those objectives.

SECOND, the program provides an equally fine opportunity for the use of promotional projects within the capacity of every organization, business and industry. All the elements for public support are present--for a MAGNUM OPUS or for one of the many "small lifts" in a big effort.

THIRD, "Slow Down and Live" concentrates where and when the need is greatest. The program is long enough in duration to accomplish something and short enough in time span to sustain interest and activity.

I would like to elaborate, for a moment, on the second item in the foregoing answer. "Slow Down and Live" is the perfect program for state and local support by insurance companies and their agents. Companies can provide national coverage in a variety of ways and should be large users of the promotional materials prepared for the 1955 campaign. State associations and local agents can be a most important force in the entire project. If your State Safety Coordinator is not already known to you, the Association's Accident Prevention Department will be glad to supply his name. Contact him, for specific suggestions as to what you can do to help.

So, the stage is set--in 48 states, the District of Columbia, Alaska, Hawaii, Puerto Rico and the Republic of Cuba. If "Slow Down and Live" can repeat its 1954 result it will save over 1,200 lives on our streets and highways next summer. It can also produce the first national reduction in total traffic casualties since the restricted travel days of World War II.

Perhaps these goals are too much to expect for the first year of nation-wide operation. Even if we fail to reach the "summit" in 1955, we'll gain a lot of experience in how to reach our objec-

tives and we may get there in 1956. After all, it took a lot of hard work and heartbreaks before anyone stood atop Mount Everest, and our goal is an Everest in traffic accident prevention.

---The Casualty & Surety Journal

SLOWING AND STOPPING

WHAT IS REACTION DISTANCE? BRAKING DISTANCE? STOPPING DISTANCE?

REACTION DISTANCE is the distance a vehicle travels from the point where the driver first notices a dangerous condition until his foot is applied to the brake pedal. This distance is determined by a person's reaction time--the time it takes him to react to an emergency. A person's reaction time will vary according to his physical condition. A normal person's reaction time is approximately 3/4 second.

BRAKING DISTANCE is the distance a vehicle travels from the point the brakes are applied until the vehicle is brought to a standstill. This distance is affected by speed, weather, type and condition of road surface, efficiency of the brakes, and the load carried by the vehicle.

STOPPING DISTANCE is the total distance a vehicle travels from the point the emergency is detected by the driver to the point where the vehicle stops; the sum of the reaction distance and the braking distance.

---Fleet Supervisor

COURTESY

Remember the three C's!--Care--Courtesy--Common Sense.

This is good advice for those who earn their living using the highways and byways. Many accidents are caused by the impatient driver who uses his horn or his mouth instead of the brakes, or insists on the right of way when a few seconds delay in courtesy would prevent a serious accident.

It's so easy and simple to let the other guy go first. Why race him across

the intersection? You save only a second or two if you win, but you may lose your life by taking the chance. Being courteous is the easiest possible way to avoid an accident.

Courtesy takes so little effort on your part. You are not sacrificing much and you have everything to gain.

If the vehicle you drive is marked with the name of the company for which you work, then public opinion of your company is going to be determined by the manner in which you drive. If you are courteous and careful, their opinions will be favorable. If, on the other hand, you needlessly obstruct traffic or risk the lives and property of others by careless driving, the good will toward your company will suffer.

When you are tempted to cut in front of another driver, because he crowded you a bit, remember, continuing the argument isn't going to decrease your chances of having an accident.

Courtesy is contagious. If you perform a courteous deed while driving, the driver benefiting from your action, will "catch the bug" and show consideration for other drivers himself. Sooner or later, the chain may lead back to you.

The next time some driver gives you a bad moment by some stupid move, just try smiling. He'll smile back--and he'll remember!

---Fleet Supervisor

GAME OF CHANCE

CAUTION IN DRIVING is essential, but with the number of motor vehicles using our roads and highways increasing so rapidly, it is now more important than ever that drivers exercise the greatest possible care and alertness in their driving. A vehicle operator who makes a habit of speeding, weaving in and out of traffic, following other vehicles too closely, etc., is not only a serious menace to others; he is his own worst enemy. He gambles with DEATH--and during his lifetime, he only loses once in that game of chance. IT PAYS TO BE CAREFUL!

---Fleet Supervisor

DISGRACE OF OUR TIMES

We Go On Killing And
Maiming Heedlessly

Connecticut Safety Commission's report on highway deaths so far this year shows that our record is particularly bad. In an analysis the commission finds that the majority of accidents were caused by excessive speed. The tragedy of the generation is that it is impossible to get the need for care over to the drivers of cars with such impact it will stick.

There's certainly little comfort in the report of Connecticut's Safety Commission regarding accidents and highway fatalities thus far this year. Only in two years out of the last thirteen have as many people been killed on Connecticut highways during January as this year. The record shows that 29 persons met death in automobile crashes during January on Connecticut roads. This figure compares with an average of 21 deaths during the same month since 1942, and records as low as 12 deaths in '49.

And disheartening as it may be, it now looks as though the February toll would be worse than it was last year and for the average of the years in which accurate records are compiled. According to a bulletin issued at the middle of February by the Safety Commission, "Indications presage February traffic death toll will exceed last year's 18 cases... surprising if the month will not be the highest since 1941 when 23 deaths were recorded...11 February cases now against eight last year."

In analyzing the 29 fatalities in January from all the information available (police reports, eye witness accounts and newspaper stories) the Safety Commission says, "History of the cases apparently indicates high speed, at least a rate of movement unsafe for prevailing conditions and capacity of driver to handle the car. Case after case indicates car leaving the highway, overturning one or more times until sheer friction halted vehicle or/and crashing into fixed objects."

The Commission goes on to sum up the appalling record in January this way, "Traffic safety program itself cannot be charged with weakness as regards January's experience save that it, apparently, did not reach involved operators with message of sufficient impact as to make them safety-minded. This, of course, is always the main goal of traffic safety effort. How to ensure individuals retaining the safety message in their minds is still to be advised. Unquestionably all of Connecticut's million drivers have read, heard or seen many traffic safety appeals of one type or another. To get them to recall such counsel when driving is the problem. Except that today's cars move too fast, too easily and too comfortably no fault for January's crashes can be attributed to vehicles. Nor does review of the cases indicate highway fault. As is generally the case, month after month, and year after year, the finger of weakness points at the driver."

What in the wide world can be done to bring this home to every living soul who operates a motor vehicle? This horrible, tragic toll would cease if it were possible to get drivers to realize that the one--the only thing necessary for them to remember is to be careful and courteous while behind the wheel of a car. The tragedy of this generation is that it is apparently an utter impossibility to get this message over so that it sticks... and we go on killing and maiming at a rate that is so high and so awful that it beggars the casualties of war and pestilence.

---The New Era

We see by the newspapers that Montreal police have their problems, too. Seems they recently received a telephone call from a man who reported the theft of his auto's steering wheel, dashboard, and brake, gas and clutch pedals.

Police promised an immediate investigation. A few moments later, however, the man called back. The same voice--this time with a distinct "hic"--said they needn't bother. He had gotten into the back seat of his car by mistake.

S A F E T Y M I N D S

H O W T H E Y D I E D

This is a list of the 25 collisions that caused 29 deaths in Connecticut during the month of January. The one thing, neither these, nor any description can portray is the grief these deaths brought, the fear that was felt, too late, by those facing possible prosecution because of them.

TOWN	OPERATOR & OCCUPANTS	
Hamden	Operator	One-car crash 5 a.m. Connecticut vehicle hit wall and utility pole 'at terrific speed.'
Wethersfield	Occupant	Driver made U-turn on turnpike.
Waterbury	Operator and Occupant	Skidded and overturned.
Manchester	Occupant	Hit parked car -- three car collision.
Union	3 Occupants	Three killed in two separate but related accidents. Car passed trailer truck when car in opposite direction crossed esplanade, crashed head on into passenger car, throwing it into path of truck.
Farmington	Occupant	Truck ran broadside into car. Snow-glazed highway -- six year old killed.
Salisbury	Operator	Hit tree, overturned, operator thrown from car -- car rolled over operator.
Stamford	Operator	Struck rear of parked car, veered across street, overturned.
Norwalk	Operator	Serviceman from out of state left road, hit two trees, overturned.
Bristol	Operator	Skidded, lost control, overturned.
Canaan	Occupant	Sharp curve, car out of control, hit tree.
Meriden	Operator	Skidded, overturned, driving with no license.
Norwalk	Occupant	Heavy snow, head-on collision with truck at 4:30 a.m.
New Britain	Occupant	Driver passed car, head-on collision.
Woodbridge	Operator	"Fell asleep" -- hit trees, overturned.
Plainville	Operator	Struck pole, 1:30 a.m., skidded 500 feet; speed; also "check to be made on whether victim was intoxicated."
TOT. - 19 OPERATORS AND OCCUPANTS		
TOWN	PEDESTRIANS	
West Haven	Pedestrian	Crossed street on way to church, thrown 71 feet, operator held on violation.
Bridgeport	Pedestrian	80-year-old woman attempted to cross road without using crosswalk; motorist absolved.
Meriden	Pedestrian	Woman struck by car; operator charged with reckless driving.
Mansfield	Pedestrians	TWO pedestrians walking WITH traffic near middle of road -- mother and 2-year-old son killed; motorist absolved.
Waterbury	Pedestrian	Pushed stalled car; killed when operator ran in front to try to halt car as it rolled downgrade.
Newington	Pedestrian	Elderly man hit as he stepped off bus -- 10 p.m.
Fairfield	Pedestrian	Driver said pedestrian loomed up in front of him all of a sudden -- dusk.
Groton	Pedestrian	6-year-old fatally injured when hit by a truck -- boy playing in street.
Stafford Springs	Pedestrian	Struck by car while crossing Main Street.
TOTAL -- 10 PEDESTRIANS		

ACCIDENT FACTS

(1955 Preliminary Condensed Edition)

The 1954 accident death toll was approximately 91,000, or 4 per cent less than the 1953 death toll of 95,000 (see table below). Accidental injuries numbered about 9,200,000 including 330,000, which resulted in some degree of permanent impairment--ranging from partial loss of use of a finger to blindness or complete crippling.

The death totals for the principal classes of accidents are given below. The injury totals were: Motor-vehicle, 1,250,000; public non-motor-vehicle, 2,000,000; home 4,200,000; work, 1,850,000. Duplications of motor-vehicle with other classes numbered approximately 100,000.

Accident costs amounted to about \$9,700,000,000. This includes wage loss of \$3,200,000,000, medical expense of \$700,000,000, overhead costs of insurance of \$1,800,000,000, property damage in motor-vehicle accidents of \$1,600,000,000, property loss in fires of \$870,000,000, and the so-called "indirect" costs of work accidents of about \$1,500,000,000.

The downward trend from 1953 to 1954 was general. Deaths from motor-vehicle, work and home accidents decreased. Public non-motor-vehicle deaths remained at the 1953 level.

The 1954 death rate per 100,000 population was 56.5--the lowest rate on record. The next lowest rates are 60.0 for 1953, and 60.3 for 1950.

Present indications are that in 1954, as in earlier years, accidents were the fourth most important cause of death, exceeded only by heart disease, cancer, and vascular lesions of the central nervous system.

Accidents were the leading cause of death among persons 1 to 36 years old (according to the latest detailed information, 1951). Among males alone accidents ranked first from age 1 to age 37.

The most important types in 1954 were motor-vehicle accidents and falls with 40 per cent and 22 per cent, respectively, of the death total. Fire burns and injuries associated with conflagrations

caused 7 per cent of the deaths, and drownings another 7 per cent.

In the five years preceding the formation of the National Safety Council, 1908 to 1912, the average accidental death rate was 83 per 100,000 population. This was divided roughly into rates of 2 for motor-vehicle accidents and 81 for non-motor-vehicle accidents. By 1954 the non-motor-vehicle accident rate had dropped from 81 to 34. This record of successful accident prevention was partly concealed by the increase in the motor-vehicle death rate from 2 to 22, resulting from the great increase in the use of motor vehicles.

The 1954 estimated death totals by age, group, and changes from 1953, based on the Sixth Revision of the International Statistical Classification of Causes of death, follow:

Age	1954	1953	Change
0 to 4	8,300	8,700	--5%
5 to 14	6,000	6,000	0%
15 to 24	12,100	13,000	--7%
25 to 44	21,000	22,000	--5%
45 to 64	18,200	19,100	--5%
65 and over	25,400	26,200	--3%

The death rate per 100,000 population for children under 5 years was about 47; for children 5 to 14 years, 21; for 15 to 24 years, 57; for 25 to 44 years, 45; for 45 to 64 years, 55; and for 65 years and over, 185.

Since the five years 1903 to 1907 somewhat greater progress in accident prevention has been made among children than among adults. By 1954 the death rate for children less than 5 years old had dropped 51 per cent, and for children 5 to 14 years old 54 per cent. The rates for 25 to 44, and 45 to 64 years both went down by similar amounts, 48 and 46 per cent respectively. In the 15 to 24 year group and the 65 year and over group decreases were 16 and 22 per cent.

The latest detailed information available (1952) showed motor-vehicle deaths as 22 per cent of the 0 to 4 years accidental death total and mechanical suffocation deaths as 17 per cent. In the 5 to 14 year group, motor-vehicle deaths were 38 per cent of the total and drownings 23 per cent.

For persons 15 to 24 years old motor-

vehicle deaths were 63 per cent of the accidental death total and drownings were 11 per cent. Motor-vehicle accidents led in the next two age groups, with 52 per cent for 25 to 44 years, and 43 per cent for 45 to 64 years. Among persons 65 years and over fatal falls made up 57 per cent of all accidental deaths.

Only two disasters occurred in 1953 resulting in 50 deaths or more. These were: The August 31 and October 15 hurricanes along the Atlantic coast and in the New England states. There were two other disasters with 26 deaths each during the year.

MOTOR-VEHICLE ACCIDENTS

There were approximately 36,300 deaths from motor-vehicle accidents in 1954, a 5 per cent decrease from 1953. Also, the vehicle mileage total was greater than in 1953, and the death rate per 100,000,000 vehicle miles dropped to 6.5.

Injuries in 1954 numbered about 1,-250,000. Costs, including wage loss, medical expense, overhead costs of insurance, and property damage amounted to \$4,350,000,000.

A fourth of the deaths, 9,000, were from accidents in cities and towns with more than 2,500 population; three-fourths, 27,300, from accidents in rural areas and towns under 2,500 population.

There were approximately 7,900 pedestrian deaths, a decrease of 8 per cent from 1953; and 29,700 non-pedestrian deaths, a 4 per cent decrease.

The age distribution of deaths and changes from 1953, was as follows:

Age	1954	1953	Change
0 to 4	1,900	2,050	--7%
5 to 14	2,400	2,350	+2%
15 to 24	7,600	8,200	--7%
25 to 44	11,100	11,700	--5%
45 to 64	7,700	8,200	--6%
65 and over	5,600	5,800	--3%

THE NATIONAL ACCIDENT FATALITY TOLL

	1954	1953	Change
ALL ACCIDENTS..	91,000	95,000	--4%
Motor-vehicle..	36,300	38,300	--5%
Public non-			
motor vehicle..	16,000	16,000	0%
Home.....	28,000	29,000	--3%
Work.....	14,000	15,000	--7%

Note: The motor-vehicle totals include some deaths also included in the work and home totals. This duplication amounted to about 3,300 in both 1954 and 1953. All figures are National Safety Council estimates.

STATE S TRAFFIC DEATH RATE
SECOND LOWEST IN NATION

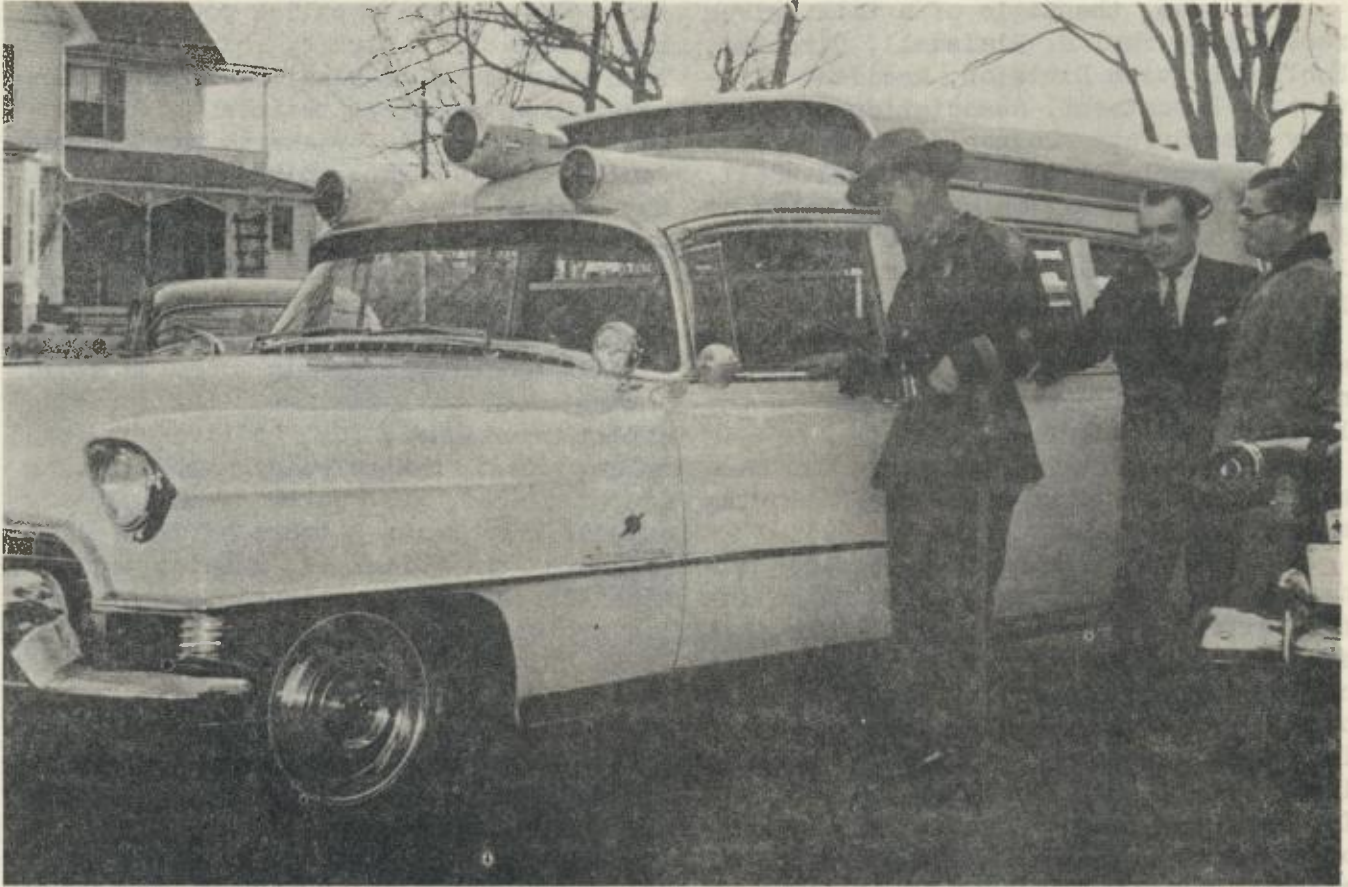
The National Safety Council credits Connecticut with a rate of 2.8 traffic deaths per 1,000,000 vehicle miles of travel last year, second lowest rate in the nation and the lowest rate ever recorded by Connecticut during more than 25 years of registering traffic statistics.

In a report filed with the Connecticut Safety Commission the National Safety Council lists Rhode Island's rate of 2.6 as lowest in the nation. Connecticut second, Massachusetts third with 3.5 and New Jersey fourth with 3.8 rate. No other state registered under four.

Connecticut's previous lowest traffic death rate was 3.2 credited to 1952 when 229 persons were killed. The rate for 1953 was 3.6 when 279 persons were killed in traffic. Last year motor vehicle mileage in Connecticut is estimated to have reached, if not passed, 8,000,000,000 miles. With such high traffic movement the 241 traffic death experience recorded the gratifying low rate which is cited here.

Although traffic collision experience and personal injuries caused last year will be about the same as for 1953, the Safety Commission states that rates for both phases will be lower than 1953, because of increased mileage. "However, the sad fact remains, despite gratifyingly low rates," observed the Safety Commission's statement, "that 241 persons were killed and 17,000 more injured more or less critically, an exorbitantly high price the state pays for careless, thoughtless use of trafficways. It is numerical reductions that traffic safety officials seek, not decreases in percentile notations, gratifying as it is to be second lowest in the nation in that comparison."

New Ambulance Delivered at Westbrook Barracks



---New Era Photo

The new \$11,517 ambulance bought by the Southern Middlesex County Ambulance Association was delivered to the Westbrook Police barracks recently. The grey ambulance is a 1955 model with a custom built body and is powered by a 250 hp motor. All the new special features of the latest cars are included such as power brakes, power steering, tubeless tires, etc. The vehicle has the room to carry four patients at once. Off. Kenneth Hall, David Minton, sales representative from Sayers and Scovill Sales Corp., from which it was bought, and Irving Siewart, a Clinton auxiliary, are shown as they admire the new vehicle.

IT'S THE DRIVER

by Frances Elizabeth Asher

It isn't the car that begins to whine when forced to stop for an old stop sign---
 It's the driver.
 It isn't the car that will take a drink, then quickly lose its power to think---
 It's the driver.
 It isn't the car that fails to heed the dangers of reckless, discourteous speed---
 It's the driver.
 It isn't the car that steps on the gas and causes an accident trying to pass---
 It's the driver.
 A car may be bent and twisted awry, but it isn't the car that will have to die---
 It's the driver!

---The Columbine

'A MASTERPIECE OF MISUNDERSTANDING.'

Such was the title of a talk given recently by Paul H. Blaisdell, Director, Public Service Division, Accident Prevention Department, Association of Casualty and Surety Companies. America's traffic tangle, commented Mr. Blaisdell, which costs the nation many thousands of deaths, millions of cripples and billions of dollars annually is a "masterpiece of misunderstanding."

His remarks have received considerable editorial attention, several Connecticut newspapers commenting on the lucidity of comment.

Because Mr. Blaisdell states the case so clearly (as we view it) the following summarizes his statement:

"First," Mr. Blaisdell declared, "the nation is wrong in its belief in the infallibility of technology. It is not surprising that we, as a people, are certain that technology can solve all of our problems. We have built a way of life on our mechanized ability and the labor-saving efficiency of the machine. It's easy to expect the same application of science to rid us of the menace of highway traffic, because it relieves us of all personal responsibility. Our most popular answer to the problem is that if we built enough good roads and enough good vehicles for those roads, our traffic woes would be over. So our technology has produced the 'super-horsepower sweepstakes.'

"But into this technological paradise we inject the same old human being with the same old reactions, vision defects, emotional disturbances and intellectual capacity which were his when the first Macadam surface, two-wheel brakes and gas headlights represented the acme of our highway and automotive progress. We have built a superman complex into the modern driver, while God has yet to turn out a new model with a turbo-jet brain, corneatical-powered eyesight or a 'super-gashiating' nervous system. Through our own misunderstanding of our human weaknesses, the technology which could give us better highways and traffic has built us a booby trap."

Mr. Blaisdell listed "an exaggerated

sense of fair play" as the second element of misunderstanding leading to traffic trouble. "Many years ago," he said, "we created a police power to keep the peace and dignity of the state. Then we started to handicap that police power with technical fetters which tended to give all the breaks to any alleged violator. No right thinking citizen of the United States could believe in an uncurbed police power, but it's ludicrous to complain about the traffic law violator while refusing to give the police the machinery of enforcement!"

"All any driver needs to do to avoid entanglement with the law," the traffic expert continued, "is to live by the rules. When the rules of good driving are violated, the culprit is already outside any known pattern of fair play. Why must the police be greater perfectionists in their assigned task of public protection?"

Mr. Blaisdell listed chemical tests for driver intoxication, radar speed control devices and driver license revocation among strong enforcement tools against which the false sense of fair play has been leveled. He called upon the courts to accept evidence gathered by the tests or by radar and to resort more frequently to license revocation as a means of violation control.

Third element of traffic misunderstanding listed by the speaker was what he called "statistical stupefaction." He pointed to confusion which arises in the mind of the average person when he hears, on the one hand, that total numbers of persons killed or injured on the highways are growing every year and, on the other hand, that the traffic death rate is getting lower.

Mr. Blaisdell explained that the death rate is figured on the basis of the number of fatalities per 100,000,000 car miles driven and the mileage is figured on the basis of the number of gallons of gasoline being sold throughout the country. "From this rather tenuous equation we come up with a traffic death rate," he said. "And that death rate is falling and has been falling for several years. But the number of people killed on the highways has steadily increased. So this piece of statistical prestidigi-

tation only confuses us, when the one true yardstick of highway safety is total traffic casualties."

Other statistical shortcomings, Mr. Blaisdell said, lead to the false belief that a small percentage of the driving public causes the vast majority of accidents or that a "safe" speed limit can be left to the judgment of the individual driver.

Mr. Blaisdell's fourth factor, "the supreme egotism of the individual," was stated as a belief that operation of a car is a right instead of a state-granted privilege, or that an accident can only happen to the other guy. "Hospital beds are filled with the victims and morgues piled high with the bodies of those whose highway egomania proved to be too thin a thread to sustain life. When the moment arrives that individuals accept the responsibility for their own performance as highway users, safety on the roads will be a reality instead of an objective."

SPEEDERS DON'T DESERVE ANY CLOSED SEASON

Chicago police have received three additional radar speed measuring instruments, as a result of which the campaign to catch speeders by electronic means will be quadrupled. Experimental use of one radar set began last August, and of the 350 motorists arrested, all but six were so impressed by the wonders of science that they paid their fines without offering a defense. The six who took their cases to court were found guilty.

More than a hundred signs have been posted about the city, warning motorists that the streets on which they appear are patrolled by radar units. There are 150 more signs on order, but the purchase seems a waste of money. As the corporation counsel's office has ruled, no warning is required to make use of radar legal.

The idea that speeding is a sort of game between cops and motorists, subject to rules designed to make the contest exciting, is plain silly. Speeders kill people, including themselves. They are

no more entitled to a warning that an unseen eye is measuring their speed than a burglar is entitled to warning that a particular householder has a shotgun and a bulldog.

If by taking one motorist in a thousand to court we can throw the fear into the other 999 that they will be sired down and handed a ticket whenever they break the law, we will have reached the millennium in law enforcement. No one would have any right to object except the undertaker, who could take comfort from the fact that the customer he lost might have been himself.

---The Chicago Tribune

MISCONCEPTIONS

REPRINTED FROM ACTION FOR SAFETY

It is undoubtedly a fact that misconceptions in the field of Safety Education on the part of the public and failure to realize the true nature of safety on the part of even its most active proponents together constitute one of the greatest obstacles in the popular development of the movement.

Consider, for instance, the following excerpts from a magazine article: "Of all the foolish phrases which the twentieth century has given to the world none is more irritating than that open invitation to habitual cowardice 'safety first'. . . 'Safety first' is a direct challenge to every act of heroism the race has witnessed. . . 'Facing fearful odds' is the pathway to abundant life, the only pathway. 'Safety first' is the formula for the status quo; and it leads to everlasting tedium."

This stimulating challenge is full of misconceptions. The irritant was the slogan "safety first". This originated in industry and it should have been confined to that field and to the railroad where it unquestionably applies. It has no place in education, for we would all agree with the writer that such things as "love, loyalty, honor, faith, and patriotism" have precedence over safety.

What the writer fails to appreciate, or at any rate to say, is that the ad-

venturesome life which he extols and success in following the lead of love, loyalty, honor, faith, patriotism, and many other equally glorious objectives are possible only on a basis of safety. We cannot live "dangerously" except by preparing ourselves for it by first living "safely", and we cannot get even a chance to "face fearful odds" except on a basis of safety. It is easy enough to throw one's life away, but to make the supreme sacrifice and have it count is another matter. This is, however, a good illustration of what harm may come from not seeing these things clearly, and, if safety is to be taken seriously, we cannot afford to have misconceptions about it, particularly on the part of those who are to be leaders and teachers.

MAN TO MAN

The Human Element is the Culprit

by

Arthur C. Archibald

Recently I visited the show rooms of one of our 1955 car models. When will we reach the point of beauty and power saturation? Each year we are inclined to say "there can be nothing beyond this"; and then the next year produces its own distinctive advanced creation. This year the salesman enthusiastically stated-- "We have now the perfect fool proof car, Power steering, power brakes, puncture proof tubeless tires, all guarantee a ride of complete safety". I wonder.

Can mechanical perfection of itself ever ensure accident free driving? Our safety devices are a marvelous aid when effectively employed. But so long as the hand of man guides the wheel and sets the controls, man himself will be the chief culprit in our road tragedies. When we read the silly phrase-- "The car was out of control", we know that some human being permitted the car to get out of control. The driver is supposed to control it. That is why he is there. Very few accidents are caused by mechan-

ical defects in our cars. The driver is the culprit.

It is an amazing thing to me that our accidents are not greatly increased. The ever increasing number of motor cars on our highways and their ever increasing speed due to added power, have multiplied each year our driving hazards. While condemning the criminally careless driver, one must also bear tribute to the vast host of careful, skillful drivers on our highways. To be a good driver one must be a comprehensive and fast observer; and then swift in muscular and mental reactions. He has to watch, not only his own car, but take into consideration every other car he sees approaching. He has to guess whether the ape in front of him is about to switch suddenly to the right or left. He has to watch out for the wild Indian suddenly darting out of an ambush. In short a good driver must combine the qualities of a good athlete, a lightning calculator and a mind reader. It is amazing how many such good drivers we have. Which leads us to reflect that the only sure way to have safe drivers is to train them while young. Much criticism has been forthcoming in recent years on our public schools, because of the many extra curriculum features now introduced in the undergraduate courses. But here is one subject that can be easily defended. Every student in our High Schools should be taught the basic principles of safe driving and given enough practical experience to ensure that instruction sticking permanently in their minds. Nothing is more probable than that over half the boys and girls in these schools will some day become car drivers.

It will be readily accepted that they will be better drivers if they are properly taught at the time when their minds are most impressionable, and when habits, good or bad are most readily established. Some parents may object, thinking that having learned to drive, their children will demand the use of the family bus before the parents are disposed to grant such permission. But parents may as well face it. The average youth will drive in any case. How much better if they are trained for the experience.

The record of students who have been thus trained, as far as their later score in safety driving is concerned, is remarkable. In one High School in the midwest, where hundreds of graduates have taken this course while in school, not one of them has ever been charged with an infraction of traffic regulations; nor have they been involved in any serious highway accident. This is an extraordinary record. Of course in a record of this kind there must have entered an element of good luck.

To be involved in an accident is not necessarily a proof of poor driving. The only accident in which this writer was ever involved was when driving at 30 miles per hour, on the right side of the street, another car came rushing out of a side street and smashed into the side of his car. A policeman who happened to be near, found the offending car to have worthless brakes. The driver also had no license and certainly smelt suspiciously of "fire water." The best driver on earth could not have avoided his swift, blind rush. This writer collected nothing in insurance for he had no protection and was penniless. Many insurance companies are now advocating the value of safety driving courses among High School students, by reducing rates where they are involved.

Yes, it is certainly true that "the human element is the culprit". My observation is that one of the most precarious driving habits is to keep too close to the car ahead. We have noticed also that when we have carefully kept our proper distance from the car in front, there is generally some half-wit, who will butt in and occupy that space. Then disgusted, we drop behind to maintain a proper relation, only to have somebody else dart in to occupy the presumed, unnecessary space. To show how dangerous the practice is, two years ago, more than sixty cars were piled up on the New Jersey Turnpike in a single accident. No such tragic statistics could have been compiled if the drivers had kept a proper distance apart. No mechanical improvements can compensate for a boorish, untrained, driver.

---The Automobilist

LET OUR CHILDREN LIVE!

By a Police Reporter

Tragedy is my business.

Crime, accidents, death--they're all in my day's work.

I'm a police reporter.

But there's one part of this job I never get used to--the violent death of a child.

The police radio blares that there has been a serious accident. I rush to the scene with a photographer.

We find a child has been killed.

I must treat it like any other mishap. Another statistic--another story.

I get the facts: name of the victim, age, address, name of parents.

I find out how far the tiny body was hurled by the speeding car, the name of the unhappy death-car driver, and which mortuary the body will go to.

I can't listen to the child's crying mother. I can't comfort her.

I have a deadline to meet. Another statistic. Another story to handle.

I can't let my mind dwell on the crumbled, broken body lying doll-like across the concrete curbing.

I can't think about the torn wounds, the bruised, innocent face.

But when I'm home at night, the scene returns to haunt me.

And suddenly the face of the dead child becomes that of my own girl or boy.

I pray then that one of my statistics won't become a personal tragedy. I pray I won't be the careless driver who adds another name to the death list.

And I pray for you, too. I pray that you will drive carefully and let our children live.

---Deseret News and Telegram
Salt Lake City, Utah

Opportunities do not come with their value stamped upon them. Everyone must be challenged. A day dawns, quite like other days; in it, a single hour comes, quite like other hours; but in that day and in that hour the change of a lifetime faces us.

---Maltbie Babcock

WHY ANALYSTS TURN GRAY!

During a period of many years in one large city the hour between 2 and 3 a.m. on Sunday consistently had the worst traffic accident record of any hour of the week. Last spring, however, when the police analyst was examining the previous month's reports, he was astonished to find that on one Sunday there had been no accidents of any type during this hour.

What had produced this remarkable occurrence? Being a good analyst he began delving into the facts which might furnish an explanation to this phenomenon. How many men were on duty during this period? What was the enforcement program preceding this period? How were the men dispersed? What other police activities were reduced which might have permitted all officers to have given greater attention to traffic supervision? What safety educational efforts could have helped produce this?

Then he made another remarkable discovery. During this unbelievable hour there was no police report of any kind filed--no complaints, no investigations, no crimes, no arrests for any reason whatsoever. He began to get excited. Here in this magical hour perhaps he could unlock the clue to crime prevention and the elimination of accidents. The chief will be excited when he hears this, if. . . Then he remembered. . . wasn't this the morning they changed to daylight saving time?

---George Larsen, Jr.

RIGHT SHOULDER GUIDE LINES

Right shoulder lines, painted on the outer edges of traffic lanes as a guide on arterial highways, won new support in the recent announcement that reflectorizing white lines, totaling 70 miles, are to be painted the entire length of the Merritt and Wilbur Cross parkways in Connecticut.

Accompanying the official disclosure of this plan by State Highway Commissioner G. Albert Hill was a detailed report covering six months of testing of

the idea, suggested in 1952 by Dr. J. V. N. Dorr of Westport, Connecticut.

Significant among the findings discussed in the report, entitled EFFECTS OF A WHITE REFLECTORIZING SHOULDER LINE ON LATERAL-PAVEMENT, FOUR-LANE, DIVIDED HIGHWAYS, are the following points:

1. A painted shoulder line tends to improve transverse vehicle placement on the highway.
2. It corrects undesirable speed differentials resulting from adverse roadway or roadside physical conditions.
3. It nullifies during daylight and dark any effect of roadway or roadside features.

In the tests begun in December, 1953, on a four-mile sector of the Merritt Parkway, which included a curve more than a quarter mile long, trials were made with and without painted shoulder lines at various positions laterally. Electric timing equipment made a record of each vehicle on the road, its position and the speed with which it moved through the area under study. There were six reporting stations, and the performance of 11,289 vehicles was studied.

---Today's Traffic

HOW TO HANDLE "MR. DRUNK" SCIENTIFICALLY

A cop may have to walk him a block to get him in the right position, but after that it's easy to get a drunk in a patrol wagon.

Dr. Christian A. Volk, Beverly Hills, Calif., says a drunk is in much the same category as a child who has not yet learned to walk.

He explains: "If you put in a day on a merry-go-round you would have balance trouble when you stepped off. The same with drunks and babies. Their poor sense of equilibrium prompts them instinctively to walk to the eastward. The same direction the earth is moving."

Dr. Volk, who was born in Denmark, says that Danish police use exactly that method. They put the paddy wagon to the east and Mr. Drunk walks right in.

---Fleet Supervisor

IN MEMORIAM

Vox-Cop

March - April, 1955

HARRY M. LEAVITT DIES; RETIRED STATE POLICEMAN

Harry M. Leavitt, 62, chief of The Hartford Courant's security force and a veteran of 23 years as a State Policeman, died Thursday night, March 17, at St. Francis Hospital after an illness of six weeks.

He joined The Courant in April, 1951, following a colorful career as chauffeur for six Connecticut governors in addition to performing outstanding police work under the late State Police Commissioner Edward J. Hickey.

Leavitt was decorated in 1940 for his work in capturing a trio of bandits after a holdup in Manchester. He drew praise from the Commissioner in 1937 when he went into a patch of woods alone in search of an escapee from the Osborn Prison Farm in Enfield. Leavitt brought the prisoner out of the woods at gunpoint.

His first job for the state was that of driver for the late Gov. Marcus Holcomb. That was in 1917 when Leavitt was 24 years old and, with the exception of a year in the Army in World War I, he remained in the state's employ until his retirement in 1948.

He served as chauffeur for Govs. Holcomb, Everett Lake, Charles Templeton, Hiram Bingham, John H. Trumbull and Wilbur Cross. In his capacity as driver for the state's chief executives, he was called on to chauffeur many distinguished visitors including Col. Charles A. Lindbergh, Cardinal Mercier of Belgium and for President Theodore Roosevelt.

Although he was appointed to the State Police Dept. in February, 1925, Leavitt continued as governor's driver until several months after the inauguration of Gov. Cross in 1932 when he was assigned to the Hartford barracks.

It was shortly thereafter that he helped solve a daring Massachusetts bank robbery only four hours after it took place.

The license number of one of the es-



HARRY M. LEAVITT

cape cars in the North Brookfield, Mass. robbery had been noted by a witness and the car was traced to a Hartford man. Leavitt and Policeman John J. Ehlert went to the address, lured one of the men out of the house, and captured the second with all but \$74 of the \$1,284 loot.

His citation in 1940 resulted from what was probably the most exciting of his police cases. Off duty at the time of the robbery, Leavitt heard the broadcast of the holdup while he was driving in from Warehouse Point.

He turned his car around and headed for the scene, but, on the way, spotted the speeding get-away car. He gave chase, trailed the car to Springfield, and with the aid of police there, caught the three bandits.

Leavitt made his home at 239 Flatbush Ave. He leaves his wife, Mrs. Kathleen Glynn Leavitt; two sons, Donald and Russell Leavitt, both with the State Highway Dept., a daughter, Mrs. Lorraine Dodge of Hartford and seven grandchildren.

Burial was in the Cedar Hill Cemetery March 21.

I N M E M O R I A M

HENRY C. (ZIP) ZEHRER
EX-TROOPER, ATHLETE, DIES

Henry C. (Zip) Zehrer, 49, of 95 Mechanic St., Danielson, one of New Britain High School's all-time football greats and former state policeman, died March 16 at Day-Kimball Hospital, Putnam. He suffered a cerebral hemorrhage March 13.

He was born in Danielson, Dec. 20, 1905, son of the late Mr. and Mrs. Augustus F. Zehrer.

Zehrer, a plunging halfback who played his best against the toughest opposition, captained the high school team in 1924 when it won the state championship. He also was a basketball and track star. After graduation he played for the All-New Britain professional football team.

He was a trooper at the Hartford, Stafford Springs and Danielson Barracks from 1929 to 1938. After resigning from the department he became prominent in Republican circles and was unsuccessful as candidate of the party in 1938 for Windham County sheriff.

He was operator of Zip's Gas Station and dining cars at Danielson and recently expanded his business.

Zehrer was a member of New Britain Lodge of Elks, the Masonic Blue Lodge of Stafford Springs and Westfield Congregational Church, Danielson.

He leaves his wife, Mrs. Pauline Stephens Zehrer; a daughter, Miss Paula C. Zehrer, a student at Southern Seminary and Junior College, Buena Vista, Va.; a



HENRY C. ZEHRER

sister, Mrs. Henry A. Carlson of New Britain; two brothers, Lt. Col. Frederick A. Zehrer, chief clinical psychologist for the Army European Command in Germany, and Sgt. Frank J. Zehrer, with the Army at Ft. Houston, Tex.; a half-brother, John W. Zehrer of Danielson, three half-sisters, Mrs. Edward Dolan and Mrs. B. C. Rentcheller, both of New Britain, and Mrs. Ellis Steed of East Berlin.

The funeral was held March 18, at 10 a.m. at Westfield Congregational Church in Danielson. Burial was in Fairview Cemetery, New Britain. A Masonic ritual was conducted at the grave.

L I F E

Life! we've been long together
Through pleasant and through cloudy weather;
'T is hard to part when friends are dear--
Perhaps 't will cost a sigh, a tear;
Then steal away, give little warning,
Choose thine own time;
Say not Good-Night--but in some brighter clime
Bid me Good-Morning.

---Anna Letitia Barbauld

AROUND THE CIRCUIT

Vox-Cop

March - April, 1955

STATION "B", CANAAN

DISILLUSIONED

James Howard Andresen was watching television one night in the quiet of his living room at Windsor Locks completely thrilled at an Army advertisement showing routes of travel to enchanted places for the enlisted man.

James was only 19 and it was a cold night in Windsor Locks. He enlisted the very next day.

We now find him completely disenchanted; instead of travel he got KP and instead of a night at the corner drugstore he now had a night in the woods of Georgia with nothing but a tent on his back and blisters on his heels. So, our friend stole a gun and a car and headed back for Windsor Locks, dropping a hint enroute that he would never be taken back alive.

Our scene suddenly changes to the Brookside Restaurant on route 44 in Barkhamsted. It's the morning of February 3, 1955: Officers Turcotte and Szczesiul spot the Georgia registered vehicle parked in the restaurant yard. Aware of the search of James Andresen, they approach the vehicle and awaken its operator. Still drowsy. Private Andresen is brought to the barracks completely subdued.

Who knows, perhaps he was thinking of homemade pies and his buddies at the corner drugstore in Windsor Locks.

GAMING RAID

Sunday, March 13, will remain a sad anniversary to the members of the Highland Social Club in Winsted. A "Full House" can easily be transferred to the barracks, especially when in violation of the gaming laws. Such was the case when Lieutenant Menser and associates at Station B suddenly entered just as the game was paying off.

Twenty three men, presented in the Winsted Court, can attest to the fact that the 13th is an unlucky day whether it be Friday or Sunday.

ACCOMPLISHED SPEAKER

Officer Dick Chapman's occasional speaking engagements at local schools are being received with enthusiasm. It's very possible that Chappie conveys his own spirit of friendliness to his audiences.

SUICIDE THREAT EXAGGERATED

Very often a threat of suicide represents the depth of despair for some unfortunate individual and, as such, he is approached with complete understanding and sympathy. Officer Muldowney dissents, however, from the popular notion and tells of his own experience.

Responding to a neighbor's frantic call concerning a friend, "Mul" hastened to the home, rehearsing enroute, a speech of reassurance for the discouraged one. Imagine his surprise when, upon entering the home, he found depression and sorrow nowhere in sight; instead, the victim was busily engaged in a dinner of spare ribs and custard pie.

It seems that he had lost both his wife and his job and, intensely depressed over the loss of his job, he was prone to exaggerate his feelings in public. He did, however, on each occasion, manage to sneak away and fortify himself with spare ribs and custard pie when the going got real tough.

FINE RETROACTIVE

Clarence Surdam may not have gone far enough in school to develop a weighty vocabulary, however he has now added the word, "retroactive," whose definition he will not soon forget.

Clarence drove a car for years without ever stopping for a license. Then one day along came Officer John Bonolo: Clarence tried numerous evasive explana-

tions--none worked.

Net result? He paid a fine including \$3 for each unlicensed year and, additionally, learned that the word, "retro-active," can have shocking implications.

M. V. COLLISIONS EXPENSIVE

A judgement in excess of 100,000 dollars in favor of Mrs. Gertrude Pazze whose husband was killed in a collision in North Canaan on May 21, 1954 should prove sufficient deterrent for those whose careless motor vehicle operation places both themselves and others at the precipice of death each day.

PHOTO CLASS

The study of photography is taking a prominent place in the training activity at Station B. Sergeant Buffa's efficient instruction methods reflect credit on his own ability, especially since the pupils continue to show an avid interest.

STATION "D", DANIELSON

B. E. & T. CASES SOLVED

With the arrest of a young man and his accomplice from Plainfield brought about through an investigation conducted by Officer Gail Smith, three more Breaking, Entry and Theft cases have been solved. One of the breaks was never reported but an admission was obtained from the arrested subjects. In another break one of the subjects climbed a steep slate roof to make entrance into the building.

THIEF LEAVES "CALLING CARD"

We often hear police say that they wish the person breaking into a place would leave his calling card. Officer Otto Hafersat's investigation of a break revealed that the subject not only left his calling card but his billfold containing many personal papers as well. It didn't take long to clear this case up.

GETTING AROUND

Two juveniles ran away from home at

Coventry, Rhode Island, and finally ended at the Norwich Police station. Acting on a policeman's hunch, Officer William Pelzer went to Coventry to question the youths about a recent break into the Catholic Church in Plainfield. Pelzer came back with the goods together with an admission of a break in Griswold and one in Norwich.

ALERT REPORTER

The well-taken pictures of accident scenes in the "D" area appearing in the daily Norwich Bulletin are made possible through the energetic activities of Charlie "Scoop" LaFreniere, local reporter for said paper. "Scoop" is equipped with a radio tuned to the State Police frequency and consequently appears on the scene ready to take pictures. His camera is ready for instant operation, even when he brings it into his house. He has been doing his job well since coming into the territory.

OFF. MANSHIP PREPARES TO BUILD

Officer Robert Manship, a taxpayer of the Town of Canterbury, has started to clear his land. Wedding bells can be heard in the distance. Will he forget his wedding day???

RECALCITRANT IRISHMAN

Is Off. Joe Donovan ashamed of his Irish descendency? He was the only officer to write in other than green ink during the 24-hour period of March 17th.

CHANGE OF SCENERY PROMPTS CONFESSION

If you can't make them talk, take them for a walk. A morals case, still under investigation, has netted twelve men on various charges. One of the subjects refused to admit his part. He was arrested and brought to court in Danielson. He entered a plea of Not Guilty and was held pending court trial.

Officer Guilbeault, the investigating officer, had to take other prisoners to the Brooklyn Jail. The subject involved expected bond so he was to be brought back to the station. Being a beautiful day, Sgt. Thomas O'Brien decided to walk the prisoner back to the station. The walk proved very beneficial for enroute to the barracks he was questioned again

and readily admitted his part in the case. So if you see a State Policeman walking at great distances from the barracks, accompanied by a person or persons, maybe he is trying to get them to confess to a crime.

PREVENTIVE POLICING

Officer William Adint is the recipient of a letter of commendation from Francis Curran, Principal of Putnam High School, Putnam, because "his presentation of a very delicate topic was a masterpiece of adolescent psychology." The delicate topic concerned the rapid growth of a rumor of a pending gang fight between Putnam and Killingly schools with such articles of destruction as brass knuckles, lead pipes, knives etc., being used. Result--no gang war as yet, although we are still on the alert.

GRATEFUL MOTORIST

Officer Merrill Johnson, whose diet has taken him to a shadow of his former self, received a letter of thanks from John J. McNamee, Divisional Manager, General Instrument Corporation, Danielson Branch, for obtaining much needed gasoline for Mr. McNamee, after his car became stalled in the early hours of the morning.

SPRING IS HERE:

Vacations have started.
 Nick will be mowing the grass.
 Weigel will get spring fever.
 Lent will soon be over and Chef Ray will be back to his old habits.
 Cora Browne will be able to open the window.
 P. S. by CB: Nobody told me I had to wait until spring before I could open a window. I like fresh air in large quantities at any time.

Policeman in Berkley, California courteously sent a traffic violator a refund check of \$21.56 pointing out that the amount the violator had paid was the license number of the car, rather than the \$1.00 fine which had been levied!

---National Safety Council

STATION "E", GROTON

STATION NEWS

Officer Elton assisted by Officer Bellefleur did a very good job in solving a case by arresting two men for breaking, entering, theft and destruction of private property. A very meager beginning which developed into a good conclusion.

Officer Laframboise is assigned as investigator to the Common Pleas Court for the present session.

Officers Anderson and Bickford have been working on a case in which a youth was arrested for setting a series of twenty fires.

Officer Cusson reports a deer hitting a car. The deer charged from out of the underbrush into the left rear door of the car.

Officer Anderson did an excellent job in solving a case involving theft of pheasants from a pheasant farm. After diligent searching he came up with the right answer.

Detective J. B. Murphy and Chief Simoneau of the Baltic PD went to Florida and brought back a fugitive wanted for attempted robbery.

An officer reports a woman was reading in bed and hearing a crash, looked up and saw two headlights headed into her bedroom. An auto had plowed through a field onto the front porch knocking down the porch pillars. The woman ceased reading and changed location immediately for very good reasons.

An out-of-state driver got a good supply of meat at the expense of a damaged fender. A deer leaped from the roadside striking the car and died in the collision. Officer Hunter investigated the case.

Officer Sternberg reports a collision in which one operator was thrown clear of his vehicle. A minor head wound was the only injury to the operator who was thrown through the air with the greatest of ease.

The annual vacation requests are under way at the barracks. The great game of "bumps a daisy" is in progress as the older officers with more service have

priority over the younger ones in selecting their favorite weeks.

STATION "F", WESTBROOK

RESIDENT POLICE SERVICE PRAISED

First Selectman C. F. Mackinnon said that in the opinion of the selectman, the quick solution and efficient handling by the State Police of the case involving the finding of the body of Mr. Strosberg, Sr. of Waterford in Gorton's Lake is further proof of the value of the resident policeman and his resources in the town's law enforcement setup.

FATHER RUN DOWN BY SONS

A father attempting to flag down his two runaway sons in a car was struck by the vehicle and sustained injuries to his right arm and left leg. The boys had been missing for 36 hours. After striking the father the car then plowed into another vehicle. Fleeing from the car the boys were later apprehended by Officer Sullivan.

CRIME SPREE ENDED

Officers Greenberg and Bellefleur with the assistance of Norwich Police officers cleared up a county-wide spree extending over a period of two months. The arrest of two brother-in-laws revealed burglaries in Norwich, Taftville, Occum, New London and Groton. The accused subjects were former inmates of penal institutions and confessed professional criminals.

MAN ARRESTED FOR THEFT OF "JAG"

Officer Kearney reports the arrest of a man on theft charges because of two "jags" of hay. Usually after a couple of "jags" or even one, an operator may be arrested for operating under the influence but this charge was definitely theft. Oh yes, we learned that a "jag" also means a small load--of hay, that is.

WAY TO SUCCESS

The most successful man is the one who holds on to the old just as long as it's good and turns to the new just as soon as it's better.

TRAGIC ACCIDENT

The barracks area was saddened recently by a tragic fatal accident which took the lives of five stock car enthusiasts at Clinton. Only two Connecticut crashes surpassed this accident in total lives lost.

ST. PATRICK'S DAY

On this day the Leprechaun was good enough to send all Irish officers a little green ribbon to wear. It must have been the Leprechaun as all cards were signed "6-F" a radio call number not currently in use.

The finale of the day occurred when Disp. Charles Havens stepped up to the microphone at an affair and sang "When Irish Eyes Are Smiling" in his golden tenor voice.

A BIT CONFUSING

Officer "Si" Harris ran into complications when he arrested an operator for driving under suspension who had borrowed the license in his possession from another, and "Si's" thorough investigation disclosed that the loaned license was also under suspension.

Officer James Jacob also had a case with complications. He arrested a relative of both the Judge and Prosecutor of a local court for a liquor violation. When the officials disqualified themselves in this case, prosecution reverted to the Town Counsel, who on the week previous had made a spirited stand in the defense of his client for the same specific violation.

STOLEN CAR SPECIALIST

Officer Francis M. Jepson is demonstrating an affinity for apprehending stolen cars. He recently captured the drivers of two in as many days.

BILL CONLON PLANS VACATION CRUISE

Officer William Conlon is planning an ocean trip for his vacation. Aboard the Holland-American Linder Maasdam he will cruise, to the Dutch West Indies, Haiti, Venezuela and the Virgin Islands.

NEW WATER COOLER INSTALLED

When our new water cooler was installed, expert supervision was furnished the plumbers by Lt. Carleton Klocker, retired, in his capacity as an employee of the Old Saybrook Plumbing Company. As was expected, the most frequent patron of the cooler is Off. George Baldwin, who vouches that the installation work is very satisfactory.

ANNUAL FISHING TRIP PLANNED

Capt. Thomas J. Bernard of the "Bar-racuda" has informed us that the cruiser is all ready for the annual "tons of fun fishing trip." Some of us are disappointed to learn from Off. Thomas J. Nichol, Purser, that the size of those holding permanent reservations makes accommodations for newcomers limited.

SPEEDER GIVEN SECOND LESSON

Officers Hall and Baldwin seem to prefer the same speeding driver. They arrested him on successive days at opposite ends of the territory.

STATION "G", WESTPORT

OFFICER SPEAKS ON PANIC CONTROL

Our Auxiliary Personnel Officer, Robert Keller, recently underwent a "new experience" with this department. He was invited to speak to the Civilian Defense Group at Norwalk on the Duties of an Auxiliary Officer and the control of traffic in panic stricken areas. He managed to avoid becoming involved in a "panic."

IRISH CELEBRATE ST. PADDY'S DAY

Among our "Irish Officers" who celebrated St. Patrick's Day were found Officers James McGrath, John Martin and Thomas Smith who had the day off to enjoy the occasion.

OFF. LASSEN CONVALESCING

Officer Arthur Lassen has returned from sick leave, which was necessitated by his operation. Incidentally he is convalescing on a "new type seat," and some

of us have hesitated to sit on it.

FLORIDA VACATIONISTS

Officers Lineweber and Lundberg have returned from their Florida vacations. Both sporting a nice coat of tan and telling us about the "mild balmy temperatures" they enjoyed. Officer Lineweber spent his time in Miami but Officer Lundberg was in Orlando, so they did not see each other "down south" even though they left the same day and returned on identical dates.

OFFICER CHARMS PET

Officer William Unger was assigned to locate a missing child and his dog. When he found them the dog, a Beagle, was not too sure he recognized the officer's uniform. However, we hear Officer Unger did a nice job of "introducing himself," and using his persuasive methods finally got the child and dog back home. That Unger smile and charm really did radiate!

FLYING PATROLMAN

We hear there is such a thing as a "Flying State Policeman", strange as it may seem, and he is none other than Officer George Boston who recently was written-up in the Bridgeport Sunday Post for his interest in flying.

COOPERATIVE ACTION RESULTS IN ARREST

Officer Alfred Kosloffsky had an interesting breaking and entering case in Wilton. On February 28, we received a report of checks being forged. These checks were taken from the home of Mrs. Ruth Dunham, who is spending the winter at Del Ray Beach, Florida and had her Wilton home posted as a vacant house under police protection. Even though checks were made of the house, there was no visible evidence that it had been broken into, until the forged signatures began to appear. Mrs. Dunham was notified and a search of the house revealed her check book had been taken, apparently about February 9 and 10 and behold-- didn't that person re-appear at the house to remove the TV set! As a result a stake-out was maintained for a week, but the culprit didn't choose to return a third time. However, as a result of

cooperation from local police departments, on March 10, the Fairfield Police Department picked up the culprit and it was found he had passed checks in Stamford, Darien, Westport, Fairfield and Norwalk. Thru the combined efforts of the various departments, the culprit is now answering for his deeds. The TV set was recovered and will shortly be returned to its proper home.

GRISCHUKS OCCUPY NEW HOME

Our best wishes for good luck go to Officer Walter Grischuk and his family now that they have settled in their new home.

JOHN KOVACS CONVALESCING

Our garage mechanic, John Kovacs is recuperating nicely, from reports received. He stopped in briefly not too long ago to visit. Hope you'll be back soon, John!

BILL SCHWANEMANN ENTERS MILITARY SERVICE

Our young garage mechanic, William Schwanemann of Shelton, left us to go into Military Service and was presented with a nice token of appreciation. Good luck, and may we see you back soon!

STATION "I", BETHANY

HARRY LEAVITT DIES

It is with deep regret that we learned of the death of retired State Police Officer Harry Leavitt at St. Francis Hospital, in Hartford. Harry embodied all of the finer qualities of a State Police Officer and a man. Many of us who are now on this department were fortunate to have had Harry as a friend and advisor in our early days on this department. Harry Leavitt was small in stature, large in heart, great in experience and magnanimous in the love of his fellow man. He was a cop who was always with you on any assignment and he feared no man living or dead. He was a man who enforced the law with malice toward none and with justice for all. Now that Harry Leavitt has passed to his

eternal reward, we have lost a great police officer, a resolute American and a humble and true friend. R. I. P.

To Harry's family we extend our sincere and heartfelt sympathies on their bereavement and wish to say further that we who knew him were privileged over the years and for this we are grateful.

N.U.T.I. EASTERN GRAD CONFERENCE

Lieutenant Leslie Williams and his assistants must be congratulated on the Northwestern University Traffic Institute Grad get-together that was so ably and efficiently handled by them. Those of us who were privileged to attend were afforded some fine hours of real fellowship with our colleagues from Maine to Virginia. The refresher was enlightening and informative and we wish to express our gratitude to those who so ably and capably handled the various subjects discussed. The next session of the Howard Street Runners (successors to the Bow Street Runners), will be held in Philadelphia, the City of Brotherly Love. Thanks to Philly for the invitation.

Lieutenant O'Neil of the Philadelphia Police Department Traffic Division has promised that the Broad Street Runners will really give Howard Street some real competition. It seems as though we heard of Race and Vine Streets in that village and assure brother O'Neil that we will confine our activities to Broad Street, and that area, and sublimate our mental and physical capacities to the higher things of life.

SPRING HERALDS VACATIONISTS

Now that Spring is here we can expect Traffic and the Gypsies. Connecticut is the gateway to New England and the threshold of the South. With Northern vacationists going South and West and Southern and Western vacationists going East and North a cop on the parkway feels like a Yo-Yo. And for those who wish to violate the law the cop appears to be a Gremlin. Of course in Connecticut we have those who drive slow and hold up traffic on all of our highways. The reason is that the motorists from other states naturally slow down to low speeds so that they may inhale the pure

air of the Naugatuck Valley and at the same time absorb and safely enjoy the natural beauty of the state.

STATION BRIEFS

Officer Leonard Menard has delivered several speeches to the citizenry of East Haven and West Haven. He is now distinguished as an orator from coast to Coast, Lighthouse to Savin Rock.

Officer Glenn Thomas has resigned from this department effective April 15th to become associated with the transportation industry. We wish him success in his new venture and trust that the industry will benefit from the learning and knowledge which he acquired during his association with the State Police at Bethany.

Senor Leo Dymkoski paid us one of his social visits the other day and has informed us that he is now studying Spanish at a school in Bridgeport. Muy bein Senor Leo, mucho grande toreador. Leo expects to spend some time on the Puerta Del Sol en Madrid.

Dick Quarry, House Superintendent at the Barracks, has just purchased a new Ford...His associate in leisure, Steve Demo, is purchasing a new Mercury from Joe Russo formerly with the Bridgeport Herald.

In the spring a young man's fancy turns to thoughts of love and that is just about what is running through the mind of Clarence Thayer, assistant Chef at Station I. Those perfumed letters seem to point that way anyhow. Ah! To be young again.

Sergeant John Doyle is now working in plainclothes at Station I. He supervises the detective force comprised at this time of Officers Pawchyk and Kostok, better known as the OGPU...However the OGPU will UP GO on April 1st, and be replaced by Officers Zonas and Lombardo who are well equipped to handle the criminal element.

A television set has been loaned to Station I by Mr. Von Wettburg, who is area Civil Defense Director. Our set after many years of faithful service has been caught in a black-out. Mr. Von Wettburg felt it was his fault as the set blacked out while the Air Raid Defense Warning Test was being made on the

Civil Defense Telephone.

Lieutenant Marchese, C. O. has really animated the Auxiliary Police since becoming associated with this barracks. It takes considerable work and Officer Len Menard better known as "Lippy Lou" has done a commendable job of organization and administration.

Station I has perhaps the only kitchen in the country where the chef a modern "Escoffier" has three cooking diplomas hanging on the wall. One is from the Academy of Plato, another from the Lyceum of Aristotle and the third from the Porch.

Lieutenant Marchese speaks to the Bridgeport Chamber of Commerce and the Shell Oil Dealers this month. The Bridgeport talk will be recorded and re-broadcast via Radio Bridgeport. After listening to the gentleman one has to stop and pinch himself or one will be rapt in reverie and feel that he is living in the Periclean Age.

WORDS OF WISDOM

I wish well-meaning, sensible men would not lessen their power of doing good by a positive, assuming manner, that seldom fails to disgust, tends to create opposition, and to defeat every one of those purposes for which speech was given to us, to wit; giving or receiving information or pleasure. For, if you would inform, a positive and dogmatical manner in advancing your sentiments may provoke contradiction and prevent a candid attention. If you wish information and improvement from the knowledge of others, and yet at the same time express yourself as firmly fixed in your present opinions, modest sensible men, who do not love disputation, will probably leave you undisturbed in the possession of your error. And by such a manner, you can seldom hope to recommend yourself in pleasing your hearers, or to persuade those whose concurrence you desire.

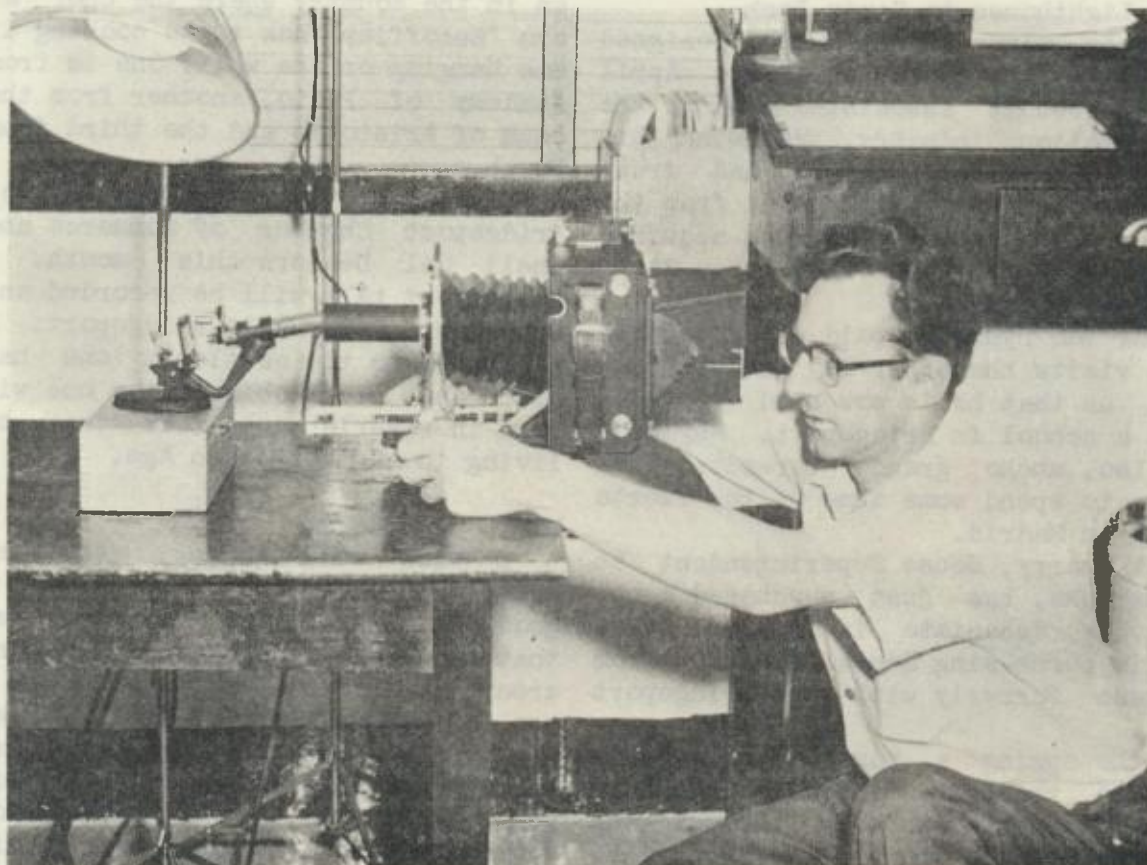
---From the Harvard Classics (Volume 1)
(Autobiography of Benjamin Franklin)

Belief is a truth held in the mind.
Faith is a fire in the heart.

---Joseph Fort Newton

-- AUXILIARY POLICE NEWS --

On April 5th there was another meeting of the Auxiliary Police at the Bethany Center School. Superintendent Gray of the Connecticut State Reformatory was the principal speaker and General William Hesketh of the Civil Defense attended as guest. There were well over 200 attending the previous meeting and close to 300 for this one.



Above photo shows Auxiliary Officer Richard Quarry taking a picture of evidence through a microscope. Dick is our Station Building Superintendent as well as an active Auxiliary. He often assists us with photographic work.

MERCY MISSION BRINGS ARREST

The Orange police on March 12, who patrol one of the nation's busiest highways, reported they heard a new excuse for speeding when a New Haven garageman was charged with driving 80 miles an hour on the Boston Post Road (U.S. Route 1).

"I'm in a hurry to get to Bridgeport. I'm taking a canary to a sick friend,"

Policeman Philip Smith quoted Nicholas Sciarra, 34, as saying when he arrested him.

Sure enough, reported Smith, Sciarra had a canary in the classy, \$7,200 convertible he said he bought from Tony Marvin, Arthur Godfrey's radio and TV announcer.

Sciarra got a summons for speeding.

STATION "K", COLCHESTER

CAR THIEF APPREHENDED

Early in February, Trooper Bob Donohue proved that you can't beat experience when he joined Glastonbury and Manchester police officers in a search for an auto thief who jumped out of a stolen car in Glastonbury and evaded capture. Bob spotted one Resden Talbert, age 21, of Cobalt, walking along the road and as he answered the description of the wanted man, picked him up and solved the case!

SHADES OF THE OLD WEST

Dick Powers spent an interesting evening in Windham recently when he received word that four young fellows were riding around town in an old car shooting out street lights. Quick work by Dick brought four arrests and four convictions in the case.

END PUT TO THREATS OF VIOLENCE

Officer Bill Hickey received a complaint from a family reporting that two men had come to the house and threatened to beat up and kill their young son. A series of threatening phone calls followed. The solution to the case came when the son admitted that a neighborhood boy was bullying him and had threatened him with bodily harm if he told his folks.

CUPID WINS

Frank Pisch and Lois Miller spent a couple of days trying to track down two of East Hampton's younger set when the two youngsters disappeared. It seems both families frowned upon the boy and girl dating each other, consequently they loaded up with camping equipment and disappeared into the woods until their parents saw the light and agreed not to interfere with true love.

FAMILY AFFAIR

Officer Ernie Angell, investigating a family dispute in Colchester, ended up arresting a father and son on motor vehicle charges, operating under suspension and operating without a license re-

spectively and then finished the job by arresting the father on breach of peace and intoxication.

AFFINITY FOR INVESTIGATING FATALITIES

Charlie Wilkerson was unfortunately "Johnny-on-the-Spot" at all our "fatals" during the past month or so. His first one came about when two brothers riding alone in a late model car crashed into a bridge abutment in Portland in the wee hours and were killed. Then one Lucille Jacques was killed in a head-on collision in Marlborough, and on the day following, Charlie assisted Bill Ackerman in Portland on the suicide of one Stanley Basiel. Mr. Basiel had been arrested several days previously for speeding as the result of a four-car collision involving Officer Bombard of this station. It is reliably reported that Officer Wilkerson is enroute to the Jug End Barn for the weekend to recuperate.

INVESTIGATORS ROTATED

Officer Frank Pisch is back in uniform after doing a very fine job for better than a year as a plainclothes investigator out of this station. In turn, he is succeeded by Off. Robert Donohue and we feel that a better choice could not have been made. Donohue brings 17 years of experience to the task ahead of him. In addition, he is the proud possessor of a well-filled wardrobe and will add tone to the job.

RESIDENTS SLEEP SOUNDER NOW

Officer Charles Wilkerson turned in an excellent piece of police work when he arrested John Jones of Portland on several complaints of breaking and entering. Jones had plagued the Portland district by entering homes during the early hours of the morning and going to the man of the house's pants while he was sleeping and removing the wealth therein contained. Congratulations, "A-Bomb."

APPLICANT

No amount of "buttering-up" by Hickey will be able to convince Donohue that the best choice for the investigator's job at K should be none other than HICKEY. Being a bachelor, Hickey has a

real wardrobe of clothes. He even has a "Detective Cobra" and he can have it back from Donohue any time. Being unattached, an excellent investigator, possessing a bull-dog determination, an unlimited supply of aggressiveness and a winning personality who could better qualify for the job.

STATION "L", LITCHFIELD

AUXILIARY ACTIVITY

The auxiliary group of this station are going ahead with plans to hold their quarterly social, which will be a square dance, to be held at the Connecticut Junior Republic on April 13. The social

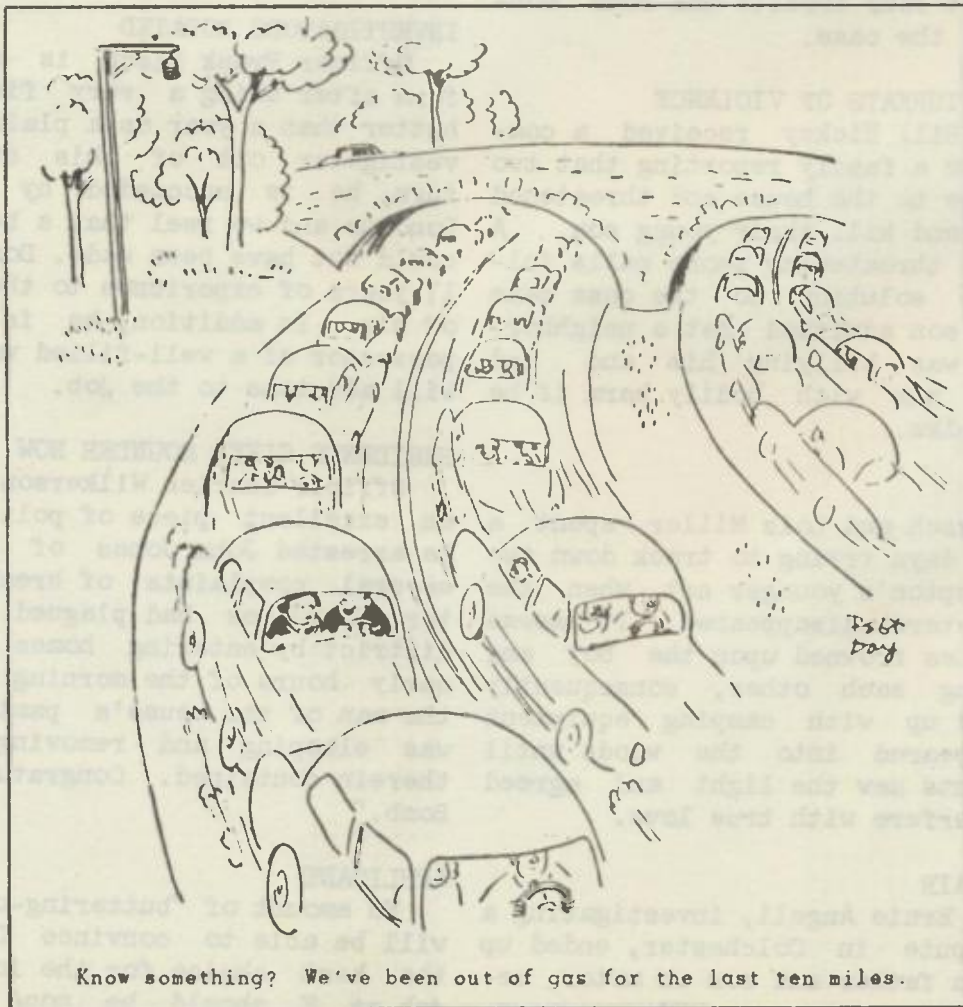
events are planned so that the wives of the group may participate.

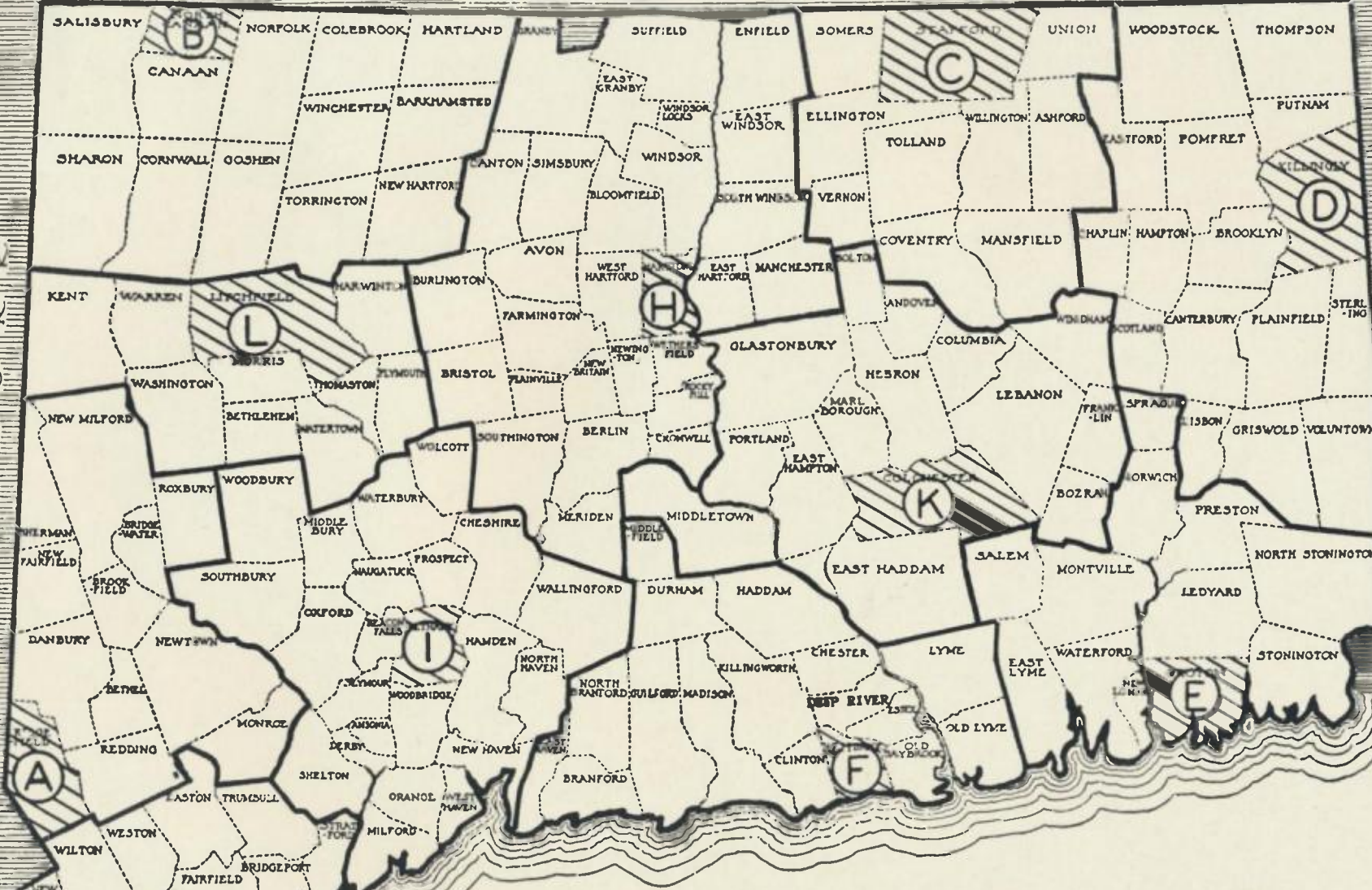
A number of preliminary pistol teams have been formed to qualify for a first and second auxiliary pistol team representing this station. It is hoped that when the teams are considered good enough, competitive matches may be arranged with other auxiliary units.

In addition to the above, a first aid team is being formed and practice sessions held so that they too may eventually participate in competition with other auxiliary groups.

CONGRATULATIONS

On February 16, 1955 the stork presented the Robert Connor family with their third son, Roger--8 lb. 14 oz. We extend our congratulations to the proud parents.





CONNECTICUT
 STATE POLICE DEPARTMENT
 DISTRICTS AND STATIONS