

# Vox-Cop

Vol 11

ISSUED BY THE

No. 1

## CONNECTICUT STATE POLICE DEPARTMENT



STATION D, DANIELSON

NOVEMBER - DECEMBER, 1955

Code of Honor  
of the  
Connecticut State Police

☆ ☆ ☆

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

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

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

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

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



JOHN C. KELLY  
Commissioner



# Merry Christmas

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

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

Let us bring cheer and hope to the sick and sorrowful.

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

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

December 25, 1955

# BY THE Yankee Clipper

Vox-Cop

November - December, 1955

## ***I Speak for Democracy . . .***

By Elizabeth Ellen Evans

Delivered Before the Annual Meeting of the 43rd National Safety Congress

I am an American.

Listen to my words, Fascist, Communist.

Listen well, for my country is a strong country, and my message is a strong message.

I am an American, and I speak for democracy.

My ancestors have left their blood on the green at Lexington and the snow at Valley Forge.

. . . on the walls of Fort Sumter and the fields of Gettysburg

. . . on the waters of the River Marne and in the shadows of the Argonne Forest

. . . on the beachheads of Salerno and Normandy and the sands of Okinawa

. . . on the bare, bleak hills called Pork Chop and Old Baldy and Heartbreak Ridge.

A million and more of my countrymen have died for freedom.

My country is their eternal monument.

They live on in the laughter of a small boy as he watches a circus clown's antics

. . . and in the sweet, delicious coldness of the first bite of peppermint ice cream on the Fourth of July

. . . in the little tenseness of a baseball crowd as the umpire calls "Batter up!"

. . . and in the high school band's rendition of "Stars and Stripes Forever" in the Memorial Day parade

. . . in the clear, sharp ring of a school bell on a fall morning

. . . and in the triumph of a six-year-old as he reads aloud for the first time.

They live on in the eyes of an Ohio farmer surveying his acres

of corn and potatoes and pasture

. . . and in the brilliant gold of hundreds of acres of wheat stretching across the flat miles of Kansas

. . . in the milling of cattle in the stockyards of Chicago

. . . the precision of an assembly line in an automobile factory in Detroit

. . . and the perpetual red glow of the nocturnal skylines of Pittsburgh and Birmingham and Gary.

They live on in the voice of a young Jewish boy saying the sacred words from the Torah: "Hear O Israel: the Lord our God, the Lord is One. Thou shalt love the Lord thy God with all thy heart and with all thy soul and with all thy might."

. . . and in the voice of a Catholic girl praying: "Hail Mary, full of grace, the Lord is with thee . . ."

. . . and in the voice of a Protestant boy singing: "A mighty Fortress is our God, A Bulwark never failing . . ."

An American named Carl Sandburg wrote these words:

"I know a Jew fisherier down on Maxwell Street with a voice like a

north wind blowing over corn stubble in January.

He dangles herring before prospective customers evincing a joy identical with that of Pavlova dancing. His face is that of a man terribly glad to be selling fish, terribly glad that God made fish, and customers to whom he may call his wares from a pushcart."

There is a voice in the soul of every human being that cries out to be free. America has answered that voice. America has offered freedom and opportunity such as no land before her has ever known, to a Jew fishcrier down on Maxwell Street with the face of a man terribly glad to be selling fish. She has given him the right to own his pushcart, to sell his herring on Maxwell Street.

. . . she has given him an education for his children, and a tremendous faith in the nation that has made these things his.

Multiply that fishcrier by 160,000,000--160,000,000 mechanics and farmers and housewives and coal miners and truck drivers and chemists and lawyers and plumbers and priests--all glad, terribly glad to be free to work and eat and sleep and speak and love and pray and live as they desire, as they believe! And those 160,000,000 Americans--those 160,000,000 free Americans--have more roast beef and mashed potatoes,

the yield of American labor and land:

. . . more automobiles and telephones,  
. . . more safety razors and bathtubs,  
. . . more Orlon sweaters and aureomycin,

the fruits of American initiative and enterprise;

. . . more public schools and life insurance policies,  
the symbols of American security and faith in the future;

. . . more laughter and song than any other people on earth!

This is my answer, Fascist, Communist! Show me a country greater than our country, show me a people more energetic, creative, progressive--bigger-hearted and happier than our people, not until then will I consider your

way of life.

For I am an American, and I speak for democracy. ---Public Safety

Miss Evans' essay won top honors in the 1953-54 Voice of Democracy Contest co-sponsored by the National Association of Radio & Television Broadcasters, the Radio-Electronics-Television Manufacturers' Association and the U. S. Junior Chamber of Commerce.

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### STATE, LOCAL POLICE RELAY RACE SAVES LIFE OF BRISTOL RESIDENT

Relays of state and local police won a 35-mile race with death.

Carl Smith, 66, of Bristol was in the middle of a major operation at New Haven Hospital when it was found that large quantities of a relatively rare type of blood was needed.

The operation was for what medical science calls an aortic aneurysm, swelling and weakness of a large blood vessel near the heart. Large quantities of replacement blood are needed in such cases, a hospital spokesman explained.

But in Smith's case a relatively rare type of blood, AB positive, was needed--a dozen pints of it or more, and there wasn't such a quantity to be found in New Haven.

It was found, however, at the Red Cross central blood bank in Hartford, and the aid of the State Police was enlisted in bringing it to New Haven.

One State Police car sped it along the heavily-travelled Wilbur Cross Highway to the Meriden-Wallingford line, where Trooper Edwin Puester of the Bethany Barracks picked it up for the race to New Haven.

At the New Haven town line, Puester was met by New Haven motorcycle policemen Edward Shea and Michael Andrucci who raced ahead to clear street intersections for his passage.

Hospital attendants met the police car outside the hospital and rushed the life-giving blood to the operating room, where, hospital spokesman said, it arrived in time.

---Waterbury American

PICKING UP A 'UNIFORM'

The "nothing is too good for our service men" instinct is a strong one.

Most of our citizens subscribe to it, and practice it at every reasonable opportunity.

We are glad that they do.

By the same token, we are saddened whenever an incident arises that would curb such instincts, or eliminate them entirely.

The average motorist, sighting a ride-thumbing service man along the highway, wishes to help the uniform-wearer on his way.

Many such motorists have--or once had--sons of their own in service and would like to see them treated kindly and helped along their way, whenever possible.

The first thought is to stop and pick them up. Some motorists do. Others remembering frightening accounts of things that have happened to those who pick up hitchhikers along the way, pass the thumbing uniform-wearer by. Undoubtedly they do so with regret and with probably twinges of conscience.

Sad though it may be to state, the fact that a man is in uniform is no hard and fast guarantee of his character or caliber as a citizen. As a matter of cold fact it offers no full guarantee that he is a service man.

Recently two young men from Fall River, Mass., picked up two men wearing Navy uniforms.

By way of thanks they were relieved of their money, and their car, at gun-point.

All of which should provide a story with a moral for those who entertain doubts as to motoring procedures when a hitchhiker beckons.

---New Haven Evening Register

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HE'S GOT THEIR NUMBER

ATTENTION ALL CAR THIEVES: Keep out of Boston, Mass.! And if you go there, beware of 28-year-old patrolman Thomas McGuire, the big threat to auto snatchers in the Boston area. With an uncanny

eye and memory for figures, McGuire, during his 4 years of service, has a score for recovering stolen cars 100 times greater than any other officer on the 3,000-police force. According to his boss, Capt. Francis W. Russell of Station 10, the average patrolman in Boston and in America brings in about one stolen car a year. McGuire and his patrol-car partner, Edward Giampaolo, although they are on no special stolen-car detail, chalk up 2 or 3 a week. During the last 2 years they recovered 250 cars, valued at \$500,000. On one day they bagged 6. Giampaolo gives credit for their record to McGuire's photographic eye.

The pair may be cruising along on routine duty when the police radio announces the license number of a stolen car. "Let's go, Eddie!" McGuire says to his partner. "We met that car eleven blocks back." They make a quick "U" turn and soon latch onto the car, plus the thief.

"I just automatically notice the license number of every car I see," McGuire explains. "And I just happen to remember them all." He admits he was "pretty good in arithmetic" during his school days and that he has "very good eyesight--especially for numbers." Often McGuire will spot a car reported stolen weeks before. The license number immediately clicks in his car-index memory and he adds another mark to his recovery record. McGuire and Giampaolo have this advice to car owners: Never leave your car unlocked. Never leave the keys in the ignition. Never leave on the seats bundles, coats, cameras, or other lure to a potential thief; put them in the trunk and keep it locked.

---American Magazine

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People who feel the use of radar constitutes entrapment should have driven in Delaware in 1905. Police officers disguised as workmen were posted along a measured portion of the road and equipped with heavy ropes to swing across it and stop any motorist exceeding the then 8-mile-per-hour speed limit.

---Virginia Traffic Safety News

## HITCHHIKING IS PERILOUS

Hitchhiking has been forbidden on the Merritt Parkway ever since the highway was opened to traffic twenty years ago. Hitchhikers face the danger of being run down and they create a hazard for oncoming motorists.

With a speed limit of 55 miles an hour parkway authorities and the police recognized at once the perils, and established the ban. During the war years when millions of young men were in service, dashing to their homes for brief visits, hitchhiking was common, even on the parkway, and it was overlooked.

The practice did not end with the war, and the State Police have determined to put an end to it. Lieut. Louis D. Marchese, commander of the Westport barracks, has ordered a crackdown, and policemen in his command have been ordered to arrest all violators.

Recently, he observed, there has been an increase in the number of men in uniform standing along the side of the road, especially at parkway entrances, asking for lifts. They have created a definite menace to safety, their own as well as the safety of vast numbers of motorists using the highway. The police have stopped some hitchhikers, finding them to be civilians wearing military uniforms in order to play on the generosity of motorists.

Motorists take a big chance when they admit hitchhikers into their cars. They may be soldiers or sailors trying to reach home or get back to a base, or they may be college boys trying to get to classes on time. But they may also be criminals of one type or another. It borders on recklessness, to say the least, when any motorist invites a stranger into his car, as he may be inviting trouble.

It is too bad to deprive some of the opportunity to get a free ride, we admit, but for the good of all the thousands of motorists who use the parkway daily, we commend the State Police for taking this action. The parkways of this state as well as most other highways, state and local, are much too crowded to put up with what has become a dangerous nuisance. ---Bridgeport Post

## ROUNDUP OF FREAK ACCIDENTS RECORDED IN 1955 BY N. S. C.

Odd little happenings were uncovered by the National Safety Council in its annual roundup of freak accidents. Here's the rundown on the dizzy doings in 1955:

Gene Scott, of Rushville, Neb., had hoped his hunting trip would turn up something special. It did. He got shot by his car door. Gene was getting out of the car when a gust of wind blew the door shut on his coat pocket. In the pocket was a rifle shell. Bang! You can bet the next hunt will find Gene astride a good old-fashioned doorless horse.

In New Liberty, Iowa, 12-year-old David Dahl placed his rifle against a ladder in the barn and started to climb to the loft. His dog Terry jumped on the ladder, struck the rifle trigger with his paw, and shot his ascending master just below the hayloft.

Some fish stories are greeted by raised eyebrows. But when Bobby Bright, of Gonzales, Texas, reported that he had been shot by a fish, no one could doubt him. He had the fish, the gun and the wound to prove it! A freshly caught catfish flopped around in the bottom of Bobby's boat, struck the trigger of his rifle and shot him in the arm.

At least two dogs tried their paw at driving an automobile in 1955--a Doberman pinscher in Fort Wayne, Ind., and a boxer in Black River Falls, Wis. Both ended up by crashing into something. They also ended up in the doghouse.

### Just Sat Down

Timothy Davis made headlines in Long Beach, Cal., by taking his grandfather for a little spin in the family car. The trip was newsworthy for three reasons. One was that the car tore off the porch of a nearby house and came so near running down a neighbor that she fainted. The second was that Timothy propelled the car by sitting on the accelerator. The third was that Timmy was only two-years-old. Timmy's mother had left him in the car with his grandfather. Timmy turned on the ignition, sat on the gas pedal, and--swoosh!

Now, if a two-year-old boy can drive

a car by sitting on the accelerator, a two-year-old girl can do it too--and do it better. So Margaret Ann Kilby, of Indianapolis, did it. Margaret Ann wasn't content to crash into a mere house. She rammed into a fireplug, knocked out the neighborhood water supply for three hours, turned the street into a sheet of ice, and, of course, wrecked the car.

Traffic experts say it's safe to go on the green light. Try to tell that to Motorist E. T. Drake, Jr., of Atlanta! As Drake obeyed an overhead traffic light that flashed him a green go-ahead signal, the light fell on top of his car and sent him to the hospital.

#### Believes In Signs

The sign over the door of a used car salesroom in Los Angeles, said, "We need your car--drive in!" Lewis Jackson, Jr., did--with his throttle stuck. The car crashed through a heavy wooden door, sideswiped two glistening cars on the showroom floor, ran head-on into a costly convertible, and bounced the convertible into another car. They took down the sign.

Stanton Sapp and his brother Daniel happened to run into each other on the street in their home town, Mount Vernon, Ohio. That would have been perfectly all right, of course, if each of the brothers hadn't been driving a car. Neither was injured in the head-on crash, but it did prove the need for the safety slogan, "Be Your Brother's Keeper --Stop Accidents!"

Ordinarily, a hung jury is one that fails to agree. But the jury that hung midway between the first and second floors of the courthouse in Reading, Pa., in a stalled elevator for almost an hour agreed perfectly it wanted down!

To one family, at least, the most important catch of the year wasn't made on a baseball diamond, but on the sidewalk outside an apartment in Chicago. Mrs. Isobel Gutierrez looked up to see her three-year-old daughter teetering on the edge of a narrow window ledge 22 feet above the ground. Mrs. Gutierrez raced over and caught the falling child. Total casualties--one small cut on the girl's leg and cold chills for the

child's mother.

Four-year-old Walter Adams, Jr., was showing his younger brother some of the acrobatic stunts he had seen on TV, when he happened to glance out the window of his fourth-floor apartment in New York City. He noticed that several small girls on the sidewalk 40 feet below were observing his antics. Walter decided to show them something really good. He opened the window, put his hands together like a high diver, and took off. The girls pulled him out of a big snowbank and carried him up, crying, to his mother. Nothing was hurt but his pride.

In June, 1955, two planes were brought down in the United States--not by anti-aircraft fire, but by a steer and a jackrabbit.

The steer was being chased through a wheat field near Bremen, Ind., by a low-flying plane whose pilot, Bob Unsicker, dived again and again at the animal in an attempt to guide it toward a gate. Suddenly it leaped up and was hit by the plane's wheel. The plane went out of control and crashed into a treetop. The pilot escaped with minor injuries.

The jackrabbit scored near Grand Forks, N. D. It did it by the simple act of leaping high into the air directly in the path of a plane being flown close to the ground by Leo Mondry. A damaged propeller forced the plane to land.

Walter Berguman, of Ashton, Idaho, was aware that his jalopy had served him long and well. But he didn't realize how faithful it was until he parked it in front of the postoffice and hurried in to get his mail. Somehow the car slipped into gear and followed him in, right through the postoffice window.

And out in Los Angeles there's a man who just can't stay out of accidents. He's had several traffic escapades that made news for the papers. And this year he fell through the floor of the laboratory where he works and landed nine feet below with a bang that knocked him out? His name? No kidding, folks, it's Safety First!

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It's amazing the heights a man can attain by remaining on the level.





# the Spotlight

Vox-Cop

November - December, 1955

## SGT. SAMUEL S. ROME PROMOTED; LIEUTENANT IN SPECIAL SERVICE



Lieut. Samuel S. Rome

State Police Commissioner John C. Kelly on November 23 announced the promotion of Sergeant Samuel S. Rome of Hartford to the rank of lieutenant. Lieutenant Rome will continue his assignment in the Special Service Division at Headquarters, Hartford.

Lieutenant Rome entered the State Police Training School at Ridgefield, October 11, 1937 and after training was assigned to the Beacon Falls Barracks. Upon deactivation of the Beacon Falls Station in 1941 he was assigned to Bethany and continued in that station until 1946 when he was transferred to the Special Service division at Headquarters. He was promoted to sergeant December 14, 1951.

Lieutenant Rome attended the Seminar in Legal Medicine at Harvard University, Boston, in 1947. He has participated in many major criminal investigations throughout the state during his assignment to Headquarters.

## RESIDENT OFFICERS NOW ASSIGNED TO CONNECTICUT TOWNS BY S.P.

Additional resident officer assignments have been made to 12 Connecticut towns by Commissioner John C. Kelly under a new statute effective October 1. Eleven resident officers are now assigned to 12 towns.

The new law makes it possible for one town alone to get this service from the department. Previously, it was necessary for at least two eligible towns to combine to obtain such a resident officer. The town getting the officer pays half of his salary, the state pays the other half.

Assignments are on record as follows: Off. Leland Cable, East Lyme and Old Lyme; Off. Wilfred Bellefleur, Montville; Off. Joseph D. Palin, Essex; Off. George Baldwin, North Branford; Off. Edmund J. Sterniak, Cromwell; Off. William Ackerman, Portland; Off. John McGurk, Jr., New Hartford; Off. Harry Myers, Canton; Off. William Quaintance, Jr., Wilton; Det. Arthur Johnson, Mansfield; and Off. William Wallace, Redding.

The statutes provide at present that a total number of 15 men are authorized by the State Police Department to be assigned as resident officers.

Cromwell and Portland, as well as New Hartford and Canton, had been sharing resident officer services prior to passage of the new law.

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## GOVERNMENTAL EMPLOYEES

Over a third of all the state and local governmental employees in Connecticut are connected with the schools, teachers being by far the most numerous group.

# FIRE PREVENTION

Vox-Cop

November - December, 1955

## *Times Fire Prevention Award Winners*



---Hartford Times Photo

Awards to the winning contestants in the 1955 Hartford County Fire Prevention Contest sponsored by The Hartford Times were made on December 14 at State Police Headquarters.

Shown in the photo from left are Chief Anthony W. Jezouit, Wilson Volunteer Fire Department; Chief Raymond H. Potter, Suffield Volunteer Fire Department, which won first leg on a permanent trophy; State Police Commissioner John C. Kelly; Mr. Mitchell S. Betters of Times' Public Service Department presenting awards; and Roger M. L. Russell, who accepted the trophy for the Blue Hills Volunteer Fire Department.

---and a "Fire Safe"  
Christmas, too---  
please,  
Santa



# COMPLIMENTS

Vox-Cop

November - December, 1955



## Connecticut State Prison Methersfield

GEORGE A. CUMMINGS WARDEN

November 10, 1955

Mr. John C. Kelly  
Police Commissioner  
Washington Street  
Hartford, Conn.

Dear Commissioner Kelly:

I gratefully express my heartfelt thanks to you and all members of your Department who have been so helpful in bringing about the early capture of recent escapees from this institution. I am aware of the long hours and true devotion to duty, together with tireless effort. Kindly express my every good wish and appreciation to all.

With kind personal regards,

Sincerely,

George A. Cummings, Warden

C/w

COMPLIMENTS

PUBLIC SCHOOLS  
Portland, Connecticut

RESOLUTION BY  
THE GENERAL ASSEMBLY

November 28, 1955

Dear Commissioner Kelly:

I wish to express to you, and through you to Officer Donald Kelley, our appreciation for his alertness and prompt action in detecting the recent vandalism committed in our high school. We consider his resourcefulness in promptly locating the custodian responsible for substantially reducing the possibility of serious damage to this building. We consider this action by him to reflect considerable credit on, and enhance the prestige of the Connecticut State Police in our eyes and in the eyes of our high school students.

I would appreciate the assistance of your office in making this known to Officer Kelley.

Respectfully yours,

Walter T. Pulsifer  
Superintendent of Schools

Whereas, Connecticut has suffered from the furious onslaught of flood waters, taking great toll in life and property; and

Whereas, courage and determination of the highest order were required to cope with the ensuing problems and difficulties; and

Whereas, the Connecticut State Police, true to their historic tradition of service, played an heroic part in assisting the homeless and in protecting property;

Now, Therefore, Be It Hereby Resolved, that the Connecticut State Police be, and hereby are, commended on their outstanding service and bravery during the recent floods and that a copy of this resolution be sent to Commissioner John C. Kelly, Commandant of the State Police.

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The nerve that never relaxes, the eye that never blenches, the thought that never wanders--these are the masters of victory. ---Edmund Burke

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Officers who were the subject of letters of commendation between the period of October 26 to December 19 were:

Everett J. Anderson  
Wilfred J. Bellefleur  
Clifford A. Bombard, Jr.  
George A. Boston  
Mario A. Bruno  
George H. Bunnell, Jr.  
Leland B. Cable  
John G. Carlson  
Henry L. Cludinski  
Edward A. Faith  
John J. Falvey, Jr.  
James Ferguson  
John F. Fersch  
Walter Grischuk

Jesse G. Haymes, Jr.  
Robert J. Hetherman  
Francis M. Jepson  
Donald F. Kelley  
John J. Kenny, Jr.  
Joseph P. Koss  
John F. Kozma  
Phillip F. Larizzo  
Leo A. LeBlanc  
Edward P. Leonard, Jr.  
James McCormick  
James J. McGrath  
John C. McLaughlin  
Harry A. Myers, Jr.

Stanley Nasiatka, Jr.  
Joseph Pilkin  
Louis R. Pinto  
Robert E. Riemer  
Joseph R. Riley  
Paul E. Seaman  
Vincent J. Searles  
Frank J. Shay  
Louis R. Stefanek  
Paul Stensland, Jr.  
Edmund J. Sterniak  
John F. Sweeney  
Ralph E. Waterman  
John J. Yaskulka

Also the subject of commendatory letters, were Aux. Officer Leo Duffany and Dispatcher Paul Johnson.

# - JUVENILES -

Vox-Cop

November - December, 1955

## Delinquency Scare Held Based On False Concepts

Connecticut's three Juvenile Court judges have rebuked society for allowing itself to be intimidated by the argument that juvenile delinquency is due for a staggering rise in the next few years.

In their 1954 annual report the judges blast the widely held idea that today's child is getting himself into far more trouble than did the child of the 1900's.

Fear of the unknown and an overactive imagination were blamed by the judges for the delinquency scare which has reared its head in the past two or three years.

Inherently the same child of today has the same drives and motivations as did the child at the turn of the century, the report states. A tendency to compare the "most pallid problems of World War I days with the most explosive of the Korean era," the report states, brings the false conception that there exists today a "new, presumably strange species of delinquent, terrifying in personality and action."

There is no delinquent type, the judges say. There is, though, a chance in "the means and opportunities by which, or through which, children are channeled to constructive or destructive ends."

Secondly, pessimistic statistical prophecies that the war babies of the 40s will bring, in the next five years, a huge crop of children reaching the vulnerable age of adolescence. These children, the prophets predict, will succumb to delinquency in percentages equal to that of today. Thus, the report says, arise the false impression that the numbers of delinquent children will rise frighteningly in the next five years.

Those who have been impressed by these prophecies have also perhaps been too much impressed with the "implied authority" carried by statistics and have ignored the "conditional nature of the

premise upon which the unhappy prediction rests."

"Certainly violence among young people has always existed and it is conjectural as to whether today there is more violence or a greater awareness of it," the report declares.

Citing their own statistics, the judges state that in Connecticut the prediction of juvenile doom is "proving considerably less than correct." Delinquency cases referred to the court in 1954 dropped almost 1 per cent, a figure which indicates that delinquency and its prevention can be controlled not by future discoveries but by the use of knowledge already at hand.

The judges call for a "forthright willingness" to plan properly for these great new numbers of young people through the rapid provision of more schools and teachers, greater recreational facilities to take care of the increased number and support of the very agencies set up to aid the problem child.

Significantly, figures in the report show that 20 per cent of the children it saw in 1954 were referred not because they had committed acts against society, but because they were suffering conflicts with themselves and needed personal help.

The number of parental neglect cases has continued a downward swing from a peak during 1953. In 1954 6 per cent fewer neglect cases were seen by the courts.

Of the children referred to the courts, 29 per cent were 15 years old, 20 per cent 14 and 14 per cent 13 years of age. Above and below these ages the percentage drops sharply.

Various types of stealing accounted for referrals in 20 per cent of the cases, illegal entry 7 per cent, taking cars without permission 7 per cent, sex offenses 6 per cent, and injury to persons, 3 per cent. ---Hartford Courant

**JUVENILE DELINQUENCY: A DISEASE**

Medical science has made great strides in combatting infectious disease through the use of new antibiotic drugs. Social science is still fighting the most evasive disease known as juvenile delinquency. It is a pernicious condition which is infecting the youth of our country as a whole. Grand larceny, drug addiction, gang warfare, and thrill killings are only some of the symptoms which make it a direct blaring threat to all of us.

These symptoms do not have to be spelled out any further for us to realize that we are facing a real and growing danger. Our future is also at stake. This is a spreading type of ailment and we must find some check for it. Youth is our most vital and valuable commodity with which we can build a better future, both socially and materially. Therefore, we must invest in our youth with our time, with our money, and with all ingenuity that we may have.

There is a great need to fight delinquency in its early stages--at the first signs of trouble in the family and of malicious behavior of the gang. In order to do this we must have greater public support of these programs, and more trained personnel to work with the delinquents and their families. Part of this will be our job at the Graduate School of Public Administration and Social Service. The burden however, belongs to all of us, as it is our youth and our future, and we must protect both.

---GPS News Notes

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**PARENTS MUST APPEAR**

A new law that requires parents to accompany their children to court when the youngsters get into trouble serious enough to warrant arrest may help law enforcement officials tremendously in their efforts to guide erring youth along the road to useful and decent citizenship.

By youngsters we mean minors--and in Connecticut a minor is defined as any person under 21 years of age. Such per-

sons, according to a law passed by the last General Assembly and effective last October 1st, must be accompanied to court by at least one parent or a legal guardian.

Court records reveal that many minors were not accompanied by parents when they appeared in court--in fact, it is probable that many of the parents didn't know their children had been ordered into court. In those cases, guardians ad litem--most any person over 21 who happened to be in the courtroom--were appointed to represent the youngsters. Such appointments covered the law, but they also covered up a lack--voluntary or involuntary--of parental responsibility.

The new law was adopted in an effort to secure the cooperation of parents in correcting the habits of the youthful law violators, most of whom, at least the first offenders, probably got into trouble because of irresponsibility.

Under the new system, court officials believe that justice may in many cases be well served if the court is lenient, and the parents, who will know the facts of their children's misdoings by their appearance in court, are willing to take appropriate action at home that will help to steer the youth in the right direction.

Removal of privileges and restriction of activities by the parents can be effective punishment for a large number of young people who are guilty of minor infractions of the law. Enforcement of these restrictions by those who are closest to the youngsters involved can be the means of correcting youthful tendencies that could turn a promising youngster into a habitual offender.

---Torrington Register

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**RESPECT FOR RANK**

An officer who was promoted to sergeant broke the news to his wife. She told the children. When he arrived home that night his daughter, Patrice, eight, was cautious: "Sergeant," she asked, "May I call you Daddy?"

SUBTLE PROBLEM

What we call "juvenile delinquency" has long been recognized as a grim phenomenon which might be more accurately termed "parental democracy." And what to do about that.

You get instances every now and then when parents who exercise no proper supervision over growing boys and girls are denounced from a court bench and told that they are the real culprits for their offspring's misbehavior. But that is letting them off lightly. And we note an increasing sentiment toward doing something more. Thus in a recent issue of Pageant Magazine, Judge Wilfred A. Waltemade of New York is quoted as saying, "In those cases where parents are neither physically disabled nor mentally incapacitated and where there has been a history of willful neglect, they should be sent to jail. Some parents cannot be impressed any other way. We've talked with some, pleaded with them and cajoled them, but it hasn't done any good. Perhaps a term in prison will make them see their responsibilities as parents."

How "willful neglect" would be defined under laws which would effectively hold parents to strict account for atrocious behavior by their sons and daughters is difficult to conceive. The willful neglect that accounts for a whole lot of anti-social juvenile attitude is neglect of the woodshed treatment. It traces from overindulgence of the young in everything but sound inculcation of moral values.

Really bringing parents to book is a job which doesn't lend itself to the tests and formulae that go into law and evidence. We profoundly wish it did.

---Waterbury Republican

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DELINQUENCY PREVENTION

There seems to be two widely separated schools of thought on the most effective ways to curb juvenile delinquency. One is the so-called night stick-curfew-jail approach to curbing youthful crime. The other stresses long-range rehabilitation.

A wide gulf lies between the two methods, as was revealed clearly the past week at a New York State delinquency conference which brought some 650 or more educators, social workers and government officials together in Albany.

At the close of the conference many recommendations for "short cuts" or "panaceas" were ruled out. Among these were the curfew, parental disciplinary schools, fining of truants, and the reduction of the compulsory school age.

Instead, the conference went on record as favoring regional detention homes instead of jails for juvenile offenders--better trained and higher pay for probation and parole personnel--expansion of facilities of public welfare agencies to help sustain and strengthen the "vulnerable family"--more housing for middle-income families--financial aid for day care centers for children age 3 to 12--a state scholarship program for training social workers to help combat delinquency.

Now repercussions are being heard. Advocates of one "panacea"--lowering the compulsory school age--with New York City's Deputy Mayor Henry Epstein as spokesman, insist that forcing children to attend school whether they can absorb education or not may contribute seriously to juvenile delinquency.

"We actually help to create delinquency by insisting that all children attend school when they would much prefer having a job," he said in a press statement, adding that educators know many children who are bright but do not fit into the educational system become the trouble makers and the leaders of rebellion against authority.

Epstein speaks from the knowledge gained in a comprehensive study of delinquency, which he headed in New York City earlier in the year. But it is not likely that many of the educators and social workers who follow the long-range rehabilitation school of thought will agree with him.

---New Haven Journal Courier

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Don't find a fault, find a remedy.

---Henry Ford



STATE'S FINE JUVENILE  
COURT DOES NOT 'PUNISH'

Roy L. McLaughlin superintendent of the Connecticut School for Boys here, said before a meeting of the Womens' Service Bureau Organizations in Hartford last month, "Connecticut's Juvenile Court system is the best in the country."

Why is it the best? What makes the system work? How does this little-known agency work? Juvenile Court Judge Fred D. Faulkner of New Haven, one of the Court's organizers, attempted to answer the questions at his regular weekly session in Meriden.

"Roy probably likes the system because of what it has done for the school," Judge Faulkner chuckled. "Before the Court was established in 1942, there were 169 different town courts sending boys to the school. By sending them to a state school, there was no financial obligation to the towns and as a consequence the school was filled with boys who should never have been sent there."

Also, Judge Faulkner continued, Connecticut was the second (to Utah) state in the country to establish a state-wide Juvenile Court system, and the first to put it into actual state-wide operation.

According to the judge, many people don't know anything at all about the Court, and some criticise it because it operates "out of the public eye." That, of course, is done to protect the children who are far from being criminals, in Judge Faulkner's opinion.

"FIRST OF ALL, the court is very, very informal," the judge said. "There are no guns, no sheriffs pounding gavels. The hearing is really a conference.

"The great asset is informality. The judge has to sell himself to the child and to the parents as well.

"We are not a penal court. Children are not here for punishment. We are less concerned with what a child has done than why he has done it."

This devotion to sympathetic correction of bad situations, an expression of faith in "bad boys," ran through all of Judge Faulkner's comments.

Only 25 to 30 per cent of juvenile

cases are brought to official hearing--the rest are taken care of by probation officers, "the backbone of the system."

An average of only 5 per cent of delinquent cases that get hearings are committed to homes. Again, the lack of emphasis on punishment. "We make every effort to keep a child with his family, if it is at all possible," Judge Faulkner said.

"The big majority of children are workable--any number of parents, though, are not workable," the judge continued.

Judge Faulkner, a former State Representative from New Haven, presides in the second of the state's three court districts. It includes New Haven, Middlesex and New London Counties, so the job entails an enormous amount of travel every week.

He drives from New Haven to New London, Norwich, Middletown, Waterbury and Meriden for hearings each week, with "side trips" to other towns.

"The Court was put on horseback," the judge said, "with the provision that cases were to be tried in the child's County. We try to appear in his home town."

---Meriden Journal

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EXPERT DOUBTS SHARP RISE  
IN JUVENILE DELINQUENCY

Dr. Freda Kehm, of Chicago, would be willing to bet there has been no big increase in juvenile delinquency.

"In our day they used to call it wild oats," she said.

Mrs. Kehm, director of the association for family living, is inclined to doubt some of the popular notions about delinquency.

"There seems to be more of it because we talk about it more," she said.

"There's better police work today, more cases come to official notice and more statistics are gathered.

Mrs. Kehm, who has had wide experience in child psychology and social work, said a lot of people are fond of quoting the adage that "slums breed delinquency."

"This may be true," she said, but

it's not the only factor. There's plenty of delinquency in the slum-free suburbs."

Much of it, she said, stems from the teen-age desire to conform, to "belong."

"Youngsters in their teens want to dress alike and act alike," she said. "It's part of cutting the parental apron strings."

It's a normal tendency, she said, but it can lead to trouble when a youngster commits an offense "to keep up with the rest of the gang."

"Bad leadership is often the key to such situations," she said. "Sometimes the most popular youngster in a group is actually in emotional trouble, and leads the entire group astray."

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#### TEEN-AGERS LEARN POLICEMEN NOT AS BAD AS THEY THOUGHT

"Cops are crooks," the youth told his teacher and classmates. "What's more, they push you up against the wall and beat you."

The youngster was among 100 students, all 15 to 16 years old, who participated in an experiment educators hope will help cut down juvenile delinquency in one of Philadelphia's most crime ridden areas.

Many of the youths had known only a life-long hate of police, learned in the streets, in their homes and from their friends. The three-week experiment tried to teach them to look on the man on the beat as a friend, rather than a foe.

The experiment was conducted by N. Lewis Shaten, head of the English Department at Fitzsimons Junior High School in North Philadelphia.

Shaten began by giving his students an attitude test on the man in blue. When the answers were totaled up, the cops had won a 15 per cent performance rating out of a possible 100.

Taking the same test three weeks later, the youngsters gave higher performance ratings on every one of the 20 questions asked, increasing the over-all rating of cops from 15 to 55 per cent.

Shaten began by having the youngsters

discover for themselves just what made up a policeman's job. Some went down to police headquarters at City Hall, others visited precinct headquarters or talked with the cop on the beat.

With that knowledge as a basis, Shaten opened his classes to a full and searching discussion. And the charges came flying.

"Cops take bribes," several youngsters said. Shaten began questioning, attempting to pin down sources of information.

"Did you bribe a cop yourself?" he asked. No, none of the youngsters had ever given a policeman a bribe. "But I saw a cop take money," another youngster protested.

"Are you sure it was a bribe?" Shaten asked. The youngster couldn't tell. He saw money changing hands.

Other charges arose, especially complaints of beatings by police. Again Shaten raised the same questions. Had this happened to any members of the class, had they seen such beatings or were they told about them by others?

Again the same answers. Some students had heard about beatings but nobody had been handled roughly or had seen a beating by a policeman.

As the sessions continued, Shaten sensed that a seed of doubt had been planted in his students' minds. But many still showed a distrust of the man on the beat. There were some accusations which Shaten couldn't answer.

A few days later when the youngsters entered the classroom, they found themselves facing Patrolman Morris O'Leary. Shaten again opened the session to questions with no holds barred.

"Why do cops line us up against the wall and search us even when we haven't done anything?" One student asked.

"Do cops take bribes?" was another question.

Officer O'Leary answered good naturedly and without hedging.

"There is good and bad in everybody, including policemen," he said. "If we find a fellow policeman who is bad we throw him out. But sometimes people don't let us know if an officer is bad. Without complaints, there is nothing we can do. However, most are honest!!

Questioned why teen-agers sometimes are stopped and searched, O'Leary went into an explanation of police methods.

"For example we get a call that seven youngsters have robbed a grocery store and were seen running west. They were about 16 or 17. We head for that direction in a patrol car.

"When we get in the area we find a similar group running in the same direction. We stop them and search them for the stolen articles. If they are innocent we let them go."

"Then how about the cop who had us tear off the names of our clubs from our jackets," another youngster asked.

"He was wrong," O'Leary said. "It doesn't help matters, though, if you talk back. The thing to do is to call the captain of the district. Ask him if there is a rule against wearing the names of clubs on the back of your jackets.

"If he says no, keep them on. If the patrolman comes around again and tells you take the names off, let him know what the captain said. But be polite."

After a while the questions began to take on a friendly tone. They turned from suspicion to curiosity.

"Tell us some of the exciting things you have done," one of the youths suggested. "How do you load a gun?" another asked.

Finally said Shaten, the youngsters came to realize the policemen are people; that they want to be looked upon as friends, rather than enemies.

So highly considered was the experiment that a list of questions is now planned for policemen--to determine their attitudes toward teenagers--and the whole idea of getting to know the cop of the beat was to be instituted this fall as part of a regular civics course in three schools.

---Waterbury Sunday Republican

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Knowledge always desires increase: it is like fire, which must first be kindled by some external agent, but which will afterwards propagate itself.

---Samuel Johnson

## ADULTS SET THE EXAMPLE

No amount of safety education for children can be completely effective unless grownups obey the rules also.

If you make sure your ways of doing things at home are reasonably safe and correct, your children are likely to develop the same safe practices.

As your children grow older, make safety be a real part of the family council, talking over safety problems and discussing the elimination of various hazards. Most mothers and fathers are determined their children should know and practice health habits and good manners--be just as determined for safe practices and the proper attitude.

Young children need protection, older children must largely rely on education, and in the in-between ages must combine protection and education. Slowly but surely the child must learn, not through over-protection, but through carefully directed and supervised experience.

Wise parents present safety lessons and accident prevention from an objective cause and effect standpoint.

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## TO THE PARENTS

Constantly remind your children of the following rules:

1. Never accept rides from strangers.
2. Never accept candy from strangers.
3. Always report to their teacher, police officer, mailman, bus driver, or parents, any stranger seen loitering on foot, or in a car, near schools, playgrounds or other places where children assemble.
4. Always try to secure the license number of the car, write it with a pencil or scratch it with a stick in the road or on the sidewalk with a stone.
5. Always try to remember what the stranger looked like and how he was dressed.
6. Remind your child that the police officer is his friend and that he should go to the police officer at any time he is in trouble.

# IN-SERVICE STUDIES

Vox-Cop

November - December, 1955

## Modus Operandi's Origin, Development

By W. N. Daut, Inspector of Police  
Houston Police Department

Modus Operandi is a by-product of a central records system and offers to the line much assistance in the interrogation of suspects, the clearing of related cases, and as an index to past offenders who have committed offenses in a certain manner. The term Modus Operandi is of Latin origin and for the sake of brevity is often referred to as M. O. Literally translated it means "method of operation."

Law enforcement agencies were successfully using Modus Operandi as far back as 1913 when Chief Constable Llewelyn W. Atcherly of West Riding of Yorkshire, England, published the Atcherly M. O. System. This system was developed by Atcherly, who advanced the theory that there is a clue to every crime. The Atcherly system was studied and improved by August Vollmer, then chief of the Berkeley, Calif., Police Department, to include nine factors which make up our present day, more effective, M. O. system. Both Atcherly and Vollmer based their theory on the fact that humans are to a large extent creatures of habit who continue to mold their routines into habit patterns which have proved the most expedient and fruitful.

Every individual has a behavior pattern which is unconsciously followed. When an individual is successful in doing something on the first attempt he will in all probability continue to repeat the operation in identical manner until he learns improved methods. Then through habit, he will continue to use some of his original ideas or techniques. It is the recording of the habitual and identifying traits of persons engaged in criminal activities that gives value to the M. O. system.

This behavior pattern is probably more universal in the criminal ranks for

frequently these individuals, being on the lower intellectual plane, are ruled by superstition. When they find a method or procedure which is successful in their criminal operations they will continue to use that method and procedure. It is an established fact that a normal person during his everyday life acquires certain habits in his actions of which he is not conscious. On arising he will follow a fixed schedule of bathing, shaving, scanning the morning paper, etc. En route to his place of employment he will usually follow the same route, for through experience he has found it the easiest and most practical.

It must not be overlooked, however, that although most professional criminals follow one class of crime, many offenders are not in this category. Their habits may change as they enter a field of criminal endeavor which is more remunerative or less hazardous.

We must also take into consideration the criminal who may commit dual offenses through a single operation, i.e., the burglary of a place of business for the purpose of obtaining company checks which are subsequently forged. These habit patterns will consolidate and emerge as such when a sufficient number of offenses have been committed to form a definite pattern and become a habit.

Modus operandi is not a panacea for law enforcement agencies, nor will it perform miracles or replace manpower. However, practically all law enforcement officers have for many years used it to its fullest extent.

---Michigan Police Journal

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Luck is what happens when preparation meets opportunity.

**WEAR YOUR UNIFORM  
PROUDLY - - CORRECTLY**

Look at the clothes on a man and you can almost judge his whole character. If he is neat, well-groomed within conservative taste, he most likely is a clean, careful and stable individual. If he is sloven, sloppily dressed he most likely is a careless, undependable person.

Citizens in both large and small communities evaluate, to some extent, their law enforcement agencies by the neatness or lack of neatness in dress. This evaluation is often a true estimate of the police force because the same holds true in uniform dress as in civilian dress.

From the smallest community with a one-man force, to the largest metropolis with thousands of police officers, the police force is identified by some distinguishing uniform. Regardless of the style of uniform, the officer wearing it should wear it proudly and correctly. The one distracting thought is that too many officers take too little pride in their uniforms.

It isn't too uncommon to see some officer appearing in public with an unbuttoned coat, a tie loosened at the throat, a Sam Browne belt poorly adjusted, or some other unkempt arrangement. Too often, even if the uniform is properly adjusted, the uniform itself should be put in the tailor's for cleaning and pressing. It can be understood that the kind of work a policeman may be required to do may soil the uniform. However, there is no reason that the officer should continue to wear it in that condition.

In law enforcement agencies, where there is good discipline, it will be seldom that one sees a sloven police officer. It is in those departments that lack discipline, that have poor supervision, where you will find the sloven, poorly uniformed officer.

Every person who is privileged to wear the uniform of a police officer should wear it correctly and proudly. Remember, there are some men who thought so much of this privilege that they laid down their life for it.

---On Guard

**DRIVERS FACE SUSPENSIONS  
AFTER WEAPONS CONVICTIONS**

State Motor Vehicles Commissioner John J. Tynan said recently that drivers convicted of carrying dangerous or concealed weapons in their cars will have their driving licenses and automobile registrations taken away from them "for extremely lengthy periods, depending upon the seriousness of charges against them."

The state official told about the suspensions in commenting on numerous recent arrests around Connecticut where drivers have been found to have had guns, rifles, shotguns, knives, clubs or lengths of chains in their cars.

"Most of these drivers were young hoodlums who were carrying those weapons for just one purpose, to kill or injure helpless victims. They included a drunken 18-year-old boy with a loaded .32 caliber revolver, six young ruffians armed with clubs and chains, three young thugs with three loaded rifles and two young thieves with a loaded .32 caliber revolver, among others," Commissioner Tynan said.

Simple possession of a concealed or dangerous weapon in an automobile will mean suspension of the driver's license and registration for at least two years, the commissioner stated. If court testimony shows that cars and weapons were employed in any way toward committing crimes, convicted drivers will face up to lifetime suspension of all their driving privileges, Commissioner Tynan said.

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The most fertile soil does not necessarily produce the most abundant harvest. It is the use we make of our faculties which renders them valuable.

---T. W. Higginson

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Precepts or maxims are of great weight; and a few useful ones at hand do more toward a happy life than whole volumes that we know not where to find.

---Seneca

# Safety minds

Vox-Cop

November - December, 1955

## Modern Turnpikes May Pave Way

By Frank Snyder

The modern toll turnpikes and free-ways might be paving the way for the return of something like the mighty useful auto hand throttle.

Never gave much thought to the demise of this gimmick--which generally was located on the dash and close to the steering wheel--until the recent opening of the Ohio Turnpike between Indiana and the Pennsylvania Turnpike.

Driving from Detroit to Pittsburgh, the writer got onto the Ohio Turnpike about 10 miles south of Toledo. For the first 50 miles or so the newness of the splendidly-engineered roadway holds your attention. But before long the monotony and lack of scenic interest becomes tiring and foot-heavy on the accelerator.

The Ohio Turnpike has a speed limit of 65 miles an hour and the Pennsylvania Turnpike holds the motorist down to 60. Both roads are well patrolled and the speed limits enforced.

The writer narrowly missed being tagged for speeding near Pittsburgh, slowing down just in time after recognizing the State Police radar equipment on the trunk of a car parked off the side of the road. About 200 yards further on a patrolman waved us on while he stepped out to stop the car behind.

### TURNED INTO RACEWAY

The Pennsylvania Turnpike started out without any posted speed limits. It soon turned into a raceway and the mounting accident and death toll forced the commonwealth to adopt the 60-mile limit. The newer turnpikes are profiting from Pennsylvania's experience in this regard as well as improving the construction of these divided highways.

Sensible and law-abiding drivers

## For Return Of Hand Throttle

don't want to break speed laws any more than other safety regulations. But just try holding your foot steady on the accelerator for 10, 20 or 30 miles at a time and at a fixed speed--and see what happens:

The right foot gets heavier and heavier and the accelerator keeps going down--and the first thing you know you're going a lot faster than "like 60."

The auto clubs, of course, recommend that you don't try to hold your driving at specified speed limits on turnpikes. They claim it contributes to "driver hypnosis" and is tough on the engine. People do fall asleep at the wheel--on and off turnpikes. That's why the newer turnpikes have more twists and turns to hold the driver's attention on both the wheel and the road.

We don't believe, however, that throttling an engine at 60 or 65 miles an hour for 10 or 20 miles at a time is at all harmful. We even checked with some Chrysler Corp. engineers and they agreed that it doesn't hurt the modern engine in any way.

### MANUAL GADGETS GONE

The hand throttle started going out of use before the last world war along with the hand choke. The automatic choke--which enriches the fuel mixture for faster starting in cold weather--eliminated the need for both of these manual operations.

The gas hand throttle was tied in with the foot pedal. When the throttle was pulled out it automatically depressed the accelerator and vice versa. It was no good on hills but was fine for relaxing and stretching both of the

driver's legs on level straightaways.

Engineers point out that any modern type of hand throttle would have to be tied in with the brake pedal as a No. 1 safety precaution. The moment the brake pedal is touched it must release the hand throttle and automatically decelerate the engine.

There are some hand throttle kits similar to this principle now available on the market. Before buying any of them, however, it would be wise to first determine if the vehicle code of your own state permits their use.

None of the auto companies canvassed have yet entered into any kind of a program looking toward the return of the hand throttle as standard equipment on an automobile. The companies, however, are very responsive to public demand. With more and more toll roads and free-ways in the making more and more drivers may become interested in the idea.

By the time it's built into new automobiles, engineers believe it will be some electronically-controlled gimmick bearing no resemblance to the hand throttle of yesteryears. ---[NS

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### LITTLE GADGETS HELP YOUR WINTER DRIVING

Automobile engineers who spend months and even years developing devices like automatic transmissions and power steering, recommend to the winter driver such commonplace items as a bucket of sand, a cigaret lighter, a spare windshield wiper blade, an electric light bulb with an extension cord, a sizable piece of lightweight cardboard and a square yard or so of burlap.

The sand, of course, is to help get you out of an icy rut; the cigaret lighter to thaw out a frozen door lock; the wiper blade to wipe inside condensation from the windshield the cardboard to cover the outside of the windshield if the car is to be parked out of doors overnight and the burlap to help thaw out or prevent the freezing up of the radiator if your antifreeze mixture is inadequate.

The electric light bulb and extension

cord? That's for use in your garage to prevent the radiator from freezing. You cover the front of the radiator with the burlap and drop the lighted bulb behind the radiator.

For thawing out a frozen lock the engineers say the quickest results come from heating the key and inserting it in the lock.

There are many other items like adhesive tape to fasten the cardboard on the windshield and scrapers for removal of icy coatings on glass. They cost little and can avoid a lot of discomfort.

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### OBSCURED VISION

Each season carries with it vision obscurments which are peculiar to that time of the year: fog and smoke in the fall; snow, sleet and frosted windshields in winter; mud and rain on the windshield in spring; and growing crops, weeds, trees, and bushes in the summer.

Year-round vision obscurments are also to be considered. They include defective windshields, headlight glare, sun glare, signboards, embankments, parked and moving cars. Some of these obscurments can be eliminated by the driver himself. Headlights and windshields should be kept clean and windshield wipers and defrosters kept in working order.

The driver should control his speed at all times when he does not have ample and safe vision ahead. In the event he encounters fog or smoke on the highway, he should wait until visibility improves sufficiently to permit safe continuance of his trip.

Take good care of the eyes; don't overtax them.

A majority of people who pass age 40 start to have changes in their eyes. The lens in the eye becomes less elastic and hence less efficient. For some this happens at an earlier age. There is difficulty in reading and the printing in a telephone book becomes almost impossible to see. A newspaper must be held farther away from the eyes to read it well. These are signs that eyes need attention.

If a driver has difficulty adjusting to darkness or if the glare of lights at night bothers him more than it used to, he may be lacking in Vitamin A (found in carrots, eggs, corn and many other "yellow" foods).

If he starts seeing halos around lights on clear nights through a clean windshield, he should get to an eye doctor fast. ---Fleet Supervisor

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### HOW FAST?

Speed estimated by number of miles per hour is rarely understandable to the driver.

Per mile speed, reduced to the number of feet a vehicle travels in a single second, (hardly more than the tick of a clock) becomes frightening to anyone sensible enough to realize the difficulty of stopping.

A virtually perfect formula has been developed for reducing speed per mile to feet per second. In fact, this simple formula shows a variable of only 0.4 inch for each mile of speed. Or, the speed of a car traveling 30 miles per hour, when reduced by the formula into feet traveled per second, shows an error of only "one foot" in an entire mile.

Here is the formula in language that anyone can understand:

The speed per hour shown on your speedometer can be reduced to the feet traveled by your car in a single second by merely taking one-half of the speed shown on your speedometer, and adding that half to the reading of your speedometer. The total becomes the feet your car is traveling in a single second.

For example: You are driving over a parkway and your speedometer reading is 32 miles an hour. Take one-half of the 32 and add it (16) to the speedometer reading--you have a total of 48. That figure (48) is the number of feet your car travels in a single second when driving 32 miles per hour. In that single second (the time between your anticipating an accident and the reaction of your mind to brake your car) your automobile travels 48 feet.

Now, suppose that two cars are ap-

proaching each other on a highway, each traveling 36 miles per hour. Reduced to velocity in the number of feet per second, that means the two cars are approaching the passing point at approximately 108 feet per second.

---Fleet Supervisor

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### ARMOR FOR MOTORISTS

A race seems to be on to determine whether the new safety devices for motorists can keep up with the growing horsepower--and speed--of motor cars. Safety belts are here, along with safety door latches and padded dashboards. Shatter-proof mirrors and rear-facing seats with high shock absorbent headrests are being talked of as protection in accidents. More defense of some nature (possibly a coat of mail) is being urged for the occupant of what is called the "death seat" on the right hand of the driver.

Yet at the rate motor car horsepower is going up, more radical safety measures may be needed. New 1956 cars in the medium and high priced range will feature more engines of 200-plus horsepower, with some as much as 300 horsepower. What a jump from 1910 when a luxury class, seven passenger model boasted 60 horsepower! Car manufacturers insist that high horsepower is designed to give flexibility rather than speed, but with more super-highways higher travel speed seems likely to remain a constant temptation. And problem drivers are multiplying.

The safety experts need to come up with some suitable armor for motoring. Something on the order of the outfits worn by football players, undersea divers, or, better still, outer space pilots, might be worked out. Why not? We outfit men for the battlefield--yet more persons have been killed on our highways than in all our wars. ---AAMVA

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Traffic accidents are wasteful, annoying, dangerous and absolutely needless.



**SAFETY BELTS NOT A CURE ALL**

We are going to hear a lot about automobile safety belts. Some car manufacturers are making them "available" in new models. The impression is gaining ground that their use is a guarantee against injury in car crashes.

While not discounting possible value of belts in quick stops, without collision, Keystone feels its members should be warned against acceptance of the devices as a cure-all. First, it should be understood that up to now no basic standards have been established for the proper anchorage points, buckles and positioning to provide a maximum of safety. Second, the impact of a crash may have even more serious consequences than those accompanying a like crash in which a non-belt wearer could brace himself against the impending contact.

These points are emphasized in a statement by Andrew J. White, director of Motor Vehicle Research, following "crash barrier tests" he conducted for the Bureau of Public Roads and the University of New Hampshire. White subjected himself to a crash test at over 40 m.p.h.

"I crashed the barrier," he said, "in a modified and instrumentalized automobile, wearing a four-inch safety belt installed with anchorage points in the car frame. When the car crashed the barrier, I could not brace myself against the forces involved and the seat belt prevented the lower section of my body from going forward. However, the flexion or jack-knifing action that occurred at my waist allowed my upper torso and head to go forward and downward into an energy absorbing assembly installed on the dashboard. Without the assembly, my skull would have been crushed. Further protection was provided by a crash helmet."

---Keystone Motorist

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Traffic Officer: "As soon as I saw you come around that curve, I said to myself, 'Forty-five at least.'"

Woman Driver: "Well, officer you're wrong--it's just this hat that makes me look so old."

**RADAR-EQUIPPED AUTO WON'T CRASH**

A radar-equipped automobile which stops automatically when an object gets in its way has been developed by Carl Rashid, a safety engineer from Detroit, Michigan. It includes a radar screen placed directly below the grill work of an automobile which projects an impulse designed to halt the car should anyone or anything get in its path. The radar screen is several inches high and extends the width of the automobile. A similar apparatus on the rear of the car operates while the car is moving in reverse.

To prevent persons being hurled through the windshield, the radar beam is projected farther as the car's speed increases.

In tests, two radar-equipped cars tried unsuccessfully to crash head-on at 50 miles per hour. Both were stopped by radar many yards apart. The radar does not work at less than 10 miles an hour therefore does not hinder the entering of garages.

It is claimed that the device will cost no more than power steering and will pay for itself in about three years provided insurance companies reduce their rates on cars with radar.

---AAA Highways and Traffic

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**SMUG MOTORISTS  
FREQUENTLY CAUSE HIGHWAY TRAGEDY**

It is frequently the smug motorist with a "good driving record" who gets in trouble on the highway. Only 27 per cent of Connecticut motorists involved in fatal accidents during the first half of 1955 had more than one offense chalked against their record, confirming the suspicion of accident prevention authorities that "good records" very frequently lead to over-confidence that makes for complacency in driving.

Unfortunately the first offense sometimes proves to be the last or costs the life of an innocent victim. During the first six months of 1955, for example, 64 motorists involved in fatal accidents had a "clean slate." Eliminating that

group, the 38 out-of-state drivers, the six unknown hit and run drivers, and the 27 with one offense, there were only 34 motorists whose records were charged with two or more violations, out of a total of 169.

Past good fortune in driving experience should not lull motorists into the attitude that "It can't happen to me," says the Connecticut Safety Commission, As the record shows--it can, and does.

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"ROSE BY ANY OTHER NAME"

Safety and eye appeal will be featured in the new plantings on a half-mile section of the Wilbur Cross Highway in Union. The Roadside Maintenance division has planted multiflora roses in the median strip of the highway on an experimental basis. Successful results obtained in New Hampshire have given hopes for safer highways in the future.

Multiflora roses grow easily and rapidly in most soils. As the plants grow their stems and branches form a thick intertwining mat. In about two or three years the plantings in the median strips serve as a good protection against headlight glare. In another year or two their growth has reached a point where it can perform its major services as an accident barrier.

Tests in New Hampshire have shown that cars crashing into the multiflora rose barriers at varying speeds have suffered no damage or at the most minor damage. The springy, tough plants act as a cushion and will stop an uncontrolled vehicle with a minimum of shock and damage.

About a quarter of a mile section on the Berlin Turnpike from Deming Road south, in Berlin will be planted later this year. Future plans call for more multiflora roses to be planted next year.

Oh yes, they are good to look at, too.

---Cuts and Fills

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The morning fog may hide a stalled truck just around the curve.

UNIFORM MOTOR VEHICLE LAWS

The following Resolution was adopted at the 71st Annual Session of the Connecticut State Grange, October 20-22, 1955.

WHEREAS: The need for uniformity, throughout the country, of laws and regulations governing the ownership and operation of motor vehicles is greater today than ever before due to the steadily increasing number of vehicles on our highways; and

WHEREAS: The Uniform Vehicle Code, developed by the National Committee on Traffic Laws and Ordinances and revised and consolidated during the past year, affords the best guide to the attainment of such uniformity; and

WHEREAS: The National Highway Users Conference in co-operation with the American Association of Motor Vehicle Administrators, has prepared and made available to public officials and others directly concerned, a new workbook to facilitate comparative analysis of existing traffic laws with the Code; therefore

BE IT RESOLVED: That the Connecticut State Grange hereby expresses the appreciation of its membership to the above named organizations for the fine work they are doing on this very important project; and

BE IT FURTHER RESOLVED: That we commend the Connecticut Motor Vehicle and State Police Departments, and the State Legislature, for the excellent progress made this year in adopting many of the "Rules of the Road" provisions of the Uniform Vehicle Code, and urge that this good work continue at succeeding Legislative sessions, making full use of the workbook herein before referred to; and

BE IT FURTHER RESOLVED: That copies of this resolution be sent to Governor Ribicoff, the Commissioner of Motor Vehicles, the Commissioner of State Police, the President of the Senate, the Speaker of the House, and the press.

**SWEDEN CHANGES TO  
RIGHT SIDE DRIVING**

Sweden has announced that in the near future motorists of that country will drive on the right hand side of the road instead of on the left as at present. One of the principal reasons cited for the changeover was the fact that Sweden is surrounded by countries which use the right-hand rule. Similar considerations caused the Argentine to change to the right-hand rule a few years ago.

Sweden's announcement has revived discussion of similar proposals in other countries now using the left-hand rule. In Great Britain, where proposals to adopt the right-hand rule have been discussed from time to time, the changeover has been rejected as impractical by an overwhelming body of opinion. Principal reasons for the reluctance of countries to change from the left-hand rule to the right-hand rule are as follows:

1. Vehicles of various types would have to have their steering converted.
2. Public Service vehicles, in addition to having their steering converted, would have to be adapted such that they could take on and discharge passengers on the right hand side of the road. Bus shelters, loading signs, etc. would have to be changed.
3. Road signs would have to be altered to conform to the new driving rules.
4. The pedestrian habit of looking to the right when stepping from a curb would have to be changed so that they would automatically look to the left.
5. In those left-hand rule countries which include in their population a considerable proportion of peoples having a low standard of education, the problem of educating these people to a change in the rule of the road would be a great one. ---AAA Highways and Traffic

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**ROAD SERVICE ON NEW YORK THRUWAY**

Twenty-four hour road service is guaranteed by the New York State Thruway Authority.

Directions:--If you want help, park

on the shoulder to the right, off the pavement. Tie a white cloth, a handkerchief, to the left-hand door handle or radio aerial of your car.

---The Hartford Automobiler

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**ILLINOIS ENFORCES  
SLOW DRIVING LAW**

In Illinois, state highway police are cracking down on a highway menace--the slowpoke. Harvey J. Dowling, executive secretary of the Illinois Traffic Safety Council, said state police are enforcing more rigidly a little-known Illinois slow driving law. Traffic and safety experts are in agreement that too little speed indirectly can be just as dangerous, if not more so, than too much speed. While the slowpoke doesn't often get into accidents himself, he is the cause of many of them.

The Illinois statute provides that troopers may halt a motorist traveling at such a slow pace as to "impede or block the normal and reasonable movement of traffic."

Charles M. Hayes, president of the Chicago Motor Club, said:

"Traffic experts recognize that human nature is difficult to change, and that drivers who are strung out behind a slowpoke for mile after mile are bound to become irritated and take chances which their ordinary good judgment would tell them are foolish.

"A long line of drivers behind a slowpoke on the open highway is potentially a highly inflammable traffic situation."

Arnold H. Vey, manager of the National Safety Council's Traffic and Transportation Department, points out that statistics don't reflect cases such as the impatient, fuming speedster irritated into a rash act by a casual cruiser.

State Representative M. R. Walker was chairman of the Motor Vehicle Laws Commission which considered a specific minimum speed law for Illinois.

"But we rejected it as unfeasible," he said. "It's not needed. Police have the power now to stop slow drivers."

---Public Safety

POISONS

You were safe as long as you made sure you stepped in the squares of the sidewalk. But if you stepped on a crack --look out, that was it! That was "POISON!"

Maybe you called it something else. But you surely played the game when you were a kid, to add a little adventure to the dull business of meandering along a sidewalk.

Now you play the game, and you live dangerously, and it is not just playlike --if you are ever guilty of driving across that center line without having a good lawful reason with plenty of safety margin. This goes, too, for an imaginary lane line in a street.

Records show that the "failure to stay right of center line" is one of the leading causes of accidents. Maybe you call it something else: "Driving on the wrong side of the road"... "changing lanes"... "weaving"... "hogging the road"... "riding the stripe"... or "getting around that guy ahead."

Whatever you may call it, it's still "poison." ---Fleet Supervisor

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COMMISSIONER JOHN J. TYNAN  
WARNS OUT-OF-STATE DRIVERS

State Motor Vehicles Commissioner John J. Tynan declared that an estimated hundreds of out-of-state motorists living or working in Connecticut, especially those from Massachusetts, may be unable to obtain Connecticut driving licenses or automobile registrations before their home-state certificates expire at the end of this month.

Commissioner Tynan said that an expected last-minute, year-end rush by out-of-state drivers seeking Connecticut certificates could crowd this state's Motor Vehicle Department offices beyond capacity to handle both Connecticut and out-of-state applicants. The state official mentioned Massachusetts in explaining that many Bay State motorists living or working in Connecticut register their vehicles in this state when

their Massachusetts plates expire on December 31.

Other factors creating difficulties for out-of-state motorists who "wait until the last minute" will be the MVD's appointment-in-advance system for driving license examinations and the closing of the MVD offices during the year-end holidays, the state official said.

Since out-of-state motorists must obtain Connecticut driving licenses as soon as they register their cars in this state, they must first obtain an advance appointment to take the Connecticut driving test. These appointments may be made by telephoning, writing or going to the nearest MVD office.

All out-of-state vehicles must pass an MVD mechanical inspection before they can be registered in Connecticut, Commissioner Tynan said.

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S-D DAY NO GREAT SUCCESS

69 Deaths Cloud Record;  
Increase of 18 Over 1954

The nation's automobile traffic deaths on Safe Driving Day equaled a comparable recent day in which there was no concentrated campaign. It far surpassed last year's S-D day total of 51.

An Associated Press survey showed a total of 69 deaths, equal to the 69 traffic deaths counted in an AP survey on Thursday, Nov. 17, which was made for comparison.

The first observance of S-D day was last Dec. 15, when the toll was 51.

Although S-D Day fatalities were higher this year than in 1954, it appeared that nearly half the states observed the day without a single traffic death.

The survey also disclosed that most of the major cities, including New York, Chicago and Detroit, had no fatalities.

The biggest cities reporting deaths were Philadelphia, Los Angeles and Minneapolis, each with one fatality.

No traffic fatalities were reported in New England. There were three last year.

Ohio and California led the states

with the most deaths.

Rain and snow fell in wide areas of the country, making driving conditions hazardous.

The day's toll compared to an average of 101 deaths daily during the first 10 months. The 10-month total was nearly 31,000.

Adm. H. D. Miller (ret.), director of the President's Committee for Traffic Safety which sponsored S-D Day, said:

"There can be no real cause of elation on a day when the combined efforts of thousands of public officials and private citizens, and scores of agencies, fail to keep the nation's traffic toll below this figure (65)," Miller said.

"But if the impact of this day on the public can save lives today and bring about greater safety on the highways in the future, it will have served a real purpose."

The Safe Driving campaign officers have set aside a 21-day period, from Nov. 20 to Dec. 11, for a long-range campaign to reduce traffic fatalities. S-D day was designated as the day for a major effort, to dramatize the idea that careful driving and walking can save lives.

---By the AP

Editor's Note:

Conn. State Police records show a total of only five reportable accidents investigated on S-D Day as compared with a daily average of 15 for the year.

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### YULETIDE SAFETY PRECAUTIONS

What's so hazardous about Christmas Holidays? For one thing, the fact that they are Holidays...that people are in a mood to be carefree rather than careful. In every phase of American life, it seems, Christmas increases the pace, adds rush and confusion to everyday work and play. Christmas means MORE; more gifts, more shopping, more mail, more parties, more telephoning, more motor vehicle traffic and more pedestrians on the streets and highways. The added hustle and bustle of December makes it more important than ever that we take

time for safety.

For there is also the more and less of weather at Holiday time. More rain, snow, hail, and sleet, with less daylight to ease the difficulties of driving in inclement weather. And added to these, there is the greatly increased amount of social drinking done at holiday time.

Inevitably, some people in a hurry will be careless and may hurt themselves or others by taking chances in traffic. It is up to all of us to watch out for these thoughtless ones, to protect ourselves and to protect them from ourselves. For after all, completed preparations for a perfect Christmas are of little value to the family which spends the day visiting one of its members in the hospital where his enthusiastic but careless holiday habits have landed him.

### SAFE HOLIDAY TIPS

Holiday Mood--Stay alert. Keep your wits about you whenever you're in traffic--on foot or in a car. Don't venture into the street--walking or driving--if you've been drinking. "If you drive, don't drink--if you drink, don't drive" is a good motto for the holiday season.

Darkness--When you drive, darkness is a signal to reduce speed and increase vigilance. Be sure all car lights are in good working condition. When you walk, darkness gives the same warning... ..to proceed more cautiously and be more alert. Remember, motorists can't see you in the dark. Wear light colored clothing, especially when walking along rural roads.

Weather--Bad weather is another condition that cautions. Slow Down! Reduced speed is your best weapon against snow and rain or muddy or icy pavements. Keep windshield clear at all times. Carry an ice scraper to clear off ice and snow that cannot be removed by windshield wiper.

In 1954, in 24 out of 100 fatal accidents, a driver or a pedestrian had been drinking. Among drivers involved in fatal accidents, 18 out of 100 had been drinking of those whose condition was reported--So Be Extra Careful During Yuletide.

---Fleet Supervisor

CONNECTICUT SAFETY COMMISSION  
STAFF ACTIVITY REPORT

(Excerpts from September Report)

Exceptional publicity was given provisions of new School Bus regulation by Connecticut press and radio. Six towns, for example, enlisted cooperation of 132 sponsors for full-page publicity. In addition to generous use of release on the subject many papers contributed editorials. Many others ran a three-column picture of the new school bus stop sign. The sign was provided by the State Highway Department and the Traffic Division, State Police, took the picture. This agency issued the "mats" to 70-odd dailies and weeklies with gratifying returns.

Change in Basic Traffic Statute

While not a staff activity of the Safety Commission, it is in order to report that unusually fine publicity was also given by press and radio to the State Police Department bulletin on public Act 278 dealing with "Traffic Regulation and Rules of the Road." This change was written by the Traffic Division, State Police Department, in cooperation with the Department of Motor Vehicles. The statute deals mainly with the old paragraph styled "Rules of the Road" which was a convenient catch-all for changing traffic violation charges. The old statute has been clarified and greatly improved, bringing its provisions more realistically into line with today's traffic needs. Definitely, the new statute is a contribution to traffic safety promotion. Through courtesy of the Traffic Division, State Police Department, copies of the detailed bulletin explaining Public Act 278, as well as the new school bus regulation (Public Act 322) were sent to all Commission members last month.

Why I'm a Tough Cop

Through the good offices of Commissioner of State Police, John C. Kelly, copies of article, "Why I'm a Tough Cop" were sent to this agency for distribution to groups in the state, with the suggestion that this material be used as

basis for a safety meeting sometime this fall. The first group circularized was the Granges and response has been very favorable. One hundred out of 166 acknowledged the material, of which 45 different granges have already read the article before an attendance of more than 1700 people.

It was suggested that the material be read carefully by a person of good voice and a discussion outline was furnished by this Agency to stimulate discussion of the article. Every grange that had used material reported favorably. Here are a few comments made by Lecturer:

"Very well received. Send on more safety material."

"Made all think deeply. All speeders should be made to read this article. It might make them think."

"The report is very interesting and shall be repeated at our Booster night which will be a public meeting."

"The members of our organization were very much interested in the article and will conduct a self-styled safe driving campaign."

"This article made a real impression, particularly as it came the day after an accident here that was close to a real tragedy. Nearly every person entered interestedly into the discussion."

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LET 'EM

Suppose you're driving along peacefully, minding your own business--and suddenly one of those extra loud horns is blasted at you by an impatient driver who is in a hurry to get around you or make you hustle up. Does it get your goat? Probably.

And maybe you think it will make you feel better to speed up or refuse to move over and give the guy behind his rightful room. Well, that kind of chip on the shoulder often gets knocked off!

Anyhow, if another driver has to blow you over, maybe you need that little lesson, pal!

Let 'em blow their horns. Let 'em pass. Let 'em live--and keep living yourself.

---Fleet Supervisor

## Cartoonist "Mort" Displays Safety Cartoons



Lou "Mort" Mortison, cartoonist for the Waterbury Republican-American newspapers, had a one-man show of safety cartoons at the Silas Bronson Library in Waterbury recently.

The cartoons, about 50 of them, have been drawn by "Mort" over a five-year period and have all been published in the Waterbury newspapers.

Here the artist discusses the theme of one of the cartoons on display with Patrolman Peter Kopcha, Waterbury Police Department Accident Prevention Squad.

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### 1955 HIGHWAY TOLL HEAVIEST IN 13 YEARS

Connecticut's 1955 highway toll is the heaviest in 13 years, the State Safety Commission reports.

The toll reached 292 when five young men died in highway accidents within 24 hours in early December. This brought the total above the high of 288, set in 1942, but still was well below the worst year, 1941, when 415 persons died.

Connecticut has won many safety honors, but commission director William M. Greene said "things look pretty grim" as he surveyed the recent fatalities.

The worst accident occurred at Willington when an automobile plowed into a trailer truck parked along the shoulder of the Wilbur Cross Highway. The motorists, killed instantly, were Army Pvts. Donald I. Loewy, 23, New York, and Lawrence A. Ritchie, 26, Brooklyn, N. Y.

The truck driver, Robert H. Root, Sr. 41, Milford, escaped injury. At the time Coroner Bernard Ackerman was at the State Police Stafford Springs Barracks, holding an inquest on another highway fatality.

---U.P.

## COURT UPHOLDS USE OF RADAR BY STATE POLICE

Common Pleas Court Judge John T. Dwyer in New London acquitted a Plainville woman of speeding, but at the same time upheld the use of radar by State Police in clocking the speed of motor vehicles.

Mrs. Marie Downham, 44, had appealed an East Lyme Justice Court conviction when she had been fined \$15.

Judge Dwyer said he was preparing a written memorandum in the case which was reported to be the first Common Pleas Court appeal from the use of radar.

During the trial, State Policeman Howard W. Sternberg testified he had clocked Mrs. Downham at 41 or 42 miles an hour on Route 161 in Niantic which is posted at 25.

Judge Dwyer said from the bench he assumed the "real purpose" of the appeal was to determine "how far the state must go in establishing the authenticity of radar evidence."

He said he "is satisfied that radar proof has its place in this type of case."

But even if Mrs. Downham were driving 41 or 42 miles an hour, the judge said, it was "not excessive under the circumstances."

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## FAIR PLAY ON OUR BLOODY HIGHWAYS

Although a Common Pleas judge in New London recently found for the defendant on a speeding charge, he did uphold the authenticity of clocking speed by radar. He found that the 42 miles an hour charged against the woman in a 25-mile zone was not "excessive" under the circumstances. What was interesting about the case was not the use of radar, which has become routine here and elsewhere, but the plea of the defendant's lawyer. He argued that the public feels there is a "lack of fair play" in the use of radar.

This represents a point that is fairly common. It is at the root of all failures in attempting highway-safety

campaigns, because it fails to recognize that conditions on our highways have changed in the past 20 years. Two decades ago a standard American joke concerned the motor cycle cop who hid behind billboards, swooped down on innocent motorists, and arrested them for just barely exceeding the speed limit. In Connecticut there were mild rackets, in which constables stationing themselves at strategic spots made a good living by arresting motorists on technical charges.

That day is gone. Now we have clogged highways and an uneven battle between a relatively small group of men who daily risk their lives in trying to maintain a semblance of order on the highways, and thousands of motorists in high-powered, speeding motor vehicles. Even with radar the odds are all against the police -- particularly when our courts show a curious lack of enthusiasm for enforcing the law.

In view of the unevenness of the battle between the speeding nitwits and the representatives of the law, it is a little fatuous to be talking about the whole matter as though it were a sporting event. To say that the use of radar is not "fair play" confuses the bloody carnage of our highways with a cricket match. Anybody who has seen the remnants of human beings being scraped up after a fatal accident on our highways can appreciate the irony of applying standards of "fair play" in curbing speeders.

---The Hartford Courant

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## 2 TICKETS FAIL, DEATH HALTS HIM

Death finally accomplished what Bishop, Calif., traffic officers had attempted to do--stop Leo Reisig from speeding.

Mr. Reisig, a Porterville, Calif., shoe salesman, lost control of his car on Highway 395, twelve miles south of Bishop. His auto sideswiped another, then overturned in a field, killing him.

About noon the day before he got a ticket near Ridgecrest for doing 70 miles an hour, and six hours later he received another citation for traveling 75 m.p.h. near Lone Pine.



## A PLAGUE ON SPEEDERS

For our part we would gladly second the motion of columnist H. I. Phillips, that Police Commissioner John C. Kelly of Connecticut be christened "Mr. Horse Sense for 1956," the occasion being the commissioner's recent order to the men of the State Police department to strip their cars of all marks identifying them as police vehicles and then really to go after the speeders on our Connecticut highways,--in particular the parkways,--to show them up, bring them in, hale them into court without fear or favor and demonstrate in every possible way their intention of enforcing the speed laws. No kidding, no coddling.

Police Commissioner Kelly for his part recognizes the fact that speed is at the bottom of those motor car accidents which are costliest in lives and property or more simply still, speed is at the bottom of most motor car accidents.

The commissioner also realized that our speed laws are openly and flagrantly flouted. Many motorists seem to regard them as merely advisory,--something to be disregarded when in the mood. Their behavior is not only a menace to the lives of all other users of the highways, including pedestrians, but an injustice to the majority of the motorists who do try to obey the laws and who become in that manner an additional incentive to the speeders to 'show them up' by zooming around them and in general leaving everyone else behind.

Phillips in his column rightly observes that making police cars clearly identifiable, a mile away was nothing better than a comic routine. The offender, observing in his rear view mirror the approach of a vehicle clearly outlined as a police car, might then behave himself for a few minutes until the police vehicle was out of sight, then resume his speeding.

There has been altogether too much of a tendency on the part of officials, whether law enforcement officers or court officials, to treat the whole business as a sort of childish prank, to be taken too seriously. It is time to quit that attitude.

The speeder ought to get a stiff fine and in the case of repeated offenses to have his license revoked with no fooling about. And after a license had once been revoked, getting it back later--if ever--ought to be one heck of a job!

---Bridgeport Post

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## DRIVING WITH REVOKED LICENSE WILL COST CAR PLATES IN N. J.

Motor Vehicle Director Frederick J. Gassert, Jr., of New Jersey has taken steps to insure that persons whose names are on the revoked licenses list do not keep on driving.

He has announced that those caught in the act and convicted, will not only have their driving suspensions extended, but the license plates of the vehicle they operate, whether personally owned or otherwise, will be revoked.

The order follows closely the get-tough policy announced by Attorney General Grover C. Richman, Jr., who has directed that motorists travelling at speeds of 80 miles an hour and over be charged with reckless driving and their license plates be revoked. Previously, they were charged with speeding, which carries a lesser penalty.

"Entirely too many motorists have been making light of license revocation by continuing to drive," Mr. Gassert said. "Last year alone there were 1,183, all of whom were convicted and punished by fines ranging from \$100 to \$500 or jail terms of not more than 90 days, or both.

"Safety demands that these persons be kept from behind the wheel until they have served out their revocation periods. The very fact that their licenses have been revoked is proof of their unfitness to drive. By continuing to drive they make a mockery of the law, which cannot be tolerated. Revoking the registrations of any vehicles they may have registered in their own names and those of others who permit them to use their cars unlawfully, should break up the practice."

---AAMVA

*Between*



*Ourselves*

Vox-Cop

November - December, 1955

## The Dignity Of The Police Force

By Colonel Carlos Castillo Armas  
President of Guatemala

The concept of maintaining order under law is probably held in highest esteem by those who have known a regime under which the rights of the individual have not been protected. Such a man is Colonel Carlos Castillo Armas, President of Guatemala, whose government is the first in history to overcome a Communist regime.

Colonel Castillo Armas, a professional soldier, graduated from the Military Academy of Guatemala in 1933. He has attended the Command and General Staff School at Fort Leavenworth, Kansas and has been Director of the Military Academy of Guatemala.

In 1950, just before the election of pro-Communist President Jacobo Arbenz Guzman, he led an unsuccessful revolt and was forced to flee the country. He returned in June, 1954 as the leader of the revolutionary action which brought about the resignation of President Arbenz. Shortly afterward, he became the president of Guatemala.

Because of President Castillo Armas' demonstrated adherence to the principles of democracy, the following article should be read and reread by those of us who might take for granted that a police force always exists for the protection of the law-abiding citizen.

Recently The Police Chief featured a cover portrait of President Castillo Armas and a photograph taken in Guatemala City of the ceremony at which he was presented with a special diploma as an honorary member of IACP.

This article was written expressly and exclusively for The Police Chief by

President Castillo Armas. Members of the IACP are indeed honored to have this message from a Chief of State.

The police force is one of the most important institutions in the world; consequently it should be accorded the attention that it merits.

We should never forget that the policeman is the representative of authority who has the closest contact with the people and therefore the prestige of the State itself is dependent largely upon the manner in which the individual policeman carries out his duties.

It is my opinion that the degree of culture of any nation can be measured by the degree of respect that its society shows toward the individuals who make up its police force. In a country where the policeman is considered responsible for safeguarding both the rights of society and the individual, where he is helped in carrying out his duties and protected when necessary, we can say that a high degree of civilization exists. Conversely, in those countries in which he is not helped, but rather is looked upon with a certain contempt, as is unfortunately the case in many of our Hispano-American republics, the police force cannot progress at all nor can the country benefit from it as it should.

At the present time there is in existence a whole system of police techniques, or rather a police science, and it is obvious that all of this knowledge should be used by all national police organizations so that they may better

carry out the objectives for which they were created. A police organization that does not make an effort to utilize all the advances made by science is a backward institution that cannot adequately cope with the growing demands of the campaign against delinquency at the present time. I am an enthusiastic supporter of the concept that police forces should be modernized and equipped with adequate laboratories and competent technicians. I believe that justice becomes more effective as the probabilities of its making errors are reduced. But along with scientific advances, I would like to see more thought given to the creating of a stricter moral consciousness in each individual who makes up the police force.

In fact, nothing could be more effective in maintaining social order than to see that every policeman be given a special education which would train him to conduct himself in the most courteous manner possible in the execution of his duties. This might seem worthless to superficial minds, but it is of fundamental importance in the effectiveness of police activities. Instead of using the nightstick and pistol, the policeman must command respect by correct deportment and by his personal conviction that he is fulfilling a mission of high caliber.

It is essential that society see in the policeman a zealous defender of its rights and that he be respected as such and encouraged in his work. But it is also necessary that the policeman make every effort to be a person worthy of esteem. This can only come about through an honest selection of the men who form police forces and a dedicated effort to educate those men.

And here is where I believe that the International Association of Chiefs of Police, which already has such a fine and merited reputation, can effectively co-operate in each of our countries by indicating the standards necessary to create an organization worthy of respect and by recommending practical methods for making each policeman a man who most nearly approaches the ideal.

## ONLY A PRIVILEGE

It is rather surprising that some newspaper editors and other well-informed people are inclined to question the frequent reminders motor vehicle officials give motorists that a driver's permit is not a right--but only a privilege "which you may keep only so long as you drive at safe speeds and with respect for the rights of others."

Such reminders are made in good faith as an expression of a well-established principle.

For example, in *Prichard v. Battle*, 178 Va. 455, the following opinion was expressed:

"The operation of a motor vehicle on the public highways is not a natural right. It is a conditional privilege, which may be suspended or revoked under the police power. The license or permit to so operate is not a contract or property right in a constitutional sense."

In the case of *The People of the State of Wisconsin v. Stehlek*, 262 Wisc. 642, the opinion reads:

"The driving of an automobile on public highways is a privilege, and not a property right, and is subject to reasonable regulation under the police power in the interest of public safety and welfare."

The opinion in the case of *The People of the State of Illinois v. Kobylak*, 383 Ill. 432, states:

"The revocation of the driver's license . . . does not constitute the loss of any property or civil right."

Similar opinions have been handed down in court cases in Pennsylvania, Kentucky, California, Massachusetts, New Hampshire, Nebraska, West Virginia, and other States.

A summary of case law on the subject (60 C.J.S. 481) states:

"A license to operate an automobile is a permit to do what otherwise would be unlawful. It is merely a personal privilege, revocable for due cause, and not a vested, natural, contract, or property right, in a legal or constitutional sense, which may be sold or assigned."

**TWO VETERAN CHIEFS DIE;  
SUCCESSORS NAMED TO POSTS**

Two veteran Connecticut Police Chiefs died recently. Retired Chief Thomas Van Etten, of Derby, died at Griffin Hospital October 29 after a long illness. He was 73 years old.

Chief Van Etten was one of the organizers and a charter member of the Connecticut Chiefs of Police Association. He spent 44 years in the Derby Police Department, the last 25 of them as chief.

He was sworn in as a supernumerary in 1910, was appointed a regular patrolman in 1915 and was promoted to chief in 1927.

Chief Frank J. Manion, was named to head the Derby force after Van Etten's retirement.

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Shelton Police Chief William S. Donovan died at St. Raphael's Hospital, New Haven, on November 10 after undergoing surgery. He would have been 77 years old December 26.

In all, the chief had amassed 56 years of police work before his death. He joined the Shelton department as a supernumerary in 1899. When Chief Donovan took over command of the Shelton force in 1919 it consisted of only he and one lieutenant. The department has grown to its present size of 57 regular and supernumerary officers.

On November 21 Bart Flaherty was appointed to head the Shelton Force. Mr. Flaherty, president of the Board of Aldermen for the past seven years, was a member of the Police Committee.

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**BRUCE SMITH DIES AT 63**

Bruce Smith, known to law enforcement officials all over the world, died September 18 at Southampton, L.I., N.Y. The well known criminologist was director of the Institute of Public Administration.

According to the New York Times, he "had the reputation of knowing more about police work than any other man in the century." He was author of many police publications, the best known being

Police Systems in the United States.

For many years Mr. Smith served as advisor to the State and Provincial Section of the International Association of Chiefs of Police and was to have been on the program at the annual conference in Philadelphia, Oct. 2-6.

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**LICENSE PLATES FOR LAW BREAKERS  
AT \$3.00 EACH**

Minnesota's "XW" license plates are ready for distribution.

Here's how to get a set at a \$3.00 fee over and above the cost of your original regular plates: Drive your car or truck without your drivers license, get caught and convicted, then see if you can prove to the Court that for business reasons you must be permitted to drive, or that your family just has to have use of the car. The old plates will be impounded until you get a drivers license.

The special "XW" plates are so that police, highway patrolmen and other law enforcement officers can pick out of the million Minnesota motor vehicles, those whose owners or operators have driven without a license. These they can check frequently, in a state-wide round up of the most persistent of law breakers.

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**POLICE PAY IN U.S.  
UP \$1,000 ANNUALLY**

Policemen's pay in the United States has increased to a point where they now earn about \$1,000 more per year than they did five years ago.

According to the International City Managers' Association, yearly salaries for new patrolmen range in average from \$3,350 in cities between 10,000 and 25,000 to \$3,900 in cities of more than 50,000.

In 1950, the average entrance salary was \$2,520 in the smaller population bracket and \$3,077 in the larger.

Maximum salaries for patrolmen now average from \$3,700 in cities of 10,000 to 25,000, and \$4,692 in cities of more than 500,000.

# AROUND THE CIRCUIT

Vox-Cop

November - December, 1955

## STATION "A", RIDGEFIELD

### ED MCMAHON CONVALESCING

The financial condition of the Danbury Hospital must have been worrying Eddie McMahon, and so, as one of their best paying customers he had himself admitted. We've got a nice "thick one" all set aside for his return to make up for what he missed while eating intravenous style.

### "CYCLONE" WILSON ENJOYS FAIR WEATHER

Having had his vacation postponed twice because of floods, "Cyclone" Sam Wilson decided to go South to investigate the source of the trouble. Reports received from Florida indicate that our worries are over--at least the weather's fine there.

### EFFECTIVE ORATORS

Judging from the pile of letters Sgt. Walter Foley and Officer William Francis are receiving from the 4th grade students at Brookfield School, their combined efforts when speaking before the group had a tremendous effect. After viewing the splendid physique of these men the children are all doing muscle building exercises and eating protein pills like mad.

### COSTELLO CRACKS SIX "BREAKS"

At one point we were worried whether or not it would be necessary for us to take out a liquor storage license when Jim Costello started dragging 11 full cases into the barracks but the rightful owner made any such move unnecessary. Along with this particular house break, Jimmy cleared up 5 others in the Ridgefield area with the apprehension of the two boys who were responsible.

### COLLABORATION HALTS CRIME WAVE

While Jimmy was busy in the southern area, Chief Bruce Nearing of New Milford

with his lights, Bob Northcott and Bill Francis restored peace to the north with the arrest of the culprit who had started on a crime wave in the New Milford area. Bruce's habit of keeping the lights on the board in good working order has proven invaluable on many occasions.

### REDDING HAS NEW RESIDENT OFFICER

Our loss is Redding's gain and it is evident from his energetic manner when he pays a welcome visit that Resident Officer William Wallace does not intend that dark of night, snow, sleet, etc., shall hamper him in keeping his domain crime free.

### HONEYMOON IS OVER

Lou Pinto has returned to the fold after--according to him--a short vacation, and is weighted down with responsibility. He is a new groom, and he sure looks tired, with all that added responsibility.

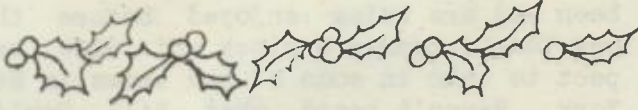
### NEED HELP? SEE PROFESSOR COSTELLO

Every trooper interested in the real fine technique of questioning of suspects in any type of crime, should consult with Professor Costello and take his short course in the use and advantages of the new type of lie detector. It comes complete with barrel chest and head piece and all liars shy away from it after just one look. What with trips to the moon and things from Mars, it sure soon has the most practiced liar confessing.

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The fellow crossing the street was almost run down by an old jalopy crowded with about a dozen children. The driver, a woman, stopped for a traffic light. Her near-victim shouted: "Hey, lady, don't you know when to stop?" She glanced at the children and yelled: "They ain't all mine."

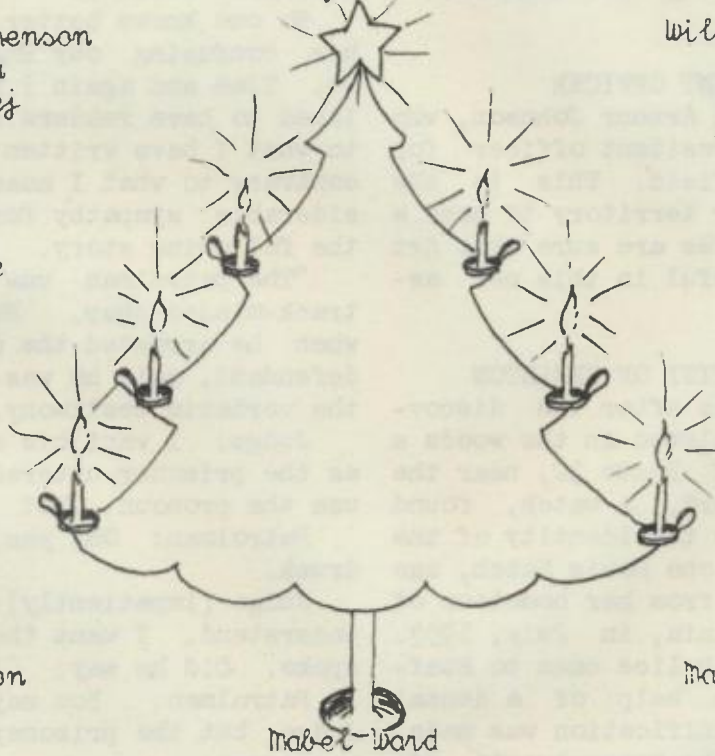
# Greetings from



Det. Sgt. Perkins

William H. Stephenson  
Stanley Nasiatka  
Ludwig Kolodziej  
Arthur Johnson  
Frank LaForge  
William Carroll  
Richard Schwarz  
William J. Doyle  
Kenneth Hayden  
Edward Beattie  
Peter Lawson  
John Fersch  
John Prior

Lieut. Taylor  
Det. Sgt. O'Connor



Det. Sgt. Bohman

William E. Doyle, Jr.  
Frederick Lewis  
Robert Hetherman  
Theodore Sheiber  
Arthur Blomberg  
Ronald Jacobson  
Leonard Wielock  
Walter Smiegel  
William Tomlin  
John Yaskulka  
Joseph Koss  
Frank Shatz



Margaret Jacobson  
Francis McTahan  
Sonala Tracy

Mabel Ward



Marjorie Yaskovich  
James Furness  
Andrew Koza

# Station C

TOLLAND COUNTY TALES

FROM "CHRISTMAS EVERYWHERE"

by Phillips Brooks

"Then let every heart keep its Christmas within.  
 Christ's pity for sorrow, Christ's hatred of sin,  
 Christ's care for the weakest, Christ's courage for right,  
 Christ's dread of the darkness, Christ's love of the light.  
 Everywhere, everywhere, Christmas to-night!"

MANSFIELD HAS RESIDENT OFFICER

We welcome Det. Arthur Johnson, who has been appointed resident officer for the Town of Mansfield. This is the first town in our territory to have a resident officer. We are sure that Art will be very successful in this new assignment.

WATCH LEADS TO IDENTITY OF SKELETON

Within a few hours after the discovery of a human skeleton in the woods a short distance off Route 32, near the state line in Stafford, a watch, found at the scene, led to the identity of the skeleton as that of one Doris Hatch, age 22, who disappeared from her hometown of Cambridge, Pennsylvania, in July, 1953. Pennsylvania State Police came to Stafford and with the help of a dental chart, positive identification was made. A few hours before the Pennsylvania officers and the ones from here arrived in Boston to pick up one William Turner, who had been questioned previously and had always been the chief suspect in the case, he committed suicide a short distance from his home in Manchester, Mass. One murder successfully solved.

ALERT OFFICER

While on patrol in the territory one night, Bill Tomlin checked a New York car, taking down the registration and names of operator and occupants. A short time later, he overheard a radio transmission from Station "H" to one of

its cars about a hold-up in a town nearby. The information he had on the car, he gave to Station "H". Later in the day, three men were apprehended in New York and they were the three that had been checked by Bill and were responsible for the hold-up.

VACATIONS

The last of the 1955 vacations have been and are being enjoyed before the New Year. Lennie Wielock and wife expect to take in some of the shows in New York. Haven't heard what Bill Tomlin plans to do, nor Mabel Ward, either.

EASTMAN'S CHESTNUT

No one knows better than an editor how confusing our English language can be. Time and again I have been astonished to have readers read something into what I have written that was entirely contrary to what I meant, so I have considerable sympathy for the policeman in the following story.

"The patrolman was an obtuse, one-track-minded chap. He testified that when he arrested the defendant, he, the defendant, said he was drunk. Here is the verbatim testimony.

Judge: I want his exact words. Just as the prisoner uttered them. He didn't use the pronoun...he? Did he?

Patrolman: Oh, yes...he said he was drunk.

Judge (impatiently): No, you don't understand. I want the very words he spoke. Did he say: "I was drunk"?

Patrolman: You may have been drunk, Judge, but the prisoner didn't mention your name.

Prosecutor: Look, Officer, you still don't understand. The Judge means...Did the prisoner say to you: "I was drunk"?

Patrolman: He might have said you were drunk, but I didn't hear him mention your name either.

Defense Counsel: Here, let me try. Listen, Officer, in our English syntax, our English grammar, we have three persons--the first person is I; the second person is you; the third person is he, she, or it. Now did my client, in his exact words, use the first person? Did he say: "I was drunk"?

Patrolman: No, Counsellor, he didn't

say you was drunk. He said he was drunk, and if you don't stop asking me all these questions, I'm going out and get drunk, too.

---American Agriculturist Magazine

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STATION "D", DANIELSON

OFFICES RENOVATED

What a difference a small thing makes sometimes! For instance at "D" we have new fluorescent lights in the two business offices. Houseman Woyk spent two days washing down walls to get rid of the evidence of fingerprints. The top of the files cleaned off, electric fans polished and floors washed and waxed. New place completely!

PERSISTENCE PAYS OFF AGAIN

Patience is always rewarded. Off. Bill "Dragnet" Pelzer is without doubt the most persistent in Station "D". Picking up a suspect in a \$300.00 break in one of the territorial taverns Off. Pelzer found a plausible alibi backed up by the suspect's wife. However, it seemed a bit too pat and after much digging and poking around Off. Pelzer was able to break the alibi and the suspect was picked up again and arrested for the theft and the case was solved.

FIRST SNOW ACCOMPANIED BY ACCIDENTS

The first snow of December brought the usual run of minor accidents on December 2. For a minute the main office telephone board was loaded and we were running short of officers to keep ahead of the reported accidents.

DEAR SANTA!

Two new shiny Fords are in the lineup on the parking lot these days. Officers Otto Hafersat and Marcus Johnson are the proud possessors. Who's next?

VACANT HOUSE PATROL IS EDUCATIONAL

The best way for a feller from the western part of the state to learn the territory, is to work on the new crop of vacant houses. That's what is hap-

pening to Off. Fitzgerald from out Waterbury way. He didn't know we had so many back roads but from here on in, any accident or complaint from any part of the area will be covered in record time, because he will be so well informed.

HENRY MADON RESIGNS

We are missing a radio dispatcher. Henry Madon transferred to the Headquarters of the National Guard in Hartford leaving a position open to any available candidate coming up to standards.

We wish to extend Season's Greetings to each and every member of the Department and hope for a quiet holiday with fun for everyone.

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STATION "E", GROTON

CONGRATULATIONS TO ANDERSONS

Mrs. Anderson presented Officer Anderson with a 7½ pound baby girl. They have named the newcomer "Lori".

S-D DAY

Officer Bellefleur lectured on S-D day at the Submarine Base. The lectures were designed to promote driver and pedestrian safety. Pictures of accidents that occurred in this area were shown.

S-D day has come and gone for 1955. A good question imperative at this time is, "Why can't drivers realize the score the other 364 days of the year?" It really pays off in dividends. The following day this area was visited by a rain and snow storm and the accidents were too numerous. Every day should be S-D day in the minds of motorists.

TWENTY YEARS WITE DEPARTMENT

Detective Sergeant Goodale has completed twenty years of service with the department and was formerly Resident Officer of Niantic.

Officer Cable also became a twenty-year man the same day. His present post is Resident Officer of Niantic.



ACCIDENT TIES UP TRAFFIC

Officer Douglas had an unusual, thank goodness, investigation of a car and tractor-trailer accident on busy Route 1. The tractor-trailer sprawled across the busy highway and tied up traffic for five hours. Officer Farrow assisted.

MONTVILLE HAS NEW RESIDENT OFFICER

On November 1, Officer Bellefleur assumed the duties of Resident Officer in the Town of Montville.

SOME VIOLATORS NEVER LEARN

Officer Sternberg arrested an operator for speeding within 24 hours of the time the same operator had been arrested by the New London PD for operating under the influence of liquor.

BEWARE OF HITCHHIKERS

A New London man and boy were arrested by Officer Farrow for Larceny and Hitchhiking. A woman operator had aided these two by giving them a lift in her auto. When they left the car she noticed her wallet was missing along with the befriended two.

OFFICER TAKES XMAS SPIRIT IN HAND

Glancing out of the window we observed Officer Fitzgerald had the spirit of the season well in hand. He was returning to the barracks carrying a Christmas tree. He didn't chop it or buy it, but found it lying on the road, on the bridge.

A Merry Christmas to all from everyone at Station "E".

May you experience the nicest New Year and all your fondest desires come true.

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STRANGE REQUEST

Maryland Attorney General E. D. E. Rollins is busy looking up laws he doesn't enforce.

He's answering the request of a curious St. Louis, Mo., man who wrote requesting a copy of "the obsolete laws of Maryland."

STATION "F", WESTBROOK

NEW RESIDENT OFFICERS ASSUME DUTIES

Off. George H. Baldwin has transferred his base of operations to his home at North Branford where he has taken over the duties as Resident Officer, while Off. Joseph D. Palin has transferred to Resident Officer's duties for the Town of Essex. Both officers are demonstrating that they are well qualified for their assignment.

OFF. ROCHE NOW AUXIE PERSONNEL OFFICER

Off. George H. Roche has become the Auxiliary Officer at Station "F" taking the place of Off. Frederick P. Moran who has served in that capacity for five years.

CONGRATULATIONS TO MORANS!

Fred and Mrs. Moran announce the birth of their third son Kevin who is well and happy.

CIVILIAN PERSONNEL CHANGES

Leon H. Phinney has been transferred to dispatching duties, and his place as Assistant Chef is now being filled by Thomas J. Bernard.

LT. MANGAN RETURNS TO DUTY

Lt. Francis J. Mangan badly bruised his coccyx when the attic stairs gave way and he fell. The Lieutenant is back on duty, but doesn't expect to be completely recovered for another month or two.

BURKHARDT TO VISIT IN CALIFORNIA

Off. Frederick C. Burkhardt plans to fly to California on his vacation and look up old acquaintances made while he attended school there.

NEW HOME FOR BILL GODDU

Off. William R. Goddu plans shortly to move to Boulder Lake, Clinton where he has purchased a home.

The Lieutenant and Personnel of Station "F" join in extending the Seasons Greetings to one and all!

RAY

Special Service  
from



Merry Christmas  
Happy New Year



STATION "G" WESTPORT

BELETED RECOGNITION FOR OFF. SHAFER

Long over-due for recognition is the fact that Officer William Shafer has been married, father of two children and never received recognition for same! Here's your recognition, William, long may you bask in its reflecting glory!!!

SGT. SMITH RETURNS FROM HUNTING TRIP

Sgt. Jerome Smith returned from his hunting trip to Vermont where he was one of a party of six. Two deer were brought back. The question we ask is, "Was either,---one of yours, Sgt.?"

FRANK BENNETT HAS WISTFUL LOOK

Sgt. Frank Bennett is now the proud owner of a new Mercury automobile, but from what we gather, his wife refused to let him drive it as she has it everyday. Try "back-seat driving" Frank!

SGT. FERRIS' SON DIES

We were saddened recently by the news of the death of Sgt. George Ferris' only son, which occurred as the result of an accident in the Town of Westport. "Ours is not to wonder why," and we are firmly convinced that he is safely ensconced "way up yonder."

GARAGE AND DRIVEWAY HAS NEW LOOK

Our young-looking garage man, James DeFlorio has recently been visiting an optometrist. It seems that since the garage windows were washed, he can't get accustomed to the glare.

Our driveway and garage are all decorated for the Holiday Season with new white traffic lines painted with reflectorized paint. "Old 'G'", has a "new look!"

AUXIE FERNE PROUD OF LEGISLATURE PLATES

Auxiliary Henry Ferne visited the station a few days ago with a new set of legislature plates for his automobile. They were very pretty and Henry was very proud of them.

DINNER HELD AT BARRACKS

Recently a most enjoyable dinner was

had at the Westport Barracks and among those attending were the entire membership of the Merritt Parkway Commission, Commissioner John Kelly, Commissioner Argraves of the State Highway, and Herman Wolfe, executive aide to Governor Ribicoff. It was a very successful event, both from the social and business viewpoint.

CHARLIE WILKERSON TO BE WED

Officer Charles Wilkerson still hasn't heard the Wedding Bells, but we now hear that "ere the snow melts, the bells will ring."

MRS. FRAY CONVALESCING

We were sorry to hear of Mrs. George Fray being so ill recently. However, Officer Fray now reports "she's coming along nicely," which makes us happy too, George!

BOB KRYSIAK INJURED

Our wishes for a speedy recovery go to Officer Robert Krysiak, who received an injury while investigating an accident during our first snow storm of the season.

GOOD NEWS

Officer Arthur Lassen who is still on our "sick list" will be back with us for the Holiday Season we hear.

OFF. QUAINANCE ASSUMES NEW DUTIES

Our new "Resident" Officer, William Quaintance, has already made himself felt at Wilton, by arresting, for passing a school bus, one of the town's school teachers.

JIM MCDONALD CRACK SHOT

Our Officer James McDonald won top honors as the outstanding pistol shot, at the pistol match held in Trumbull recently.

OFF. LEONARD MAKES INVESTMENT

Officer Leonard just bought a "thru-way house," for the sum of ONE DOLLAR. Now all he has to do is move it out of the course of the thru-way at a cost of \$10,000.00. Girls, a sharp business man like this would make a good catch, --he is still single.

RESEARCH PROGRAM STARTS IN JANUARY

In January we will start our "Crash-Injury Research" at this station. Classes in photography for this undertaking are being coached by our capable Officer George Turrell.

CAMPAIGN GETS UNDERWAY

The "Failure To Keep To The Right" drive, inaugurated by Commissioner Kelly has been a tremendous success. There were 114 arrests in the first week. The individual high was turned in by Officer James McDonald, who made 20 arrests in one day.

XMAS PARTY HELD

Our Christmas Party was held December 14 at the Three-Door Inn at Bridgeport. The committee really worked hard in planning a "bang-up" affair.

We are extending to the entire personnel and their families, our Holiday Greetings of the Season.

STATION "H", HARTFORD

Having missed the last couple issues of "VOX-COP" we just had to take time to submit the following items for perusal around the area.

CRIMINAL INVESTIGATION

During the past year Officers Cassello, Duane, Burke, Gaiser, LeBlanc, Kelly, Swaun, Riemer and Ragazzi, two at a time for a two or three month period, have been assigned to investigation. They have produced exceptionally fine results on cases involving Breaks, Hold-ups and general types of investigation. Subjects have been returned from Maine, New York, Virginia and Ohio.

COMPLAINANTS CONFESS

On Nov. 7, a couple of youths from New Bedford, Mass. caused considerable disturbance by reporting (falsely) that they had been forced to drive from New Bedford to Avon where they were robbed

by two sailors. A road block was in order. During interrogation the subjects admitted that it was done in FUN. Presented in Avon Court each was fined \$100.00 on charge of Giving False Information.

DESK DUTY POPULAR ASSIGNMENT

In recent months the younger officers have been getting some Desk Duty. This gives them a much better understanding of the business and is apparently liked by all who have been given the assignments.

COOPERATIVE EFFORT NETS CRIMINALS

On October 30, a case of Robbery with Violence in East Windsor was quickly solved by the combined efforts of Stations "C" and "H". Result was the apprehension by the N.Y. City P.D. of four youths also wanted by them for numerous hold-ups of hotels and motels.

Along about here would be the ideal spot to wish all "A VERY MERRY XMAS AND A BRIGHT AND PROSPEROUS NEW YEAR.

NEW CLERICAL STAFF

This would be a fine opportunity to welcome our two new clerks to Sta. H. Dorothy Fogarty joined us on Sept. 1 and Doreen Ward joined the staff on Oct. 3. "Dottie", a resident of Manchester, worked in Publications at Hdq. prior to coming to this Station. Doreen, a Rockville lass, was formerly employed with the Travelers Insurance Co. Nice to have the two, pleasant, young ladies around.

RESIDENT OFFICER NEWS

Off. Harry "SPARE TIRE" Myers is now the Resident Officer of Canton. Previously, Harry had to worry about New Hartford also. We understand that Harry is out early every morning doing a little road work and is trying hard to get back in shape.

Off. Edmund J. Sterniak is now the Resident Officer of Cromwell and is doing a fine job. He recently waged a private war on trucks along Rt. 9 and has the court docket well loaded at this

time. Good Luck on your new assignment Ed.

Off. John McGurk has recently been assigned as the Resident Officer of New Hartford. We hope by this time that he has a parking situation out there all cleared up. He worked hard on it the first day he arrived in town. Good Luck "Mac" and we'll see you around. New title--"Sheriff of Nottingham Forest."

"SI" DEVOTES TIME TO CRIME PREVENTION

Off. Marcel "SI" Simon has been spending most of his off duty time around the house lately. Si is trying hard to train his pet puppy, "Von", not to play so rough with the neighbors and people that walk past the house. The last report we got was that Si was on his way to West Hartford to get a muzzle. I hope its the answer to his problem but I wonder who will be trained in the end.

SAFETY EXPERT SUMMONED

Off. Anthony Kurylo recently made the front page on most of the papers in the country. It seems that while Off. Kurylo was stopped for a traffic signal, on the Berlin Pike, he observed a vehicle pass the line of traffic by cutting over to the right asphalt shoulder of the road. The driver then cut back into the right lane of traffic and before Off. Kurylo could stop him, he even cut into the left lane of traffic. The operator, Mr. William H. Veale, Secretary of the National Foundation for Highway Safety Inc., stated that being stopped was very embarrassing for him. Off. Kurylo replied that it was also embarrassing for him and especially so if he didn't stop him. Naturally Mr. Veale was presented with a green slip requesting his appearance in the Berlin Town Court and we understand that even though it hurt, he pleaded guilty to illegal passing on the right and was fined \$15.00. The National Foundation for Highway Safety Inc. has been waging a bill board campaign against drunken drivers. Congratulations on a very good piece of work, Tony.

CONGRATULATIONS TO ANDERSONS

Off. Everett "POP" Anderson had a

close call on Oct. 29th. He came to a screeching halt at the hospital at 4:36 PM and was the father of a brand new daughter at 4:50 PM. It's a good thing Andy didn't stop to buy cigars on the way. Mother and daughter are doing fine and Andy is almost back to normal.

SHORT FLORIDA VACATION

Recently Off. Raymond "JET JOCKEY" Lilley took a little jaunt to Palm Springs, Fla. to spend one of his day leaves but couldn't get a place to stay on arrival. Feeling that he didn't want the trip to be a complete flop, he had a cup of coffee and was back in Connecticut two hours and twenty minutes later. The jet must be equipped with overdrive, the same as his new cruiser.

POPULAR VISITORS

Sta. "H" was recently flooded with phone calls from the Manchester, South Windsor and East Windsor area, mostly female, inquiring about the two handsome officers with all the "wound" marks on their arms. Come to find out, the officers are none other than Roy "PRETTY BOY" Paige and James "DAPPER" McCormick. Sure is a tough pair to compete with.

"TEX" CALKINS GETS ACCLIMATED

Sgt. Wilbur "TEX" Calkins has been very busy behind a stack of reports in the brand new office. He is rapidly improving, since his promotion and transfer to Sta. "H", and we all think that he will soon have nerve enough to drive on the Berlin Turnpike one of these busy week-ends.

"MAC" NOW A TWENTY-YEAR MAN

Off. James McCormick completed his twenty year hitch on Nov. 20 of this year, but because he was such a youngster when he started in this business, we are sure to see him around for a few more years. Congratulations on the fine record and we are always glad to see you around, Mac.

TRUCK SPECIALIST CARRIES ON

We have received several inquiries from truck owners and operators as to whether or not Off. Charles "TRUCK" Pritchard is going to take his pension.

Several have even offered to pay part of his pension pay. Charley is going to keep them guessing right to the end and we should also add "LEGAL". Good Luck and keep up the fine work Charley.

CHAIN COLLISIONS PREVALENT

It's getting very frequent in Sta-"H" territory now, on Friday and Sunday nights, to hear a lot of odd transmissions on the Sta. "H" radio. Some of the latest, heard over the Thanksgiving Week-end sounded like this: pass the two and four car jobs and take care of that six car beyond--there are six wreckers enroute now and are probably tied-up in traffic--report of another crash at the famous Old Middletown Road. It doesn't look as though things are improving either.

TRUCKERS IN QUANDRY

On Nov. 18 Sta. "H" lowered the boom on the good old truckies again. All the scales in area went into operation at 7:00 AM sharp. The old violators were so confused they didn't know which way to turn. When the sun was slowly sinking in the West, the boys were still busy writing up warnings, summonses and Prosecutor's reports. Our two faithful clerks, "Dottie" and Doreen were still typing out arrest reports days later.

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STATION "I", BETHANY

We at Station "I" wish all of you a Merry Christmas and a Happy and Prosperous New Year.

MISS PAIKE CONVALESCING

To Miss Paike of our clerical staff we wish a speedy recovery from her recent shoulder operation, and trust she will be "fit as a fiddle" before long.

FRANK BAYLIS TO RETIRE

We wish to announce that our esteemed compatriot and cultured gentleman, our Distinguished Colleague in the fight on Traffic Accidents and Criminality, Frank

Baylis, is resigning from this department effective January 31, 1956 to enter private enterprise. Frank has earned his pension after 20 years of loyal and faithful service. The Dialectical Mr. Baylis is going to sell of all things, Yale Fertilizer. We wish you well Frank and hope that you shall collect your pension for many years to come.

Frank wishes to announce that he will sell at Public Auction his complete set of Autographs of Famous Personages and his collection of letters both official and unofficial. Here is a great chance for those interested in his holograph collection. With the money realized from this auction he is going to finance his (Patent Applied for) Perpetual Motion Machine which is operated by the simple method of using a squirrel on a tread mill in a cage.

NEW CHURCH DEDICATED

On Sunday, November 27, 1955 the New THREE SAINTS RUSSIAN ORTHODOX GREEK CATHOLIC CHURCH in Ansonia, Conn. was dedicated. Officer Dimitro Pawchyk of this station was Guard of Honor for the Church Dignitaries present and led the procession to the church. The old church was destroyed by fire about two years ago. The new church is a basilica of which the congregation can well be proud and is one of the finest pieces of architecture in the Valley. We congratulate the Russian people on their contribution to all of us and to Religion in general.

CULINARY STAFF HAS NEW MEMBER

We have a new third chef in the person of "ZIP" Haluschak of Ansonia. Zip is a chef deluxe having served some of the worlds best known entertainers in his day. You see Zip was a chef in the Phineas T. Barnum Enterprise better known as Barnum and Bailey and Ringling Brothers Circus. Some of the better known patrons of his culinary art were, Jewel, Modoc, and Ruth -- world renowned elephants.

NEW HOME UNDER CONSTRUCTION

Officer Tripp is building a new home in Cheshire, Conn. We wish you well in your new location Ken.

AROUND THE CIRCUIT



Twenty years ago, November 20, 1935, Commissioner John C. Kelly instructed his first class at the State Police Training School, then located at the Ridgefield Barracks. Of the 26 men attending the class, 15 are still with the department.

Shown in upper photo l. to r. are: 1st row; Jackman, Goodale, Engstrom, Casey, Santy, Quilter, and Whalen; 2nd. row; Doyle, Flynn, Hayes, Dooling, Delaney, and McNamara.

In the lower photo, usual order are: 1st. row; LaBecky, Donovan, Stephenson, Reardon, Baylis, Mangan and Cable; 2nd. row; Menser, Mercier, Sugrue, McCormick, Heckler, and Ritchie.

AROUND THE CIRCUIT



LIEUT. J. FRANCIS O'BRIEN, COMMANDING OFFICER AT STATION "1", BETHANY, EXTENDING BEST WISHES TO OFFICER EDWARD ENGSTROM ON THE LATTER'S RETIREMENT EFFECTIVE DECEMBER 1ST. AS A TOKEN OF BEST WISHES, A BEAUTIFUL 2-SUITER TRAVELING BAG AND A PURSE (TO OBTAIN SOME REFRESHMENTS ON HIS FIRST TRIP) WAS PRESENTED TO "EDDIE" BY LIEUT. O'BRIEN ON BEHALF OF ALL THE PERSONNEL AT STATION "1".



SUPPER TIME, FRIDAY, NOVEMBER 18, WAS THE OCCASION OF THE CELEBRATION OF THE 20TH ANNIVERSARY OF THREE OF STATION "1'S" STALWARTS - OFF. FRANK BAYLIS, SERGT. JOHN J. DOYLE, JR. AND DET. SGT. EDWARD J. DOOLING.

FOR THE OCCASION, OFF. FRANK BAYLIS BROUGHT IN A CAKE WITH ICING AND CANDLES IN THE SHAPE OF A "20" - OUR OFFICE GIRLS DECORATED THE TABLES WITH FLOWERS AND "JAKE", OUR DEPENDABLE CHEF, PREPARED A LITTLE EXTRA-SPECIAL MENU.



CHRISTMAS PARTY HELD

Our Christmas Party was held December 19 at the Log Cabin Inn at North Haven. Training School Personnel and special Service at Station "I" were invited to join us.

HAVANA VACATIONIST

Our Good Will Ambassador, Officer William Russell, has just returned from a vacation in Habana de Cuba. He will tell you about the hours he spent with the Insular Police...trying to get past the guard at the Police Headquarters to see a Hidalgo...and that's as far as he got...Red O'Brien will give you a letter of introduction the next time and it will be a pass to the Island.

JOE ROBERTS RETURNS TO DUTY

It's nice to have Officer Joe Roberts back with us again after a long illness.

ARMY-NAVY GAME POPULAR

Station "I" had two representatives at the Army-Navy Game at Philadelphia. Officer Zonas cheering for the Navy and Officer Russell cheering for the Army.

BURGLARS APPREHENDED SPEEDING

A "big hand" is in order for our Officer Danny Reardon for the grab he made on August 31 on the Wilbur Cross Parkway, in Woodbridge, when he became suspicious of two fellows riding along at a fast rate of speed. As a result of Dan's apprehending these two subjects, in their early 20's, from Hartford, it was found they had in their car, the loot from a house burglary they had just committed in Harrison, New York. Subsequent investigation has disclosed that this pair were responsible for a total of approximately 25 substantial house burglaries in Hartford, West Hartford, Windsor, Glastonbury, Wethersfield, Hamden, and Harrison, New York. Considerable loot was recovered from safe deposit boxes they had rented. These two fellows made a serious mistake when they crossed the path of our ever alert Dan, one of Station "I's" finest.

When you affirm big, believe big, and pray big, big things happen.

STATION "K" COLCHESTER

STANLEY ROMANEWICZ DIES

We regret to announce the sudden passing of our janitor, Stanley Romanewicz, on Thursday, December 1. Although Stanley was with us for only a short time, he had gained the respect and friendship of all who knew him. His ready smile and pleasing ways are greatly missed.

Dear Santa,

The snow is falling lightly  
We've heard you're on your way;  
We're anxiously awaiting,  
To see what's in your sleigh.

The stockings all are neatly hung,  
The chimney has been cleaned;  
We're putting forth in these few lines,  
The orders that we've beamed.

Our bossman wants a few more cops  
To help him run the station;  
Next in line - the Sergeant  
Dreams about the next rotation.

Ernie wants a life-like model  
To add to his collection,  
While Bootsie wants a brand new car  
From Henry Ford's collection.

We want a year of health and cheer  
For Vin, the Continental,  
To get him back to Station "K"  
Gee, aren't we sentimental!

From here to home is quite a jaunt  
For Herbie everyday;  
He'd like a plane to fly there fast,  
We've often heard him say.

Wild Bill Hickey, a wow with girls,  
Has asked for we are told,  
A girl who likes him for himself  
And not just for his gold.

Now Tommy likewise has this problem  
These girls are hard to find,  
Please make an extra special effort now  
If you will be so kind.

AROUND THE CIRCUIT

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Bill Ackerman has joined again  
The ranks of Station "K"  
Now all that Bill keeps asking for  
Is "another raise in pay"

Mac's often asked for a great big compass  
To put upon his dash,  
So he can find the way at night  
And avoid another crash.

Frankie wants a big full moon  
To light up all the places,  
So he can find the culprits fast,  
To light the Sergeants' faces.

Now Don, not to be outdone by Bootsie,  
Would also like a car;  
He knows your list is big and long,  
But you've done well so far.

A Station nearer to his home,  
That's what Paul has on order;  
We know the place he has in mind,  
It's near the New York border.

That Lois is the boss at home,  
She's told us this quite often,  
We'll know for sure if you deliver,  
A Ford instead of an Austin.

Joe Pilkin, though he's very quiet,  
Has often voiced his wishes,  
For a brand new automatic  
That will do his dirty dishes.

Pete is our technician now;  
He must be on your list,  
We know he wants a lot of things  
And hope you get the gist.

Now Norm, since he has come here,  
Has proved he needs a diet;  
We've watched his waistline grow and grow,  
Please, Santa, let him try it!

Art Harvey wants a good night's sleep,  
He's not had much of late;  
Since little Robert's come to stay,  
But this, my boy, is fate!

Chuck Mansfield and Dick Powers  
Are both so proud we know,  
They both are new home owners,  
Now all they need is "dough".

Now Walt and Charlie, as you know,  
Are mechanics at this station;  
They want a few less cars to wash  
And lots more paid vacations.

Bob Donohue would like a boat  
To sail the briny sea;  
He said we all may go aboard  
And that there will be no fee.

Leo is a jolly fellow,  
He always has a smile;  
But if he could have a dishwasher,  
He'd think it quite worthwhile.

We've another fellow here, you know,  
Who is always on the go  
Please bring a sleigh of bundles,  
For our good friend, Joe.

Walt and George are two dispatchers,  
Who would welcome with a smile,  
A radio that doesn't work,  
So they could rest awhile.

Captain Rundle we all know,  
Is a right good guy;  
He'd like to have you find for him,  
A home that he can buy.

The only two remaining here,  
Are Gloria and Mary,  
And all they want from you this year,  
Is to make this Christmas Merry.

We also have some others,  
Not directly connected here;  
Please remember the CD office,  
With all your Christmas cheer.

At Station "K" you've always been,  
So generous before;  
We hope this year you'll find the way  
To get to us once more.

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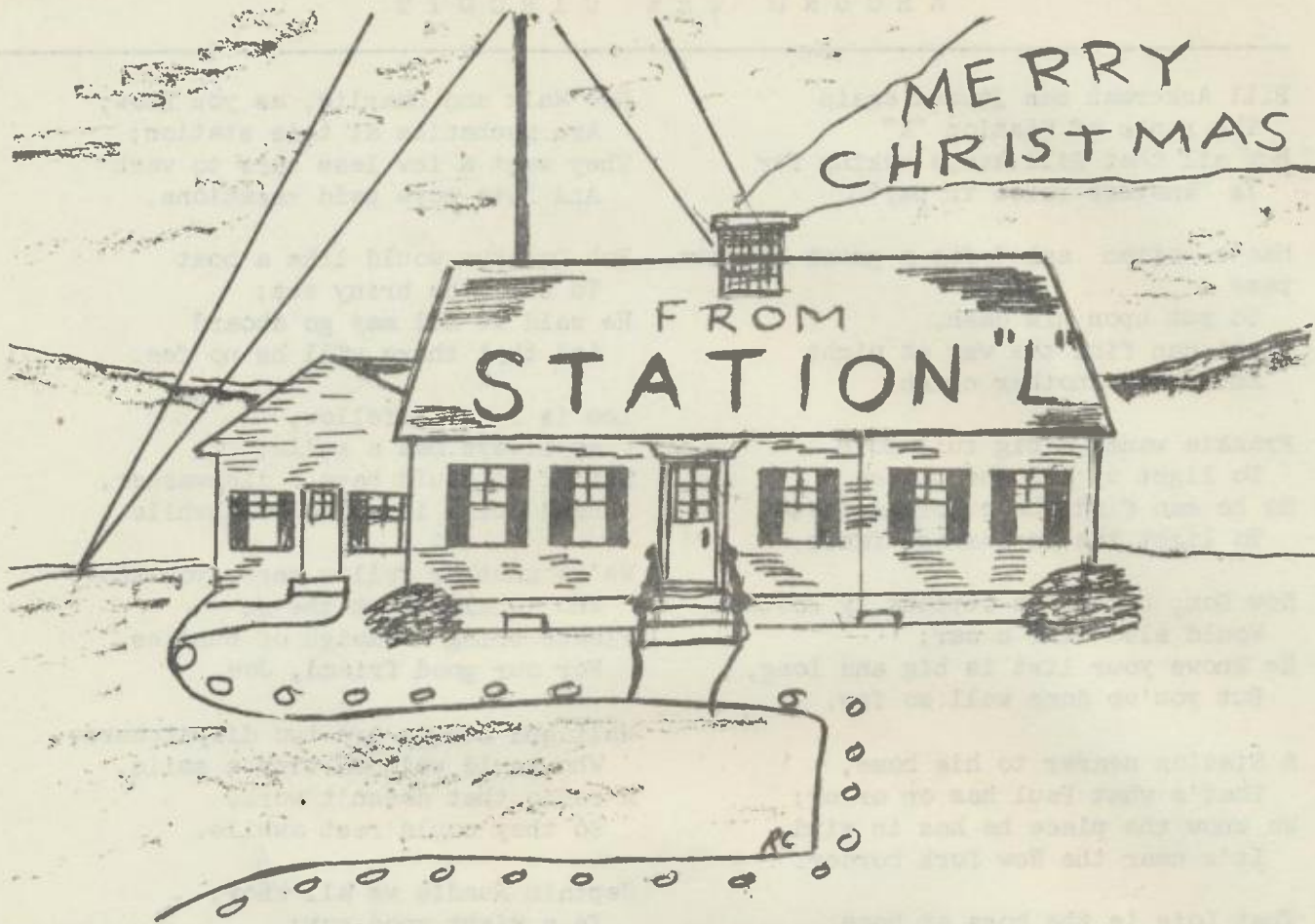
Sign on rear of truck trailer: "it takes two to tangle; watch my rear.... not hers."

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The driver is safer when the roads are dry; the roads are safer when the driver is dry.

MERRY CHRISTMAS

FROM STATION "L"



Sgt. Ritchie

LIEUT. CASEY

Sgt. DUREN

Det. WALTZ

WALTZ

OFFICERS

CONNOR

FALVEY FALZONE

FUESSENICH HEALEY

HURLEY HURLBURT

KOVACH KENNEY

NEVILLE SWICKAS

WILCOX THOMPSON

CLERK TOCE

DISP GROHS

DISP MEEKER

HOUSEMAN MAJONEY  
CHEF JENNINGS

RC.

