

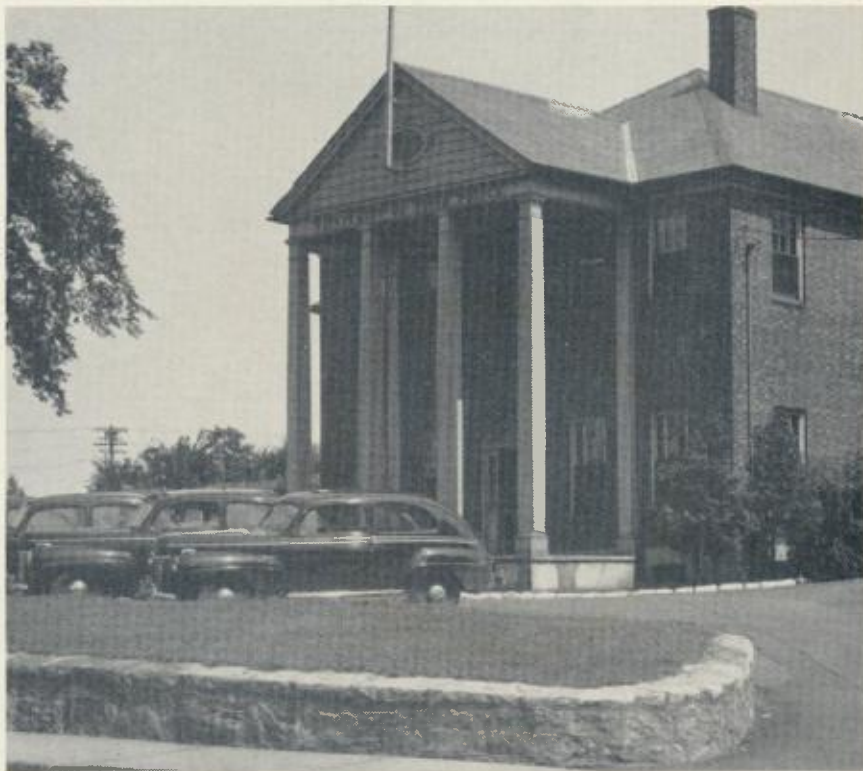
Vox-Cop

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CONNECTICUT STATE POLICE DEPARTMENT



STATION E, GROTON

JANUARY - FEBRUARY, 1956

Code of Honor
of the
Connecticut State Police

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

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

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


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

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



JOHN C. KELLY
Commissioner

Yankee ^{BY THE} Clipper



Vox-Cop

January - February, 1956

Jail Administrators Face Problem of Common Drunk

By Paul R. Jordan

A man reels crazily in a chair, flings himself viciously to the floor, then is steadied by the strong arms of two uniformed men.

He is being booked for drunkenness--one of an estimated 5 million persons jailed on various charges each year in the United States.

The man writhes and grunts agonizingly, like a wild animal desperately bent on eluding its captors.

The scene is only imaginary but the problem of how to deal with such persons is a reality faced daily by this nation's 4,000 county jails and 10,000 city lockups and workhouses.

These jail administrators must determine: Has a prisoner been injured, is he a mental case, a drug addict, an epileptic, or merely a "sloppy drunk."

And to achieve the highest efficiency toward that aim, the National Jail Association is busily cooperating with local groups to point up major problems with panel discussions and demonstrations.

The make-believe drunk scene described at the beginning was presented at a regional forum on jail problems sponsored by the NJA and the Kentucky Jailers Association.

Cast in the role of a "genuine drunk" was S. T. "Chic" Sale, food service administrator, U. S. Bureau of Prisons, Washington, D. C.

Sale and his assistants, while demonstrating "how to receive a drunk," lampooned certain concepts of jailkeepers. The scene went like this:

As the booking clerk and his assistant exchange chatter and read comic

books, two policemen enter and plop a prisoner in a chair. The prisoner reacts violently and mutters incoherently, unable to identify himself. Then he is "frisked" and relieved of his billfold and a bottle of gin.

The billfold contains \$21 which, after jokingly being counted three times, dwindles to \$13. For the record, the clerk dutifully inscribes the lesser amount to the accompaniment of laughter from the panel.

The gyrations of the "drunk" prompted this observation from Edgar R. Etter, superintendent of the Dayton County Workhouse, Ohio: "We get 'em just like that, even worse."

Frank F. Kenton, NJA executive secretary, said it is the aim of his organization to support and coordinate the 12 local associations in the U. S.

He listed these problems of jail administration in the order of their importance:

The need for improved facilities; trained personnel; the necessity for erasing the public concept that a jail is a prison; the need of active support of the community, public and private agencies and especially the press, and educating the public that a jail is not a "human garbage can."

The president of the NJA, Thomas A. Early, inspector of correctional institutions, North Carolina, echoed Kenton's view that the public must lend support.

Raymond McClard, president of the Kentucky Association, suggested that grand juries visit jails regularly and recommend improvements.

CITIES ALL OVER THE WORLD HAVE TROUBLES WITH TRAFFIC CONGESTION

Traffic congestion is not a purely American phenomenon. It's affecting big cities around the world.

In Europe and in Asia, a tremendous increase in the number of motorized vehicles since World War II has outstripped efforts to keep them moving. New York's jams can be matched on the Thames, the Seine and the Tiber. Parking space may be even scarcer in Amsterdam than in Chicago's Loop. Tourists tell grim stories of trying to cross Tokyo streets or to catch a bus in Rio de Janeiro.

Europe and Asia have hundreds of cities that were great centuries ago. They can't be changed without wholesale destruction of historic monuments and desperately needed housing.

Experts think London will reach the point of paralysis in four years--and Paris in two. Some in Stockholm believe that city is only months away from immobilization.

Here are some samplings of what happens when there are too many people in too many cars:

LONDON

Ever since the 1600's experts and the civic minded have been trying to untangle traffic in the meandering streets, lanes, byways, squares and circles. The number of vehicles continues to mount.

There is no official over-all plan to cope with the problem, although a new highway along the Thames, overhead monorail transport and moving sidewalks have been proposed. Hardheaded planners want parks turned into parking lots and thousands of statues pulled down. Nobody is doing much about any of these ideas. Pull down the Albert Memorial?

PARIS

Almost a century ago Napoleon III turned Baron Haussman loose on Paris and let him ruthlessly cut through it with wide boulevards, magnificent vistas, dozens of wide squares and arterial highways. But Haussman didn't know the automobile was coming and little has been done since. The chief of police

says in two years traffic conditions will be "just impossible." Any tourist can get the idea of what's in prospect by trying to cross the Champs Elysees at 5:30 p.m.--whether in a car or on foot. Jams in the big Place de la Concorde and the Etoile--the huge open space around the Arc de Triomphe--have trapped motorists as long as four hours. The housing shortage is too grave to permit destruction of any buildings for widening or constructing streets. The government treasury is too low to pay for such solutions as underground auto routes and parking lots.

ROME

Many of Rome's narrow streets are more than 1,000 years old. As in London and Paris, merchants complain the jams, the lack of parking and solutions like one-way streets and non-stop area all hurt business. Retailers are moving to the suburbs, but congestion downtown is still bad. The Italian Automobile Association is studying a plan for Roman drivers to take turns using the streets. Those with blue badges could drive on Monday, Wednesday and Friday and those with red the other days. Motor scooters and motorcycles are the bane of Italian traffic. The police may soon require their riders to have drivers' licenses, which should cut Italy's accident rate--the world's highest.

AMSTERDAM

As far back as 1930, Henry Ford said Amsterdam's traffic congestion could be solved only by filling in its many canals and making streets of them. The canals still are there because most citizens feel Amsterdam without them wouldn't be Amsterdam. When the police chief proposed filling five innermost canals, he aroused such a storm the city fathers disavowed him. He estimates the 100,000 cars and trucks and 30,000 motorcycles and scooters will be doubled or trebled in five years. There are 400,000 bicycles.

BRUSSELS

Belgium has about 700,000 four-wheel motor vehicles and 250,000 motorcycles and scooters; most appear to be in Brus-

sels. The World's Fair scheduled for 1958 has inspired appropriations to improve streets, but authorities doubt enough can be done in two years to meet the problem of more and more cars.

COPENHAGEN

An all-out-police drive against illegal parking, plus barring of motor vehicles from some of the oldest, narrowest streets, keeps Copenhagen traffic moving. But there still isn't any place to park, and plans for underground areas will not provide enough space. Copenhagen's worst traffic plague is 59,000 bicycles propelled by two-horsepower motors. No driving license is required for their riders, who appear unaware of any traffic regulation.

STOCKHOLM

If you don't have a helicopter, just walk if you are in a hurry in downtown Stockholm. The "Venice of the North" was planned badly for any kind of traffic, much less cars. Forty bridges connect the islands on which Stockholm is built, and each island seems to have at least a dozen traffic bottlenecks. Streetcars will be banished when the new subway is finished in 1959. Underground roads will be built and a freeway is to be built over the water. The city is considering a ban on motorcycles, bicycles and scooters.

BERLIN

Here's one of the few cities in the world without major traffic problems. Not because of farsighted planning, but because it is an island inside Communist East Germany and has lagged far behind West Germany's spectacular economic recovery. West Berlin has only one motor vehicle for every 21 persons, while Frankfurt has one for nine. But lack of speed limits and plenty of bad drivers caused 269 traffic deaths in West Berlin in a year.

BUENOS AIRES

Another bright spot because imports of cars were restricted 10 years ago to conserve Argentina's supply of dollars. T-model Fords still are in use; horse-drawn carriages are common and so are

delivery wagons. But the Argentine motorist is belligerently independent and scornful of laws. Traffic lights were tried in 1933 but removed because drivers ignored them. Traffic accidents in 1955 killed 136 persons.

RIO DE JANEIRO

Brazil's capitol has two traffic headaches--hills and bad drivers. It's possible to tunnel some hills and level others but what can be done about the drivers? The toll is mounting. In 1954, 211 persons died in traffic accidents in Rio; in 1955, more than 350. Bus drivers are among the worst offenders; they are paid by the number of trips they make. Midtown driving isn't made easier by 1,200 rickety streetcars, some moving the wrong way on one-way streets.

TOKYO

Today Tokyo has more than 100,000 automobiles and trucks, almost as many motorcycles and 50,000 three-level motor carts. It had only about 60,000 motor vehicles in 1939. Its drivers are among the world's wildest. Last year 743 persons were killed in traffic accidents--26 more than died the same way in Greater Los Angeles, with over 2 million cars. Inexperienced authorities tolerate gross traffic abuses. The metropolis, third largest in the world, is a maze of alleys and unpaved lanes. Taxi drivers are involved in $8\frac{1}{2}$ times as many accidents as other drivers.

POLICE RUSH TO SCENE AND FIND THE BODY

East Haven Police received a report there was a body of a man lying in the woods next to a shotgun.

Chief Edwin B. Priest and his deputy Joseph Follo rushed to the woods and tramped a mile to the location.

When they arrived they found the "body." It was rubbing its eyes and yawning.

The "body" explained he'd been hunting in the woods since dawn and got tired.

So he lay down and took a nap.

**RAILROADS EMPLOY
HUGE POLICE FORCE**

By Harman W. Nichols

Not all of the coppers in the country run around dressed in blue, with badges on their chests.

Take the unsung heroes of the railroad police.

H. S. Dewhurst, secretary of the protective section of the Association of American Railroads, allows that the largest privately supported police organization in the world are the cops on the railroads; in fact, the outfit is bigger than the FBI, which is paid for by us taxpayers.

Over 400 railroads use these riders of the rails and they operate in over one thousand cities. They catch a lot of people who think they can get away with something. According to Bill Faricy, president of the Association of American Railroads, these are the facts:

Before 1920, losses from thefts of goods were costing the railroads nearly 13 million dollars a year. That total has shrunk sharply in recent years.

And what do thieves go for on the railroads?

1954 LOSSES LOWERED

That adds up to about everything that can be hauled away. Cigaretts, cigars and small truck. Mostly because these things don't weigh much and can be carted off without much trouble in stations and from the trains. In 1922, thefts of these things cost the railroads \$838,409 but in 1954 these losses were cut to around \$41,000.

The railroad police are all over. And they know how to spot a con man or woman. According to Dewhurst, the crooks operate on a pattern easily spotted.

"There is something about their manner, and their dress that we can spot. Seems like somehow these folks look a little guilty. We watch 'em. They'll pick up a bag, but maybe look around before they do it. Or they will look over their shoulders before they dig into a locker that we know never was locked by the owner of the bags.

---U. P.

THE CURSE OF DRINK

There isn't a police or court reporter, a court official or a policeman who doesn't admit being perplexed by a phenomenon--why almost every fellow who gets picked up for drunken driving says he's only had "two beers."

Nobody, it seems, has ever partaken of rye whisky, bourbon or scotch. Nobody ever drank a Martini or a Manhattan. And the word vodka just isn't in the tipsy driver's language. The poor fellow has always had "just two beers." Funny thing is, that on many occasions you read in the papers that a driver who has been arrested gets up in court, tells that story and, believe it or not, it strikes a responsive chord because the next thing you know the fellow's found not guilty.

You would think word has gotten around by now that "just two beers" has become to be a tired, overworked password. The policeman flags down a zig-zagging car, jerks his thumb as a signal for the driver to get out.

The driver manages to extricate himself from behind the wheel. His legs are made of rubber. His eyes are half-closed. His speech is as thick as mud. He is swaying like a TV antenna in a hurricane. But he braces himself for the question.

It can come in many forms, depending on the vocabulary and versatility of the arresting officer. But it boils down to "What've you had to drink, Mac?"

Then comes the classical answer--the original, the three words that seem to automatically form themselves into the inevitable reply--"just two beers."

The brewers claim everything for their product--no sugar, no protein, no fat, no starch, no suds, no body. You don't have to open a can, you don't have to return the bottle. It's dry, it's wet. One sponsors a prize-fight, the other a ballgame. The advertising boys haven't missed a bet. Except one--they've never claimed that any beer has enough kick for two beers to do what almost every guy arrested for drunken driving claims they did to him.

---Greenwich Time

OPINION OF THE DAY

What driver, going through a vehicular tunnel or across a spectacular bridge, hasn't observed that "this would be a fine place to have a flat!"? Until something along this line happens, he can only theorize what he'd do.

Another local motorist had a chance to put his theories into practice when he found himself playing the principal role in a driver's classic predicament. Out of gas at rush hour on the Gold Star Bridge, he spent a vivid few minutes feeling the bridge's buoyant bobbing, the rush of wind from passing cars, and hoping fervently that no one would hit him.

As he searched vainly for a solution a most welcome sight hove into view. It was a State Police cruiser, piloted by Officer Phillip F. Larizzo of the Groton Barracks. With a heartening display of cheerful willingness and quick efficiency, the officer looped a chain around the two bumpers and towed the hapless driver the rest of the way across, through the toll gate and--above and beyond the call of duty, it would seem--to a nearby service station.

So now one more driver knows what he'd do if he had a flat or a breakdown in one of those perilous positions. If it were in Connecticut, at least, he'd promptly start hoping with all the fervor at his command that a State Police cruiser would appear.

There are other spots where a similar predicament might not end so quickly or happily. For instance, a breakdown in one of the vehicular tunnels beneath the Hudson River between New Jersey and New York City produces prompt but brusque action.

A disabled car there just about stops traffic, of course, which accounts for the "rescue squads" ever on duty. As soon as indications point to a traffic block within the tunnel, they rush in, sirens wailing and lights flashing. Quickly they maneuver into position and hook on the stalled car, and out of the tunnel to the esplanade at the end it comes. This is true even if the difficulty is a flat tire--with consequently serious effects to the tire.

Various turnpike and super-highway facilities all have some sort of motorists' service like this available. For one thing, bridges, tunnels and heavily traveled roadways cannot tolerate roadblocks, for almost surely an accident will result. Furthermore, motorists on foot, inspecting or working on their cars, or en route for aid, present a redoubled accident hazard. And, finally, many turnpikes roam through isolated countryside, with service stations few and far between.

So on all these accounts, a driver in trouble needs help.

In the olden days, a tire-patching kit, a length of bailing wire and a fundamental knowledge of "what made her tick" went along on every Sunday drive in the faithful old tin Lizzie.

But things have gotten complicated since then. Now, nine chances out of ten, it's either too dangerous or mechanically impossible to effect repairs on the road.

So on most of these limited access facilities, you'll see various sorts of rescue vehicles routinely cruising their lengths. It may be a State Police car, with the officer ready to help if he can, or to send for help if that's what's needed. It may be a specially equipped service truck of some sort, ready to cope with anything from a tire puncture to a major complaint under the hood. In any event, the average driver is becoming more and more dependent on such outside assists when trouble arises, and it's reassuring to know that by far the greatest amount of it is earmarked with courtesy and fairness.

---New London Evening Day

HE'S WILLING TO PAY
TO MEET FBI MAN

Wilbert A. Niemi, 39, Detroit, was fined \$10 on a drunk charge because he boasted to a drinking companion that he was "an FBI agent."

The companion called the FBI which sent a real agent to check up on Niemi. "It was worth the \$10," Niemi said, "I always wanted to see a real FBI agent."

CONQUER THE COLD--
STATE ADVISES HOW

Four recommendations to help beat the common cold were offered today by the State Health Department. Here they are:

Avoid crowds and persons who are ill during the cold season.

Avoid over-heated rooms, too much clothing and sudden temperature changes.

Form proper health habits of eating, sleeping, exercise and recreation so resistance of the body is kept at a maximum.

Keep your hands scrupulously clean.

If you still get the bug, stay at home. It lessens the chance of serious complications and protects others. If in doubt, call a doctor. If you have frequent colds, it's a good idea to be examined by a doctor to be sure there are no abnormalities of the upper respiratory passages.

Colds are uncomfortable but in themselves relatively not serious, the department stated. The complications may be serious--infections of the sinuses, ears, tonsils, larynx, windpipe or lungs.

Viruses are to blame for colds, but there are other factors that may help them get a grip--exposure to extreme cold or dampness, with resultant chilling of the body; excesses of alcohol, poor nutrition and chronic diseases of various sorts.

Viruses are usually spread from the nose and throat of an infected person.

An uncovered sneeze may send spray bearing infection up to 12 feet. Even in talking, fine drops of moisture may be spread as far as three feet, the department warned.

Secondary causes of infection include use or handling of silver, glassware, door knobs and other objects used by a cold victim.

DRASTIC STEP

In New York they are thinking of instituting jail sentences for jay walkers. That's really laying it on with a heavy hand. And if the police in any of

our big cities want to be drastic about penalties for crime surely they can find a better target than the fellow who bolts across the street outside the crosswalk lines. After all, the life the poor misled fellow is risking is his own. And exemplary punishment were better reserved for the anti-social operative instead of for the masochist.

Prescribing a jolt like this for the jay-walker rather confirms the fact that this is indeed the apogee of the motor age, with the burden of proof on the fellow who gets hit by the car instead of on the car driver.

The traffic problem in our big cities is too vexing a thing to permit of aggravation via individualists who resist being herded across streets at designated spots. And the tenor of the times generally is against individualism in whatever manifestation. So that now liberty as well as life depends upon keeping in step with the crowd, whatever that may do to the pursuit of happiness via joyous dodging of car fenders.

--Waterbury American

POLICEMAN'S WIFE

By James J. Metcalfe

His uniform and polished badge...Are joys in which she shares...But she is ever fearful of...The weapon that he wears...She knows its meaning and she knows...That any day or night...There may be bullets flying in...An unexpected flight...Her prayers are for his safety and...Her dreams are of the day...When he has done his duty and...His gun is put away...And yet she is as proud of him...As anyone could be...For his courageous service to...Their home community...Respectable and honest and...In law-enforcement wise...He is her faithful husband and...A hero in her eyes.

One thing I know; the only ones among you who will be really happy are those who will have sought and found how to serve.

---Albert Schweitzer

WHAT IS THE BEST ROUTE TO FLORIDA?

This is one of the most frequent questions asked of the more than 750 AAA Clubs at this time of the year. Actually, from Connecticut there is no one best route — the choice depends largely upon your own individual likes and dislikes and the construction in progress at the time the trip is taken.

The three principal routes from New England are U. S. 301 (The Tobacco Trail), U. S. 17 (The Ocean Highway) and U. S. 1. The most commonly used connection to all three is the Parkways to the George Washington Bridge and then the New Jersey Turnpike.



Accommodations

An abundance of good accommodations may be found on all three routes, with many new motels springing up each year. Members using AAA maps can easily select an overnight stop since all towns that have AAA approved accommodations are printed in red on the map. By referring to the listing under that town in the AAA Accommodations Directory or on the back of the strip maps included in the Triptik, the names of motels and hotels may be found along with much other information such as guaranteed rates, telephone numbers and other facilities offered. During the peak winter months it is wise to plan stops around 4 p.m. for wider choice of accommodations.



U. S. 1 or U. S. 301

From the southern terminus of the New Jersey Turnpike, the use of the Chesapeake Bay Bridge enables the motorist to leave U. S. 13 before reaching Kiptopeke Ferry and link with U. S. 301 below Baltimore, thus by-passing that city and Washington as well. U. S. 301 may then be followed to Richmond. From Richmond, U. S. 1 and U. S. 301 run together as far as Petersburg, Virginia, where they separate not to intersect again until they reach the Florida line.

There is little difference in mile-

age or travel time among the three routes. The computed mileage from New York to Miami on U. S. 17 is 1,375, via U. S. 301 it is 1,385 and via U. S. 1 it is 1,423. The principal toll charges are: —

| | |
|----------------------------------|--------|
| New Jersey Turnpike . . . | \$1.75 |
| Delaware Memorial Bridge . . . | .75 |
| Chesapeake Bay Bridge . . . | 1.40 |
| (Passengers 25c. each) | |
| Potomac River Bridge . . . | 1.00 |
| (On U. S. 301 North of Richmond) | |
| Kiptopeke Beach Ferry . . . | 3.00 |
| (Passengers 75c. each) | |

The Ocean Highway

Motorists wishing to follow the Ocean Highway should take U. S. 13 after leaving the New Jersey Turnpike. This route may then be followed to Kiptopeke Beach, Virginia, where the ferry provides a one hour and 25 minute trip to Little Creek, Virginia, just outside of Norfolk. Many motorists find this a restful and relaxing break from the monotony of steady driving. The balance of the Ocean Highway route is via U. S. 13 and U. S. 17 to Jacksonville.

**OHIO COURT HOLDS DIVERSION
OF TRAFFIC NOT COMPENSABLE**

The State Supreme Court of Ohio recently ruled that the diversion of traffic due to relocation of a highway is not compensable. The court noted that, under established doctrine, property owners have no right to the continuation or maintenance of traffic flow past their property. Change in traffic flow results from the exercise of the police power or as an incidental result of a lawful act, and is not the taking or damaging of a property right.

The question arose when the Ohio Department of Highways instituted proceedings to relocate a portion of US 50 in Athens County. Owners of property abutting the old highway brought court action to compel the highway department to compensate them for damages to their property. The property concerned was improved with a gasoline service station, a store and a restaurant from which the owners received their principal means of livelihood. Access to the property from the new highway would be available only by means of two lanes connecting the two highways, which lanes were constructed by the highway department as a part of the relocation project. The main flow of traffic on the new highway would bypass the Merritt property. The old highway would no longer be maintained by the state but would become a part of the county highway system.

The State Supreme Court held that the property owners were not entitled to compensation. In so doing, the court stated that it had previously held that an abutting lot owner had such an interest in the portion of the street on which he abutted that its closing or the impairment of its use as a means of access constituted a taking of private property for public use for which compensation must be paid. However, the court did not consider that the facts in the present case showed impairment of the use of the highway on which the property abutted. Mere circuitry of travel, did not of itself result in legal impairment of the right of ingress and egress to and from such property, where any resulting interference was but an

inconvenience shared in common with the general public, and was necessary in the public interest to make travel safer and more efficient. ---AAA Bulletin

**FBI REPORTS FIRST DROP
IN TOP CRIMES SINCE 1947**

A slight decrease in serious crimes in 1955, the first drop-off in eight years, was reported recently by FBI Director J. Edgar Hoover.

Hoover said in an annual report to Atty. Gen. Brownell that preliminary figures indicate 2,255,000 major offenses this year, down about 0.5 per cent from 1954.

"While this preliminary report indicates that 1955 will be the first year since 1947 in which crime has not increased, there is little cause for rejoicing," the FBI chief said.

"It must be remembered that in 1945 more crimes were committed than in any prior year on record. More than four serious offenses have been committed every minute since Jan. 1, making 1955 the fourth consecutive year in which more than two million major crimes have been recorded."

Available data shows 1955 increases in rape, negligent manslaughter, larceny and auto theft. But murder and non-negligent manslaughter, aggravated assault, robbery and burglary dropped off.

Exact statistics will not be available until early spring, after the FBI has correlated data from police departments throughout the country with its own records in the federal field.

Safety is not a signal light, a fine or jail sentence, a divided highway, or a law enforcement index. Safety is a state of mind under which everyone, realizing the imminence or the consequence of accidents, is willing to accept those restraints necessary to prevent accidents in employment, in the home and on the highways. Safety is, in effect, a way of life. ---Fleet Supervisor

TRAFFIC CONTROL

In the Connecticut State Highway Department we have been faced for sometime with the ever-increasing problem of controlling traffic around our various work operations. In many of our crews, it had become an undesirable practice to assign men who might be classified in the category with "the lame, the halt and the blind" to flag duty. In most instances, this type of man was also undesirable as a flagman. Usually, these men were merely handed a flag and, without any further instructions, told to do traffic duty.

A few months ago, in order to overcome this problem, the Division of Safety initiated a flagman training program. We were very fortunate to have in our department a former state policeman who fitted our needs to the letter as an instructor in traffic control. We arranged a series of meetings within our four districts as follows:

(1) A three hour class in each district with engineering party chiefs, maintenance foremen, and crew leaders. As part of these sessions, the supervisory personnel were instructed on the type of men that should be selected to receive the flagman training. (2) A three hour class in each district with one employee selected from each engineering and maintenance crew.

The class room instructions were divided into three parts. (1) Good Public Relations. (2) Problems in Traffic Control. (3) Uniformity in Flagging. In order to add a little zest to these meetings we used a magnetic board with miniature trucks, flagmen, stop signs, etc. Our instructor set up typical traffic situations encountered on our operations and called upon members of the class to show how they would handle them. It was amazing to observe the lively interest shown by our employees in this part of the meeting.

As a result of this program, we now have one trained flagman in each engineering party and maintenance crew, and trained supervisory personnel who know the answers on proper traffic control.

As a follow up, our supervisory personnel were requested to train all of

their men, at least on proper flagging procedures. We felt that this would reduce the possibility of an untrained man being used for flagging.

With this much accomplished, we were still cognizant of the fact that on major maintenance and construction projects, particularly those on our main thru-ways, more than a flagman was needed. Unfortunately, there are a few motorists who show no regard for our flagmen who can be recognized only by a red cap and a red flag. In order to alleviate this condition, we circularized our districts for employees who would be interested in becoming trained, deputized traffic men. We selected forty applicants from those that showed interest and through the courtesy of Commissioner Kelly of the Connecticut State Police Department, our employees were given five days of intensive training at the State Police Academy. Following this, these employees were deputized and furnished uniforms. This will give each one of our four districts approximately ten uniformed traffic men with police powers.

With the use of these men on major projects and the trained flagmen on routine operations, we hope that our problems with traffic control will be considerably reduced.

---Div. of Safety Comm. Highway Dept.

ABOUT PUBLIC SERVICE

James R. Watson, executive director of the National Civil Service League, has this bit of advice for young people:

"If you want to be rich, don't go into public service. If you are lazy and luxury-minded, don't go into public service. If you crave adulation, don't go into public service. If you desire public esteem, don't go into public service.

"But if you want to accept the challenge to make free government work; if you want to render service with great satisfaction, but little thanks; if you want to help shape the destiny of mankind, then go into the public service."

---AAMVA Bulletin

LET THE HITCHHIKER WALK

Despite all the campaigns, the warnings and the pleadings of police and safety authorities, people speed, drive while drunk, leave their keys in parked cars, and continue to pick up hitchhikers.

We are aware that thousands of motorists continue to pick up hitchhikers, and nothing out of the ordinary happens. We don't hear about them, but we do hear about those who get into trouble of one kind or another from this popular but very foolish custom.

The latest is the story from Norwich of the school teacher who was forced to drive at pistol point from Stamford to Brookline, Mass., and when the police found him, he was locked in the trunk of his own car. All because he fell for the old gag of a "college boy" going back to school by thumbing rides.

The teacher, driving from New York, saw the hitchhiker with a sign bearing the initials "M.I.T." and having attended the school himself, he broke a long standing rule and admitted the youth into his car. He soon found out that the "college boy" was carrying a pistol and the teacher was ordered to drive to Boston--or else.

On the Berlin Turnpike the teacher was forced to stop, change clothes with his gun-carrying guest, yielding also his wallet and watch. Then they drove on, radio blaring and a pistol against the teacher's side. Arriving in Brookline, in a wooded section, the teacher was forced into the trunk compartment where he struggled for two hours, pushing a hole through the rear seat upholstery to get air and attract attention. He did, and the police extricated him.

On the highways today no one can be sure that the boys with suitcases and signs are college boys, or the boys in uniform are really service men. Anyone who is tempted to give one of them a lift ought to remember what happened to the Norwich teacher.

In this case, however, the cops made a speedy arrest and a daring youth is being held as a kidnaper. He will not ask for a lift for a long time to come. But there will be others to take his

place on the shoulders of our highways.
---Bridgeport Post

Once Over Lightly

By Paul Light

'OH, LORD, HOW LONELY'

To the gentleman in the gray sedan parked in front of the Athletic club, 9:35 a.m. Saturday, March 26:

Dear Sir...

Was that your boy with you the other morning? I'd guess him to be about 7 years old, right?

You are to be congratulated, sir. He's a fine looking boy. Bright as a dollar, I'd say. And I bet there's just enough of the Old Ned in him to keep things interesting.

Chip off the old block, eh?

By the way, are there any other children in the family? I sincerely hope so.

For your wife's sake, that is.

Otherwise, it'll be mighty lonely around the house for her what with the boy gone and all...

Yes, that's what I said...

"...what with boy gone and all."

You don't seriously expect to raise that boy to manhood, do you?

The way you acted Saturday morning, I couldn't help wonder.

It's a shame, really. Speaking selfishly (and I know you'll best understand it if we do speak selfishly) you'll miss a lot of fun in the coming years.

You'll miss the rough and tumble on the living room floor; the mock battles with wooden swords; the winter's sliding together and the summer's swimming and those long, wonderful head-to-head hours of building model ships, airplanes; of peering into the microscope and into the pages of exciting, adventurous books.

And then when he's a bit older, you'll miss the fun of cheering him when he sinks that basketball or makes that touchdown; or of kidding him out of it when he's lost the game and is nursing more bruises than just those which show.

You'll miss the awkward humor of his first date, his first, fervent love and

inevitable first fight and fall-out with that most bewildering of all God's creatures, woman. You'll miss his coming to you for advice on how to handle women.

And you'll miss the strengthened kinship of father and son which results when you admit bewilderment, too.

You'll miss the thrill of seeing him, through proud tears, walk across the stage and receive that hard-earned diploma. And you'll miss the contagious excitement of his first job...and his first True Love.

Not for you will be expenses of the wedding, and after. Nor will you ever have to slip him a check when the grocery bill's due or the mortgage not met.

And one thing for sure, there'll be no grandchildren cluttering up your life, disturbing your Sunday sleep or tearing pages out of your magazines.

No, life'll certainly be easier with out that boy to raise...

But Oh, Lord, how lonely, too...

Yes, I've rambled a bit...

Columnists do that, you know. It's a mark of the verbal breed.

But now I'll come straight, and as rudely as possible, to the point of all this.

At 9:35 a.m., Saturday, Cedar was a busy street. Perhaps 30 autos were moving in the block between Fifth and Fourth.

You were parked on the left side of the street in front of the Athletic club.

Remember?

As the car in front of me approached yours, you opened the door on the street side.

And you shooed your boy, the alleged apple of your eye, right out into Cedar Street, into the path of many cars.

It's a good thing that boy of yours is smart.

He saw the danger right away, even if you didn't.

And he hugged the side and fender of the car until all of us could come to tire-shrieking, heart-numbing stops.

Then, smart boy that he is, he ran to the curb and safety.

Your son, sir, came within inches of dying Saturday.

And it was all your fault.

You placed him within the grasp of Death because you were too downright lazy, selfish and/or ignorant to put yourself out by opening your car door, stepping out onto the sidewalk and ordering your boy to slide over, under the steering wheel, to your side.

If that boy of yours lives to manhood, as I pray he will, it will be despite, instead of because of, you.

You, sir, are a fool, not a father...

---St. Paul Dispatch

SCHULTZ, MONTANA PATROL CHIEF, RESIGNS

Glenn M. Schultz, Supervisor of the Montana Highway Patrol, has resigned effective February 17. He has accepted a position in the operations department of Consolidated Freightways, with headquarters in Portland, Oregon.

Chairman Frank G. Connelly of the Montana Highway Patrol Board announced the board had accepted Mr. Schultz's resignation with deep reluctance.

Glenn Schultz joined the Patrol December 15, 1938, and except for military service served until November 15, 1949. From then until May, 1951, he was senior traffic safety consultant for the National Safety Council, Chicago. He then entered Montana State University and in January, 1953, was appointed supervisor of the Patrol, succeeding Howard L. (Tip) O'Neal who had resigned.

STEPHENSON TO BE NEW MONTANA PATROL CHIEF

Capt. Alex B. Stephenson has been named Supervisor of the Montana Highway Patrol, succeeding Glenn M. Schultz.

Captain Stephenson has been a member of the Highway Patrol since September, 1937, except for military service. He served from 1942 to 1945 in Military Intelligence. He was a sergeant in the Patrol from 1949 to 1954 in the Butte division. Since 1954 he has been Safety Director. His service includes stations throughout Montana.

COMPLIMENTS

Vox-Cop

January - February, 1956

Federal Bureau of Investigation
United States Department of Justice
510 Trust Company Building
New Haven 10, Connecticut

Dear Sir:

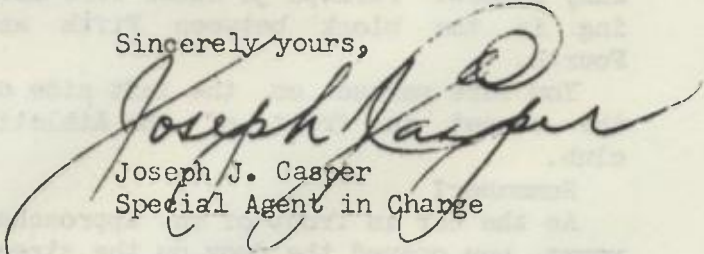
I would like to take this opportunity to bring to your attention the excellent cooperation afforded Special Agents of this office on January 20 and 21, 1956 by Lieutenant Louis Marchese and the officers of your Westport Barracks in connection with a bank robbery investigation being conducted by the FBI.

Through the alertness of Sergeant Jerome Smith, a car with Massachusetts registration being sought by the FBI in connection with this investigation was spotted on the Merritt Parkway, Fairfield, Connecticut, based on a Massachusetts State Police broadcast. Driver of this car was interviewed by your officers and our agents, resulting in the obtaining of valuable information in connection with this investigation.

The assistance and cooperation extended by Lieutenant Marchese and the officers of the Westport Barracks of the Connecticut State Police was outstanding in all phases and again reflected the efficiency of your fine department.

With kind personal regards, I remain

Sincerely yours,


Joseph J. Casper
Special Agent in Charge

Officers who were the subject of letters of commendation between the period of December 20 to February 23 were:

William Ackerman
Everett Anderson
Clifford Bombard
Benjamin Davis
William J. Doyle
Leo Dymkoski
William Francis
William Gerard
Merril Johnson

Donald Kelley
Timothy Kelly
James Kingston
William Mathews
William McNamara
Jerome Nepiarsky
Harold Neville
Robert Northcott
Raymond Piascik

Robert Plitt
Richard Powers
Edwin Puester
Charles Rust
Joseph Sikorski
Walter Stecko
Ralph Waterman
John Yaskulka
George Zonas

Also the subject of a commendatory letter was Detective John B. Murphy.

Between



Ourselves

Vox-Cop

January - February, 1956

The Unmarked Patrol Car

It is one of the characteristics of the American motorist to keep an eye cocked not only for movements of other motorists but also for any car marked POLICE or carrying the shield of the state highway patrol on its side.

So accustomed is he to this warning that he may feel the traffic patrol has tricked him or unfairly changed the rules of the game if it does not announce its presence by identification visible far enough away to give him time to slow down. This same motorist often wonders why there is no police car at hand when some speeding driver (who has scanned the horizon) cuts in and out of line or forces others off the road.

The problem of highway safety having become what it is in the United States, something more is needed than an occasional warning (by the presence of a police car) that for a mile or two drivers are on their good behavior. That good behavior is requisite whenever drivers are on the road.

WARNING--Consequently some states have come to the conclusion that it is necessary to add to their regular patrols some highway law enforcement details in unmarked cars. This is like the addition of plainclothes detectives to a uniformed police force. In fact, many states now warn motorists by road signs that their speed may be checked at various points by unidentified radar cars.

Radar is a useful instrument against speeding but other offenses may be equally serious where traffic becomes congested in or near cities. Bluebook

Magazine and Reader's Digest have told how a campaign headed by Gov. Arthur B. Langlie of Washington improved highway safety in that state by using not only unmarked patrol cars, radar, and plainclothes personnel, but helicopters and spotter airplanes.

New York City's Police Comsr. Stephen P. Kennedy put 50 unmarked police cars on the street over the New Year's week end and the result was nearly 16,000 summonses for "moving violations" (distinct from overparking) in three days. This created another problem of traffic court congestion, but the plan was thought successful enough to be continued on a smaller scale.

NEED--There are some other aspects of the innovation which also call for careful consideration. Even the motorist who has committed an offense or is suspected of one is entitled to know that he is being arrested, not hijacked. The New York cars are manned by uniformed officers and identify themselves by sounding a siren and flashing a red light when stopping an offender. On intercity highways the stop may be made by a marked patrol car after a radar "fix" by one in mufti.

Whatever implements or aids are used by the law enforcement agencies, an indispensable ingredient of success is public confidence in their fairness and honesty. Given that quality, officials will have the cooperation of citizens of today who realize that the highway patrolman is the best friend of the law-abiding motorist.

---Christian Science Monitor

MORE POLICE--LESS CRIME

The relation between police and crime--the more police the less crime--has been pretty well established. The latest figures on New York tell the story convincingly. A net gain of 2,575 policemen in the last year has resulted in an 11 per cent decrease in felonies. During the last six weeks this newspaper has been giving daily reports of crimes; they have averaged 282 a day, compared to last year's average of 311.

But 282 crimes daily is still far too much. It is highly encouraging that Mayor Wagner has declared himself wholeheartedly in favor of increasing the force by the additional 5,000 men asked for by Police Commissioner Kennedy. This will be a costly operation. The additional yearly charge is computed at \$25 million, with perhaps another \$2 million for pensions. But the Mayor is not put off by this expense from a reform which means a fundamental protection to New York's citizens. The controller, Mr. Gerosa, goes along with him, as does the economy-minded Mr. Riegelman of the Citizens Budget Commission. This newspaper's leadership has been handsomely sustained.

Problems of recruitment and training, as well as of finance, remain to be solved. The 5,000 new policemen cannot be expected on the streets over night. But the Mayor's expression of intent, his clear promise, stands as an encouragement to every New Yorker. Upon this base--on this base alone--can be built the better city which all hope to see.

---New York Herald Tribune

**NORTHEAST TRAFFIC DEATHS RISE
DURING 101-DAY SAFETY DRIVE**

Highway traffic fatalities in the Northeast increased during a 101-day "slow down and live" campaign in 1955, a highway conference was told recently.

The increase, for the period from Memorial Day through Labor Day, was 12.5 per cent over the comparable period in 1954, said Thomas N. Boate, manager of the Accident Prevention Department, As-

sociation of Casualty and Surety Co.

He addressed the 20th annual North-eastern regional conference on highway safety and motor vehicle problems.

"We don't think about driving, we just drive," Boate said. "We need a constant education program to impress the motorist with his responsibility to society when he gets behind the wheel.

"The lack of public education is the greatest single weakness in traffic safety."

Referring to the region's 11 North-east states, Boate said:

"We make no excuses for our 1955 showing, but we point out that with the reductions we have achieved in the past and with the low traffic fatality rate of most of our states, it is increasingly difficult to obtain decreases in highway deaths, particularly as long as the summer traffic volume in our states continues to rise."

Boate said that, although there was a percentage increase in fatalities and accidents, there was actually a decrease on the basis of miles traveled.

He declared safety in motoring was more of a local than a national or state problem. He said the "slow down and live" campaign received amazing support from women's clubs and youth groups.

William M. Greene, director of the Connecticut Safety Commission told the conference:

"One thing we all have in common is that people are driving too damn fast."

He said that in Connecticut boys and girls 16 years old are permitted to obtain licenses to drive any kind of a vehicle, including trailer trucks, largest vehicles on the road.

He proposed a change in the law to distinguish licenses and the types of vehicles to which they apply.

Greene said, however, the Northeast generally and New Jersey in particular were "most aggressive and progressive in traffic safety."

Truth is a hardy plant and, when once firmly rooted, it covers the ground so well that error can scarce find root.

---Tit-Bits

**STATE LAW PROPOSED
RE: PHONE PARTY LINES**

A "party line hog" who refused to give up a phone to the owner of a blazing house at Griswold recently prompted a request for legislation which would compel party line users to "get off the line" during emergencies or face jail sentences or heavy fines.

State Police Comsr. John C. Kelly, who is also the state fire marshal, said he "would look into the possibility of such legislation as soon as possible." At present, Connecticut does not have a law against improper use of a party line during an emergency.

William Gray told fire officials he picked up his phone, on a party line, to call for help when his home caught fire. But, according to Gray, the "second party" refused to give up the line even after Gray advised him of the fire. Gray then ran to a neighbor's house and called firemen. The delay, he said, amounted to more than 15 minutes.

Griswold Fire Chief Andrew Bonchuck estimated damage at \$7,000, but said it "might have been much less if firemen could have been summoned promptly." Bonchuck said that during the fire he tried to phone Voluntown firemen for assistance, but "couldn't use the phone because the party refused to get off."

**RADAR BEAM FOR
TRAFFIC LIGHT CHANGE**

Captain Charles Zimmer of the Meriden Police and Fire Signal Division has ordered a radar detector, the newest method in operating traffic lights, for a test at the Cook Avenue-Cooper Street intersection.

The radar detector projects a cone of microwave energy downward to the pavement somewhat like an invisible spotlight beam. Captain Zimmer said the detector will hang extended from a pole about 14 feet above the ground.

When a vehicle passes through the beam, some of the microwaves are reflected back to the receiving antenna located in the radome base of the unit

which operates the change in the traffic light.

Captain Zimmer said the radar detector operation here will be observed by the State Traffic Commission and officials from other municipalities.

He pointed out the new medium eliminates the need for pavement excavation, which is costly, since the radar detector hangs in the air. It operates only as cars pass under the detector while going toward the light.

In addition to the cost of installing the old trip bars in the roads, there is the need for keeping them free of ice in the winter time. Also, the captain explained, water gets into them.

The radar detector will also eliminate the need of running conduits underground, as is necessary in installing the road trippers.

---Meriden Journal

**DRUNK DRIVER FINED;
THANKS STATE POLICE**

John J. Devlin, 31 of Guilford not only pleaded guilty in Trumbull Town Court to a charge of driving under the influence of liquor, but thanked the State Police for arresting him.

"Thank God they took me off the road or perhaps I wouldn't be here this morning," Devlin told the court, several hours after his arrest on the Merritt Parkway. "I didn't want to get in trouble, and I still don't. They didn't do me any harm by arresting me; they did me a favor."

---The Hartford Courant

Pageant Magazine reports a highway sign near Seattle which warns: "Our speed limit is 25 miles per hour, with a fine of \$3.00 per mile for faster driving. Pick out a speed you can afford."

---Inter-Industry

An alibi is something that sounds good, but never quite good enough.

Korean Police Group Studies State Methods



KOREAN BLUE COATS GET BRIEFING ON CRIME DETECTION MACHINE FROM STATE POLICE COMMISSIONER JOHN C. KELLY, RIGHT. VISITORS FROM LEFT ARE IN-CHOL KIM, KYAE-SUF HONG, WON-BAE KIM, KISANG YOO, MUN-SOP SOH AND SEOUL POLICE CHIEF CHOL YOU, IN TOWN FOR A FEW DAYS. ---Hfd. Times Photo

Chol You, superintendent of National Police, Seoul, Korea, and five of his junior officers spent a week recently in Hartford as guests of State Police Commissioner John C. Kelly.

The group is in the United States under the sponsorship of the State Department's International Exchange Service. Russell A. Snook, former superintendent of New Jersey State Police, and now director of the Training Div. of the I.A.C.P., arranged for the visit.

Superintendent You, with Lts. Kyae-suf Hong, In-chol Kim, Won-bae Kim, Kisang Yoo and Mun-sop Soh, are all college graduates and attended their national police academy for a year.

While with this department the visitors toured the C.S.P. facilities at Headquarters, Hartford Barracks, Bethany Barracks, Training School, Colt's and visited Colt's Museum, Yale University, State Library and Supreme Court and Hartford Police.

**WILLARD E. BUSHY DIES
RETIRED POLICE LIEUTENANT**



Lieut. Willard E. Bushy

Willard E. Bushy, retired State Police lieutenant, died at his home on Commerce St., Clinton, January 24. He was 80.

Lieutenant Bushy was a veteran of the Spanish American War, World War I, and after his discharge from the Army joined the State Police in 1921. Early in 1922 he became acting officer in charge of the Ridgefield Station during a probationary period.

In July 1922 he was appointed sergeant and August 1, 1927, was appointed to the rank of lieutenant in charge of the Centerbrook Barracks. He was appointed instructor of firearms in May of 1942 and in later years became quartermaster at the State Police Headquarters in Hartford. He retired from the State Police force Nov. 1, 1945.

Lieutenant Bushy belonged to a number of activities during his lifetime. He was a member of the Sphinx Shriners Temple, the Connecticut Consistory of Norwich, a veteran of 52 years of the IOOF and before his death was chairman of the Board of Police Commissioners in Clinton.

Lieutenant Bushy leaves his wife, Rowena Leaver Bushy; two sons, Lieut.

Commander Willard L. Bushy of Alexandria, Va., and Sellwood C. Bushy of Clinton, who is flight engineer of TWA; also six grandchildren.

The funeral was held January 27 at 2 p.m. in the Clinton Methodist Church. Burial was in the Indian River Cemetery, Clinton.

**MRS. W. F. STILES
DIES IN FLORIDA**

Mrs. Sophie Taussig Stiles, 80, of Orlando, Florida, wife of retired State Police Capt. Walter F. Stiles, died Dec. 29 in an Orlando Hospital.

Mrs. Stiles was born in Manchester and lived in Hartford more than 70 years before moving to Orlando. Besides her husband, she leaves a sister, Mrs. Nathan C. Strouse of West Hartford, two nieces and two nephews.

Her husband, Captain Stiles, retired from the force in 1946 after 35 years of service. The couple lived at 162 Whitney St. in Hartford.

Mrs. Stiles was a good friend of the State Police and many of the officers enjoyed her hospitality, particularly when she gave parties on Captain Stiles' birthday each year.

The funeral, which was held in Orlando, was attended by Officer C. Taylor Hart, on Military leave and stationed at Orlando Air Base, and by retired Inspector Earl Morin.

**CHIEF JIM PRYDE OF
WASHINGTON STATE DIES**

James A. Pryde, Chief of the Washington State Patrol, died in Olympia, Wash. on November 6. Death was the result of complications from hypertension. He had recently returned to limited duty following several months' illness.

Chief Pryde joined the Washington Patrol in 1934 and progressed through the ranks to become head of the department in 1941. In 1945 he went to Evanston, Ill. and served as a consultant on police organization and administration for

the Traffic Institute of Northwestern University and the Traffic Division of I.A.C.P. He returned to Washington as Chief of the Patrol in 1949.

Chief Pryde died at the age of 47, but the 4.4 traffic death rate--lowest of the West--which Washington recorded in 1954, will live after him as a tribute to a man of action.

**CARLSON IS NEW HEAD
OF WASHINGTON PATROL**

Capt. Roy F. Carlson has been appointed Acting Chief of the Washington State Patrol, succeeding the late Chief James A. Pryde.

**NEW STATE POLICE HEADS
NAMED IN KENTUCKY**

Appointments of three new officials to top echelon positions in the Kentucky State Police have been announced by Governor Albert B. ("Happy") Chandler.

Named as Commissioner is P. A. B. Widener of Lexington, a former chief of the Fayette County Patrol. He replaces Col. Charles C. Oldham.

Major James W. Hughes of Georgetown is the new Deputy Commissioner, in charge of the Service Division. He has been a member of the Kentucky State Police since 1948, having recently been in charge of Field Area A at Madisonville.

Major Charles Crutchfield was appointed Executive Officer of the department. He is a five-year State Police officer who has been commander of Area D at London.

FORMER STATE POLICEMAN SLAIN

Samuel E. (Bud) Freeman, 44-year-old real estate salesman, was found shot to death in his bedroom on February 8 and his wife was arrested later in Key West. Police said she orally admitted the shooting.

Freeman, was a retired State Police

Officer. He served from 1941 to 1947 in several stations, including Bethany, Canaan and Colchester.

In 1944 he suffered a back injury while on duty recovering a body from a quarry. He was given a partial disability pension and about three years later moved to Florida.

Freeman had been active in civic affairs since moving to Miami from his home in New Haven.

After Pinch on Highway

LAW ENFORCER LAUDS TROOPERS

A New Haven man described the State Police as having "the best force in the country," after he was fined for illegal passing on the right-hand side of the road, in Berlin Town Court.

There's little wonder, for he turned out to be William H. Veale, the founder and secretary of the Connecticut League for Law Enforcement.

State Police have been cracking down on violators of road regulations on highways in order to cut down the number of accidents. Veale happened to be one of them.

Acting on his own counsel, Veale read a three-page statement in court praising the efficiency of the State Police.

He was nabbed by State Police Officer Anthony J. Kurylo on Route 5, where one of the League's billboards aimed at drunken driving was recently removed following the sale of the property for a motel.

In his statement, Veale called for shorter duty hours for State Police and a more realistic approach to the establishment of speed limits on Connecticut highways by the State Highway Dept.

He said his driving which led to his arrest, was "not dangerous" but "it was illegal" and he said he was "guilty as charged."

It cost Veale \$15 for the infraction of the road rules. ---Sunday Herald

The greatest truths are the simplest; and so are the greatest men.



the Spotlight

Vox-Cop

January - February, 1956

Fine Day For Traffic Duty



VETERAN WEST HARTFORD POLICEMAN ROBERT MCKESSON IS A STUDY IN NASTY WEATHER AS HE DIRECTS TRAFFIC IN VICINITY OF TOWN HALL AND HALL HIGH SCHOOL. HIS BAD WEATHER GEAR IS COATED WITH ICE AND TINY ICICLES ARE FORMING ON RIM OF HIS HAT.

—TIMES PHOTO

**THOMAS DUMA PROMOTED;
ASSIGNED TO STAFFORD SPRINGS**

Officer Thomas J. Duma, of Orange, was promoted to rank of sergeant Dec. 22 by Commissioner John C. Kelly. Det. Sgt. Walter E. Perkins, of Glastonbury, transferred from the Stafford Springs barracks to the Identification Bureau at Headquarters, on Dec. 27.

Sergeant Duma entered the department March 11, 1936 and took state police training at Ridgefield. After graduation he was assigned to the Groton barracks and on Dec. 8, 1941 was transferred to the Bethany Barracks, where he served the past 14 years.

FBI GETS ITS MEN

In solving the Brink's robbery which occurred in Boston five years ago the FBI again demonstrated that no case is too tough for it. Obviously this was a hard crime to crack or the federal sleuths would have had the perpetrators behind bars long ago.

The FBI always gets its men, as the Brink's holdup men now behind bars have just had demonstrated to them. All of the culprits were questioned by police immediately following the holdup and none were held.

It will be interesting to learn the details of the crime when the men go to trial. The FBI has admitted only that it was planned and rehearsed for a year before the holdup was staged. More than \$1.2 million in cash and \$1.5 million in checks composed the loot, the largest in any holdup in history.

The paucity of news the FBI is willing to let the newspapers have is frequently exasperating, but perhaps the federal men fear that releasing even apparently insignificant details of a crime such as this before the culprits are brought to trial would be woven into some sort of defense mechanism by their lawyers.

It is good to know that another "perfect" crime has been solved, and the country owes the FBI an accolade.

---The Torrington Register

**1956 IACP CONVENTION
TO BE HELD IN CHICAGO**

The 63rd annual conference of the International Association of Chiefs of Police will be conducted September 9-13, 1956, in Chicago, according to Walter E. Headley, Jr., president of the IACP.

Headley, who is chief of police of Miami, Florida, said that the Conrad Hilton Hotel will be conference headquarters. Chief George A. Otletwis of the Chicago Park District Police Department and Commissioner Timothy J. O'Connor of the Chicago Police Department will be co-hosts to the conference.

**CSP SHOOTERS SCORE HIGH
IN NEPRL WINTER MATCHES**

One team "first" and several individual high medals were won by Connecticut State Police shooters during the recently completed First Series pistol match of the New England Police Revolver League. Complete results of team standings are as follows:

Class 1 - Stafford Springs, seventh.

Class 2 - Westport, ninth;
Ridgefield, tenth;
Danielson, fifteenth.

Class 3 - Bethany, first;
Headquarters, fourth.

Class 4 - Groton, third;
Colchester, ninth;
Westbrook, twelfth.

Class 5 - Special Service, eighth;
Hartford, tenth.

Class 6 - Litchfield, fourth.

Class 7 - C.S.P. Auxiliary, fourth.

Class 9 - Policewomen, eleventh.

Class 11 - Canaan, sixteenth.

High individuals scored as follows, medals to first and second place winners:

Class 2 - Lt. E. Formeister, first.

Class 3 - Off. J. Ciecierski, first;
Lt. M. Smith, third.

Class 4 - Sgt. R. Boyington, first;
Off. P. Larizzo, second.

Class 5 - Det. V. O'Brien, second.

Class 6 - Off. C. Fuessenich, second;
Off. J. Wilcox, third.

Class 9 - SPW K. Haggerty, first.

IN-SERVICE STUDIES

Vox-Cop

January - February, 1956

DISCIPLINE

By

Lieut. Charles Hartman
Police Department, New Orleans, La.

Discipline is mental or moral training that makes a man willing to be subjected to controls and regulations for the good of the Department. It spurs him to obey commands with dispatch, and efficiency.

Instead of a hardship, discipline is merely a habit which, when cultivated, means a well-regulated life. It is not a driving or grinding force that reduces all men to the level of automation, but a mighty power that makes every man a potential leader and unifies action to the sure achievement of a great purpose. Discipline stands for equal rights and privileges. In order to be of real value to the individual it must be attained by voluntary, cheerful and willing action. Discipline, and all connected with it, should be looked upon as part of the training and education of becoming a policeman, for policemen without discipline are no match for riotous mobs of people or organized gangs of criminals.

A good example on the part of a superior is one of the prime requisites for the maintenance of good discipline. The true desirable brand of discipline can neither be instilled nor maintained unless the superior practices what he preaches. It is only by self-discipline that a man gains power to lead his fellows. Self-discipline is only another name for perfect self control; it is a man's best friend in a crisis.

A superior's own self discipline will tend to develop a like quality in his subordinates. He should remember that a successful leader heads a well-disciplined group of men. It must be trained to perceive, to know, to understand. Sin and temptation disappear when right understanding is developed.

Right understanding is reached

through unabated discipline. Truth cannot be reached but through discipline. Patience will increase by effort and practice, and patience will make discipline beautiful.

Discipline is irksome to the impatient man and the self lover, so he avoids it and continues to live loosely and confusedly.

Discipline is not irksome to the truth lover, and he will find the infinite patience which can await and work and overcome. As joy of the gardener who sees his flowers develop day by day, so is the joy of the man of discipline who sees the divine flowers of purity, wisdom, compassion and love, grow up in his heart.

One who lives loosely cannot escape sorrow and pain. The undisciplined mind falls, weak and helpless, before the fierce onslaught of passion.

Discipline is necessary and must be maintained in the home, in the school, and vocational institutions, in the office, and on the street. In fact, everywhere certain rules govern the conduct of every citizen. Without discipline we would be like a ship without a rudder and would be drifting every where with no definite object in view.

Discipline is also like the gyroscope; it steadies the ship of society and makes institutions run smoother.

---On Guard

Recreation is nothing but a change of work--and occupation for the hands by those who live by their brains, or for the brains by those who live by their hands.

---Dorothy Thompson

THE EXAMINATION OF CHILDREN

From A Report By
Herr Grassberger, Austria

Although the evidence depended to a great extent on the personality of the person questioned, it was nevertheless possible to establish for a given type of individual a number of rules for estimating his ability as a witness.

Interrogation consisted in an animated exchange of questions and replies. The result obtained in each individual case was just as much dependent on the skill exercised in interrogation as on the ability of the witness to make a statement.

The ability to make an accurate statement of the facts in general existed when the following conditions were fulfilled: the event must have made as clear an image as possible on the mind. The observer should possess sufficient experience to give a correct interpretation of the impressions he had received. The memory of the event should not have been upset--and this was the factor which caused the greatest difficulty. Finally, the ability to bear faithful witness depended to a great extent on the ability of the witness to express by word and gesture just what he had seen and heard. Thus the interrogation should above all take into consideration the following facts: the witness must be persuaded to tell the truth; he must be helped to reproduce the precise pictures of what he knew and what he has seen. The questioner should constantly verify the authenticity of what the witness has said.

Preparation should be made for the examination of children. The interrogation should take place only after all other sources of information had been exhausted, and to settle any doubts which may exist with regard to what had taken place. Before questioning the child, the questioner should have a general idea of the event in question. A general idea of the facts of the case eliminated the tendency to ask useless questions, an important factor in the examination of children, who lose interest quickly. Before questioning, infor-

mation must not only be obtained on his environment, but also on his way of life and habits. In so far as is possible, his parents and teachers should be seen. The questioning should be done with great patience. The questioner should not be in a hurry. Any interruption was very harmful, as it would then be very difficult to bring the attention of the child back to any particular fact or detail.

The questioner should also know how to interpret replies and understand the way in which the child regarded the event. In the young, sensory impressions were more vivid than in the adult. This peculiarity was counterbalanced by his weakness in interpretation, and the interrogator should always consider whether the child was really capable of understanding what he had seen or heard. Because of his lack of experience, a child's statements concerning time and speed especially, should be accepted with great reserve. Children often made mistakes in the sequence of events.

Wrong interpretations of sensory impressions may however be corrected during an ably conducted interrogation. It is possible, for example, to get a child to define the terms he uses.

A child's memory was generally better than an adult's. Moreover, its natural curiosity made it observe things that an adult would miss.

The questioner should however, beware of the imaginative statements made by children, which might sometimes have the appearance of solid fact. Finally, if the interrogator was to be understood by the child, he should restrict himself to words and expressions he was capable of understanding. He should use the same expressions as the child, even if these were incorrect, but note should be made in the record of the statement as to its true meaning. The vocabulary used by the child was an indication of the state of its knowledge and experience (in sexual matters, for instance). Verbal statements should always be supplemented by gestures. It was recommended that the child should be taken to the site in question.

From these general facts, a certain number of consequences might be deduced:

During the first phase of a child's life (taken as from the second to the fourth year), fact and fancy were hardly differentiated, so that its value as a witness was practically nil. Its statements were only of value in so far as they could be used as a basis for investigations which would show whether those statements were correct or not.

In the second phase of its development (from about the fourth to the eighth year), the child's value as a witness was considerably greater. Its interest in reality was awakened and it tried to understand the connection between the various facts it observed. The great danger at this period was its extraordinary suggestibility, which affected its declarations. It should therefore be got to think in an independent manner.

In questioning a child, one should begin with facts which had apparently nothing to do with the event in question, but which were of general interest to the child. Little by little, after a chat on this and that, the child is led to give an account of what he knows of the facts connected with the event in question. Then, and only then, more definite and pointed questions about the matter may be asked.

The third phase of the child's development went from about the eighth to the eleventh year. This was the period characterised by a "thirst for knowledge", and the child's receptivity was very great. When the child entered the age of puberty, it became introvert and entirely occupied with his own being. Normal children between the ages of seven and ten generally gave evidence that could be used. There was no important difference between the sexes. There were however, some difficulties which arose from the difficulty which children of this age found in expressing themselves correctly. The natural fear of children was at the basis of much exaggeration in connection with dangerous situations. Care should also be taken, when dealing with children, not to overestimate their understanding. A child may appear to understand something completely, when in reality it only half understood. Moreover, children lacked

the critical sense and were too ready to accept the concept of adult infallibility. It must constantly be ascertained whether their statements had been influenced by what they had heard an adult say. If so, the questioner should tackle the question from an unexpected angle.

Towards the end of the third phase, the differences due to differences in sex began to make themselves felt. It should be discovered whether the child had concentrated all his attention on the event or only a part of it. The questioner should also be on his guard against the obstinacy often shown by boys. On the other hand, girls were more preoccupied, by care for their own person and often paid less attention to what was going on around them than boys did, though they might be able to give in great detail the habits of persons they were closely connected with. Girls were more given to exchanging confidences which emotional or physical instability might later distort into "non-realities". Similar "non-realities" might come into being as the result of maladroit questioning.

Parents and teachers should never be present during an interrogation and the child should know that he could trust the questioner not to "tell". In this way, the atmosphere essential to the telling of truth would be created.

VIRGINIA CHEMICAL TEST LAW

§ 18-75. Driving automobile, engines, etc., while intoxicated.--No person shall drive or operate any automobile or other motor vehicle, car, truck, engine or train while under the influence of alcohol, brandy, rum, whiskey, gin, wine, beer, lager beer, ale, porter, stout or any other liquid beverage or article containing alcohol or while under the influence of any narcotic drug or any other self-administered intoxicant or drug of whatsoever nature. (19-34, p. 220; 1940, p. 121; Michie Code 1942, § 4722a.)

§ 18.75.1. Use of chemical analyses to determine alcohol in blood; when findings admissible in evidence.--In any

criminal prosecution under § 18-75, no person shall be required to submit to determination of the amount of alcohol in his blood at the time of the alleged offense as shown by chemical analysis of his blood, breath, or other bodily substance, but should the accused request in writing such a determination the arresting authorities shall render full assistance in obtaining such a determination. There shall be no formal requirements for the writing, but the writing may be in a prepared form submitted to the accused for his signature if he so requests.

Other than as expressly provided herein, the provisions of this section shall not otherwise limit the introduction of any competent evidence bearing upon any question at issue before the court. The results of a determination which are properly obtained shall be admissible as other evidence relating to the intoxication of the accused. The failure of the accused to request such a determination is not evidence and shall not be subject to comment in the trial of the case. (1954, c. 406.)

---Test Talk

TOWING CARS WITH AUTOMATIC TRANSMISSIONS

As cars improve they become more complicated in their mechanism. In a standard gear shift car it is no problem to push the car to start it or to tow it but automatic transmissions require more respect. Here are the requirements for the three major types of such drives taken from the manufacturers instruction books.

HYDROMATIC. To push to start put drive in neutral with ignition on. When the speed reaches 25 mph shift into drive.

When towing be sure the rear wheels are off the ground or that the propeller shaft is disconnected.

POWERFLIGHT. To push put drive in neutral with ignition on. At 25 mph shift into low.

With the transmission operating properly it may be towed at a speed not in

excess of 35 mph with the shift in neutral. For long tow jobs (100 miles) remove the propeller shaft. If the transmission is not operating the rear wheels should be off the ground when the car is towed.

DYNAFLOW. To push to start have control lever in neutral with ignition on. At about 15 mph shift to low. It should start at about 25 mph.

The book is silent as to towing procedure. It is safer to tow with the rear wheels off the ground.

It is recommended that owners of cars equipped with automatic transmissions familiarize themselves with starting and towing procedures recommended in their instruction books.

---The Automobilst

NEW COLORADO LAW ROUGH ON DRIVING WHILE INTOXICATED

A new Colorado law, which its sponsor said was designed to cut down on "needless highway murder," drastically revised the State's drivers' license code, particularly sections pertaining to drunken driving.

The act provides for a jail term from one day to one year or a \$1,000 fine, or both, for a person convicted of drunken driving for the first time.

On the second or subsequent offense, there is a mandatory jail term ranging from 90 days to one year. Courts in such cases have no discretion to grant probation or suspension.

The law also provides for automatic revocation of the license when a person is convicted of driving under the influence of intoxicants twice within a five-year period. The license can be reinstated only if the driver proves to the satisfaction of the motor vehicle officials at a public hearing that there were mitigating circumstances or other evidence which might influence the case.

---AAMVA Bulletin

One kind word will warm three winter months.

---Chinese Proverb

Safety minds

Vox-Cop

January - February, 1956

SKID HAZARDS REMAIN DESPITE IMPROVEMENTS IN CARS

To skid or not to skid--that continues to be the question facing motorists when Winter brings slippery surfaces which reduce safe traction, according to the Connecticut Safety Commission which quotes Frederick C. Russell, well known writer on automotive subjects, on ways and means of anticipating a skid or handling a motor vehicle when traction has been lost.

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

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

TRANSMISSIONS ADD RISK

It is not merely the great surge of power under the hood that traps unwary drivers into trouble when traction is at a low ebb, but the added performance offered by this power in combination with the transmission. Every automatic drive, whether a fully automatic transmission or a torque converter, has a kickdown provision whereby the driver can get into a lower gearing for extra acceleration merely by pressing down on the accelerator pedal beyond a resistance point. If the highway surface is slippery, whether from ice, hard packed

snow, mud or oil, the car may go into a violent skid. It is also easy to throw the car off balance by mishandling the accelerator so as to bring the automatic drive into two abrupt changes. These drives are useful in helping the driver get started when the car is on ice but beyond that point they should be handled with special care.

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

MEETING THE SKIDS

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

try to hold the car to a straight course.

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

The third type of skid has recently come in for more consideration not only because of power steering but also because so many of the low-slung sports cars go around curves so well as to encourage owners of conventional cars to try to follow the leader. In a steering skid the front tires fail to get traction. While the driver may cut the front wheels for the turn the car slides straight ahead.

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

WHAT'S THE ANSWER?

Solution to all this lies, not in the tires (although good anti-skid design treads are always an advantage), not in brakes (they are too powerful) not in better roads, but in better understanding of the nature of skidding and in avoiding entrapment. Great care should be exercised in slippery weather not to over-use any of the modern car's controls, especially the power brakes the "passing" gear and power steering.

Speed should be cut in half. Drive in accordance with conditions, and realize that they change not merely from hour to hour but often within the short space of the same mile.

---Litchfield Enquirer

It takes hundreds of nuts to hold a car together, but it only takes one to scatter it all over the highway.

1956--YOUR FUTURE

What are your plans for the new year? Perhaps you're planning on getting in a good vacation, improving your bowling average or golf game, getting that raise in salary you think you deserve. Maybe you're looking forward to the thrill of teaching your growing youngster the fundamentals of baseball; perhaps you are planning to surprise your wife with a new fur coat. Whatever your plans, something can always turn up to postpone them. An accident at work or on the highway can set your plans back plenty--and should that accident cause your death then, of course, you can kiss all your dreams goodbye, as the song says.

How you spend your life is, for the most part, up to you; but there can be no refunds on what you buy with it. You can put it to good purpose, or you can squander it away. When an accidental death claims a man before his time it leaves in its wake an untidy string of things left only half done. That is one reason why safety is so important to you and to all the people who have a stake in your life--your family and friends, your employer and ultimately your country.

There are times, of course, when a man has to take a chance. If your house were on fire and your kids asleep in an upstairs bedroom, it would be the act of a coward not to try and get through the flames to their rescue. Men have had to come to the aid of their country in war; the pioneers of science are continually risking their lives for the benefit of mankind.

That kind of life betting is one thing. But when we bet the rest of our lives to save a few minutes in traffic, or to save ourselves a little extra trouble at work or to show others how smart we are, and still expect to come out unhurt, we are acting like the man who jumped from a twelve story building and cried out as he passed the fourth floor "I am doing alright so far." For such a man, in spite of his hysterical confidence, the end is in sight. And just as surely, the end is in sight for the man who ignores the common sense precepts of safety.

There is no secret formula for avoiding accidents that kill. All it takes is a desire to be safe, coupled with the actions necessary for safety. Then, when the trout are jumping we'll be there to catch them; and when our kids graduate from school we'll be there to shake their hands; and when we finally do come to the end of the road, the world can note with satisfaction that our lives were spent with purpose and achievement and not squandered in a second by a careless action.

---Fleet Supervisor

OBJECTIVE OF "ENFORCEMENT" IN TRAFFIC SAFETY PROMOTION

Considerable hue and cry is raised from time to time, generally in "Pro Bono Publico" columns of the press regarding undue and "unfair" traffic enforcement activities of police assigned to patrol streets and highways as traffic supervisors.

Most of such objections are emotional, unreasonable. Writers fail to consider that traffic safety is not a game, not an issue of "cops and robbers" but, literally, a matter of Life and Death. When not the latter it is, too frequently, a matter of months and years of mental and/or physical crippling.

The value of persistent, consistent, equitable traffic law enforcement has been well summarized by Director Ray Ashworth, Traffic Institute, NW University, thusly:

"The purpose of law enforcement is to induce safe, legal driving habits by consistently requiring the kind of conduct which forms the basis of these habits. In addition, its purpose is to develop self-discipline in drivers and pedestrians by obtaining compliance with the law through adequate deterrents when there is no one around to require compliance.

"These purposes can be accomplished by the frequent apprehension and proper punishment of violators. This is not, exclusively, for the purpose of bringing violators to justice. It is also for the effect such frequent apprehension and

punishment has on potential violators, who learn that enforcement is in operation--that traffic laws cannot be violated with little or no chance of detection, apprehension and conviction in court.

"Experience has shown that traffic law enforcement must be employed to supplement other deterrents, such as fear of accidents, sense of moral responsibility, pride in safe and skilful driving, etc. These self-imposed deterrents are not strong enough in enough drivers to keep the traffic toll at a tolerable level."

Traffic enforcement includes state and municipal police, courts, and Department of Motor Vehicles. Effective enforcement requires efficient cooperation by all three agencies, respective activities from arrest to license suspension being handled with complete equity to alleged violators as well as general public whose use of trafficways is menaced by reckless driving and/or walking.

---Connecticut Safety Commission

KEEP TO THE RIGHT

State Police Comsr. Kelly's call for a strict enforcement of right-hand lane driving regulations is one that should contribute a further note of safety and responsible speed to Connecticut driving. There has been a rising tendency among some drivers to ignore this quite-important requirement.

The tendency may have been boosted somewhat by the fact that some New York highways now permit right or left lane passing. In Connecticut, however, this does not apply. The left lane is for passing, the right lane for all ordinary driving "except when passing." When a "road hog" establishes himself in the left lane and refuses to relinquish it he becomes an almost immediate traffic menace--whether going at high or low speed.

With State Police now alerted to a drive on this sort of highway abuse, there is a good chance that it will be at least temporarily eliminated along

Connecticut's roads. It should be. And it can certainly be reduced on a permanent basis if only Connecticut's drivers will join with the State Police now in stressing the regular use of the right lane and in reserving the left lane for passing only. ---New Haven Register

FATALS FOR CONNECTICUT
1955

294 resident drivers were involved in fatal traffic crashes last year. Eighty-one per cent had never been in previous reportable traffic mishap; 68 per cent had clear driving histories, never having violation or collision.

Out of 260 male drivers 37 had been involved in one previous crash; 12 in two, three in three, and one in four. Keep in mind that "involvement" does not necessarily mean "responsibility."

Out of 260 male drivers 169 had clean histories, 52 had one violation, 21 had two, 13 had three, and two had four. Worst record for male drivers was four violations and four mishaps. He also had license suspensions and, eventually, killed himself and pedestrian; both had been drinking.

Out of 34 women drivers, 30 had no previous traffic collisions; three had one, and one had two. Thirty-one had clean histories for violations; two had one violation, and one had two.

Of 260 male drivers, 103 were killed; of 34 female drivers, 13 were killed. Obviously these fatalities included men and women whose previous records were of the best--no reportable collisions nor violations.

Older motorists especially should heed the warning of safety experts--"Never overdrive your headlights!" And older motorists too should be especially interested in demanding adequate levels of street lighting. Experiments have shown that the ability to see in dim light becomes poorer as people grow older.

---Street Lighting Magazine

PARKWAY GETTING ELECTRONIC EYES

A new electronic system enabling police at remote locations to observe both the speed and density of automobile traffic will be tried on the Merritt Parkway.

The equipment, combining radar and electronic computers, is described as the first of its kind. It will be established within a few weeks on a four-mile parkway stretch between Norwalk and Westport. It may be extended later.

The "monitoring center" will be in the State Police Barracks, five miles from the parkway. The apparatus will register traffic speed and volume on both meters and rolls of recording paper in the form of graphs.

Lieut. Louis D. Marchese, Barracks Commander, who is in charge of the experiment, explains that the equipment has not been designed primarily to check speeding or other traffic violations, but rather to give the police an "overall picture" of traffic conditions.

"It will not be used as a speed trap, for example," he said, "but to enable us here at headquarters to spot congested areas, places where traffic for some reason or another is not flowing satisfactorily, and to send troopers out at once.

"We will, of course, keep an eye on speed and, particularly when the speed limits are lowered in bad weather, can detail men to areas where we find the restrictions are being ignored."

The new system is the product of the Automatic Signal Division of Eastern Industries, Inc., of Norwalk, a pioneer manufacturer of electronic traffic signal controls. It was evolved by the company's engineers with the cooperation of the State Police, the State Highway Department and the Merritt Parkway Commission.

The parkway section that will be under what the police call "remote surveillance" extends from a point a mile east of the Westport line to three miles west in Norwalk. Radar antennas and other equipment will be mounted inconspicuously on two bridges spanning the super highway. The traffic data will be brought into the Westport Barracks over

ordinary telephone lines.

The meters and recording paper, the latter a permanent record, will be installed in a compact metal cabinet that will stand near Lieutenant Marchese's desk. Devices to measure traffic flow have been in general use for some time, but the new system marks the first time, the developers say, that both speed and density have been recorded simultaneously.

Because telephone circuits are employed, there is no practical limitation on the distance between the pick-up and the recording apparatus.

---New York Times

DRIVING SKILL AND RHYTHMIC CONTROL

A friend of ours is a quick learner, He can read a page in a book almost at a glance--read through two or three books in an evening.

Recently he decided to take up golf. He studied the game diligently, then took his clubs and joined a foursome on the golf course.

He attacked the ball with intense concentration--but missed it nine swings out of ten. When he connected, he either sliced or drove the ball obliquely over the fence.

In spite of our friend's knowledge, concentration, the heroic expenditure of energy, he was a spectacular failure at the game. Even after long practice, he never caught on to the game and finally gave it up.

The trouble with our friend was that he could never learn to take it easy, to relax, to follow through. This relaxed and smooth control of muscular movement is the secret of success in most athletic skills--golf, tennis, baseball, bowling.

Driving a motor vehicle is similar to these activities and success at driving demands much the same quality. The object of driving is to control the movement of the vehicle so as to get from point A to point B without running into anyone or anything. Here a sense of the rhythm of traffic and the ability to

make continual adjustments of movement, direction and speed--and do it smoothly and effortlessly--would seem to be the essence of the "game"--the quality to be sought after and promoted in professional drivers.

Perhaps the emphasis placed on split second reaction time, alertness and caution is the wrong approach in driver training. It implies that driving requires muscular tenseness and sudden violent actions to avoid continually impending disaster. Perhaps this approach makes drivers unsure of themselves, which interferes with the establishment of the habit of rhythm.

Of course, the driver must learn the safe and unsafe practices related to driving. He must also learn to recognize an accident-producing situation in the process of developing. But these must be a subconscious part of his total adjustment to the job.

Our present concept of the accident-prone driver seems to fit in with this theory. The accident-prone driver seems to be the erratic, impulsive type who has failed to establish order and rhythm in his personal life as well as in his driving.

---Fleet Supervisor

DRIVER STILL VITAL FACTOR IN CUTTING DOWN ACCIDENTS, CLAIMS SAFETY EXPERT

Legislation calling for safety standards of car construction can not solve the nation's highway accident problem, Lewis C. Markel, president of Markel Service, Inc., international safety engineers, declared recently.

Noting that the American Medical Association, meeting in Boston, had passed a resolution urging President Eisenhower to ask Congress for legislation setting up "a national body to regulate safety standards of automobile construction," Mr. Markel said that education of the driver plus strict enforcement of traffic and licensing laws is the only answer to the problem.

Mr. Markel, whose organization has more than 150 patrol cars on the high-

ways of the U.S. and Canada to check on the road behavior of thousands of truck and bus drivers, commended any action of the type proposed by the medical group, saying that "every little bit helps." However, he pointed out that safety devices at the best will minimize injuries when an accident occurs, "but will not help one iota in preventing an accident."

Markel Service, he said, has long been recommending the following three points program to slash accidents:

1. Periodic physical examinations for licensed drivers.
2. Strict enforcement of all traffic laws, with suspension and revocation of license for chronic violators.
3. Regular periodic mechanical inspection of all vehicles on the highways.

MISCONCEPTIONS

Safety improvements on automobiles have been highly beneficial so far as careful drivers are concerned, but they have had little effect on the 20 per cent of drivers who cause 80 per cent of the highway accidents, according to research conducted by the family economics bureau of Northwestern National Life Insurance Company.

This segment of drivers, termed "accident prone" by safety experts, have records of repeated safety law violations which continue until they are killed or stopped from driving.

Here are some of the disheartening counts in the indictment of such drivers:

Longer range headlights encourage them to increase their night driving speeds. Given cars with lower center of gravity, they take curves even faster. Given tires with greater traction on wet pavements they drive still faster on such surfaces. Given far better brakes, they dash up a highway or railroad intersection and try to "stop on a dime." Given greater acceleration for safer passing, they try to pass in still shorter spaces, so resulting collisions have even greater impact.

These are only a few of the list of specifications. The sum total is that the only dependable safety device about a car is a safe driver.

---Torrington Register

PEDESTRIAN SAFETY

The first recorded traffic death in this country, according to the National Safety Council, was a pedestrian struck after he had alighted from a street car. Many other pedestrians have since followed in his path.

Last year, 7,900 pedestrians were killed in traffic.

This means that more than one-fifth of all motor vehicle accident deaths in 1954 were pedestrians.

Breaking it down further, more than one-half of urban motor vehicle accident deaths are pedestrians.

What is the reason behind this whole distressing problem? There are many answers, of course. Some of them involve the driver; some of them involve the pedestrian. Virtually all of them involve carelessness on somebody's part.

But the question of who is to blame in a pedestrian traffic accident cannot be answered merely by determining who was right and who was wrong. By the time you try to discover the logical causes for an accident, it has already happened, and speculations on the right and wrong of it are of little consequence to the victim.

When all the facts are in, though, you find that the main ingredients are dangerous driving and dangerous walking.

In the motorist's case you will find illegal speed, heedlessness, drinking drivers, disregard for traffic laws, lack of courtesy, weather handicaps, impatience, and indifference to keeping the motor vehicle in first-class condition.

In the pedestrian's case, you find an inclination toward poor walking habits, carelessness, indifference to traffic signals and signs, jay-walking, and absent-mindedness.

Research has uncovered another significant fact: that a great many of the

pedestrians killed were non-drivers. They were unfamiliar with the limitations and problems of the driver and his car.

The lesson to be drawn from this is obvious: Neither the driver nor the pedestrian should take any movement on the part of the other for granted.

The driver should proceed on the premise that the pedestrian may have faulty judgment in estimating the speed of an automobile, in figuring how well the driver can see him, in determining how long it will take to bring the car to a halt.

The pedestrian, in turn, will refuse to take chances, will look upon the driver as an unpredictable factor. He will never assume that just because he can see the headlights of a car the driver can see him. He will not venture out into the street unless he is certain he has ample time to reach the other side.

In short, if both drivers and pedestrians would expect the unexpected from each other, many pedestrian accidents would be avoided.

---Highway Highlights

AUTO SAFETY CAMPAIGNS PAY OFF IN CANADA

The following article was taken from The Knickerbocker News, Albany, New York:

A Canadian press survey shows Canada's provinces are tightening up on traffic regulations in a drive to cut highway deaths. Some areas report the program already is paying off.

Each province is cracking down on drivers under existing legislation and some are rewriting their highway codes.

The British Columbia Highways Department says driving records improved greatly in the province in the last two years--a period of stepped-up enforcement and an education program. A provincial traffic safety advisory committee was appointed last summer to make a continuing study of the problem.

The chairman of the Saskatchewan Traffic Board, J. A. Christie, says the

most important factor in cutting highway accidents in Saskatchewan is our system of driver licensing control--the only program of its kind in Canada."

Saskatchewan drivers are given white licenses. The first serious traffic violation calls for revocation of the white license and issuance of a red one. A second major violation brings suspension of any driving permit. Minor violations call for a blue license to be substituted for the white one. If a motorist piles up three blue violations he loses the right to drive.

Officials in Manitoba say their driver training program has been effective in reducing the accident rate.

Ontario is carrying out a strict campaign against traffic violators and Attorney General Kelso Roberts predicts a 50 per cent reduction in accidents in a year. Police are conducting a spot check of vehicles on Ontario highways.

Quebec officials say their most effective legislation is cancellation of driving permits. Motorists in Quebec can lose their permits for exceeding the speed limit.

Newfoundland puts emphasis on strict speed laws and rigid enforcement.

Nova Scotia and Prince Edward Island stress safety education and enforcement.

New Brunswick will get a new law January 1 providing for license suspension under a point system for violations.

---Traffic News and Views

LAUER LIKENS FAST DRIVING TO PERFORMING ON AERIAL TRAPEZE

Dr. A. R. Lauer, editor of Iowa State College's Driving Laboratory News, recently offered this comment on how "Speed Increases Hazards".

"Almost anyone driving a car going over 60 m.p.h. is in extreme danger in case of an accident. His chances of turning over, especially if inexperienced, are considerably greater at the higher speeds.

"The average person has no more business driving at speeds much above 60 m.p.h. under ordinary conditions of good weather and dry pavements than the

average person has of performing on a high aerial trapeze. Perhaps there are a few persons who can do it successfully and without being injured but you will notice that even high trapeze aerial artists usually have a net under them. They take every precaution to protect themselves in case of an emergency. Drivers must learn to perform within their limitations and to police their own driving."

---AAMVA

REVOKING LICENSE PLATES

Connecticut municipal courts are called upon too frequently to deal with automobile drivers who become involved in automobile accidents, some serious and some not so serious, while driving automobiles when their licenses are under suspension.

The taking away of a drivers' license for a set period of time has been one of the means used to punish such infractions of the motor vehicle law as drunken driving, reckless driving and other of the more serious violations. It is also a step toward safety on the highways. Suspension of the driver's license is in the power of the State Motor Vehicle Department to whom reports of court dispositions are regularly and routinely made.

There has been, the facts disclose, an increase in the number of drivers who continue to drive while their licenses are under suspension. This increase is reflected in the number becoming involved in further accidents, and police and court officials have been viewing the matter with alarm.

Entirely too many motorists have been making light of license revocations by continuing to drive, and the time has come when something should be done about it.

Connecticut officials could well look into the new policy which was recently adopted by the Motor Vehicle Department of the State of New Jersey. There the Motor Vehicle Director, faced with this problem of too many drivers flouting license suspensions, has put into force a

state-wide "get-tough" policy.

Now when a driver is convicted of operating a car while on the revoked list, the license plates of the car he uses are also lifted. These markers are taken up and revoked whether the convicted driver owns the car or not.

Such a policy would seem to be a most effective means to keep suspended drivers off the road.

When a motorist has been convicted of reckless or drunken driving, or any of the other charges that require or merit revocation of the drivers' license, that driver should be banished from the wheel of any car until the authorities decide he has mended his ways. When he drives while his license is under suspension he becomes a menace on the highway in fact a potential killer. The state is certainly justified in not only removing him from use of the public roads, but removing the car he is driving also, whether or not he is the owner of record.

---New Haven Journal-Courier

STIFF PENALTIES IN N. J.

"Reckless Driving" penalties have been increased substantially in New Jersey in a legislative effort to make motorists more responsive to the rules of safe driving. Upon conviction for a first offense, an operator may be jailed up to 60 days, fined \$200, or both. Second or subsequent convictions carry maximum punishment of 3 months in jail, a fine of \$500, or both.

A "reckless" driver is described in the law as "a person who drives a vehicle on a highway heedlessly, in wilful or wanton disregard of the rights or safety of others, in a manner so as to endanger, a person or property."

The law, however, recognizes a difference between a "reckless" driver and a "careless" driver. The latter is described as "a person who drives a vehicle on a highway carelessly, or without due caution or circumspection, in a manner so as to endanger, or be likely to endanger, a person or property." For this offense of "careless"

driving a motorist, upon conviction, may be fined up to \$200, jailed for ten days, or both. A similar penalty is provided for an operator who impedes traffic by slow driving, the law declaring that "no person shall drive a motor vehicle at such a slow speed as to impede or block the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law."

---Keystone Automobile Club

WHAT ABOUT SEAT BELTS?

Increasing public interest in the use of automobile seat belts prompted the National Safety Council to adopt a policy statement setting forth its position and calling attention to the importance of high standards of quality and installation.

The following statement of policy was adopted by the Traffic and Transportation Conference of the National Safety Council at its meeting on Sunday, October 16, 1955, and affirmed by the Board of Directors at its meeting Tuesday, October 18, 1955:

"The National Safety Council recommends the use of seat belts in motor vehicles. The Council recognizes that seat belts will not prevent accidents, but can only reduce the severity of injuries in certain types of motor vehicle accidents."

"The Council recommends that seat belts meet or exceed standards of the Society of Automotive Engineers and/or the American Standards Association. All belts should be installed in such a manner as to withstand the full loading recommended by the Society of Automotive Engineers and/or the American Standards Association, with only one person restrained by each belt."

"The Council recommends that existing research projects in this area be continued and expanded to develop additional evidence on the effectiveness of seat belts and other means of reducing injuries in traffic accidents."

As the Council statement suggests, seeking to reduce the severity of auto-

mobile accident injuries removes none of the urgency of attacking traffic accidents with every known and proven tool of accident prevention. However a growing body of scientific research indicates seat belts and other safety features can supplement accident prevention and reduce human suffering when accidents do occur. Both accident prevention and protective safety devices are vital to safe, efficient highway transportation.

---Inter-Industry Highway Safety

CAPT. WILLIAMS EXPLODES MYTHS ABOUT CRASH BELIEFS

"The cars we drive today are not safe," said State Police Capt. Leslie W. Williams to the New London Kiwanis Club recently at the Mohican Hotel.

Captain Williams, director of the State Police Training School at Bethany, called for wider use of safety belts and other injury-preventing auto accessories.

His talk was based on findings of the injury research program Cornell University is making with the cooperation of state police in Connecticut and nine other states.

He said the program already has brought much knowledge to car manufacturers and traffic authorities towards the prevention of fatalities. The Connecticut Medical Society has aided in the work, he stated.

Williams exploded several myths the public has about accidents.

FALSE NOTION

He said it is a false notion that persons thrown out of a vehicle in a crash are less liable to injury. Actually, he said, the safest place in a smash-up is in the car.

To those who consider the front passenger seat as "the death seat," the captain said the driver's seat is equally as dangerous.

Williams used slides made from State Police photos to point out the major "weapons" of death in an auto. He said they are the steering wheel, the instru-

ment panel, the rear view mirror and the windshield.

More than 70 per cent of injuries in accidents are to the head and face of the victims, Williams stated.

Speaking of seat belts, Williams said his own car has been installed with them and that members of his family accepted them readily.

---New London Evening Day

LICENSE PLATE UNIFORMITY

According to present plan, all 48 states will begin by late 1958 to use a standard automobile license plate. In fact, even Canada, Mexico and Puerto Rico are in on the move. The changes which are currently planned in Connecticut licenses are also part of the move.

This is said to have a number of advantages. Car manufacturers will be able at last to put plate brackets on their product in a standard way. Most or all probably will mount the brackets inside the car trunk fitted with a small window. That'll make them hard to steal.

But some will view this change with sadness. The variety in shapes and sizes of license plates has long been one of those agreeable reflections of our welcome differences in this country. A small thing, you may say, but a pretty good cue all the same to the rich texture of this country.

The new turn may help the police and the car makers. But life along the streets and highways will be quite a bit duller for some curious folk.

---New Haven Journal-Courier

TRUCKS MUST HAVE REAR BARRIERS IN MINN.

A new law in Minnesota requires new trucks and trailers sold after July 1, 1955 to be equipped with rear safeguards, when the rear platform or tailboard is 20 inches or more above the ground. The purpose of the law is to prevent penetration under the tailboard or platform in the event of a rear end collision.

---The Automobilist

A TEMPORARY STATE OF MIND

Man, a temporary state of mind can be the undoing of you--so beware!

You don't go implementing all the thoughts you have when you see a luscious bit of femininity going down the street--you know it's just a temporary state of mind.

You don't go tearing into the new car dealer and sign up immediately for the classy model he has in the window--you know it's just a temporary state of mind.

You don't go gobbling up all the goodies you see on the table at the party you're invited to--you know it's just a temporary state of mind.

You don't go buying those sharp looking \$200 suits that they have in some stores--you know it's just a temporary state of mind.

You stop and do a bit of reasoning first. You know that eventually you have to come down to earth and justify such actions in the light of other responsibilities.

Well then, Mac, how come you speed up to cross intersections on caution lights --or cheat occasionally and don't wear your goggles--or make up those lame excuses for not wearing safety shoes--or don't take time out to report defective equipment--or rely on the odds to get you out of tight situations--or don't even bother to find out the safe way to do something in the first place?

You know you don't really want to get yourself mangled--or even risk such an occurrence very badly. You don't really want the permanency that sometimes sets in and kills you dead for a long time.

Relax man! It's only a temporary state of mind.

Robert D. Gidel

---National Safety News

The fatal accident rate, on the basis of miles driven, is three times higher at night than in the daytime, the American Automobile Association reports. No wonder traffic deaths increase in the winter, when there are more hours of darkness.

SCREW BALLS

Manufacturers are building more powerful and faster automobiles.

Highway builders are building bigger and safer highways.

Driver's reflexes are getting slower and slower every day.

The government scientists are getting ready to send a man made satellite out into space.

Crackpots are trying to drive cars at 100 miles per hour in forty miles per hour zones.

Last year 38,500 found out it could not be done, and they ended up in the satellite zone. This was 2,500 more than 1954 or the highest record since 1941. Added to this are the 336 traffic deaths over the New Year's week end.

During the Korean War we lost 33,600 soldiers on the field of battle. Throughout the nation there was outspoken indignation over this loss of life and the reasons for it.

The ones who screamed the loudest never stopped to consider that the most dangerous enemy was within our gates and the battle continued day and night.

In Rhode Island we ended the year with a record of 88 traffic deaths, the highest number since 1947 when 88 persons were killed from carelessness on our highways. 88 persons who saw 1955 come in but couldn't wait to see it go out. 88 senseless deaths. FOR WHAT?

The 88 killed is only a part of the overall picture. For every person killed close to 100 were injured and many of them will be crippled for the rest of their lives. Add to this the monetary expenses for hospital care, medicine, doctors, wages lost, man hours lost and cost of repairs and replacements, and finally funeral expenses and we find that we have paid an enormous price for these unnecessary catastrophies on our public highways.

A check up on accidents reported reveal that the cost was approximately \$4,000,000.00. Almost enough to pay for the new bridge across the Seaconnet River.

Year after year, we in the safety promotion field send out tons of literature on safe driving. We go all over

the State giving safety talks on safe driving, but somehow there are some who don't believe anything we say or just don't care, for traffic crashes continue to increase each year.

---R. I. Traffic Safety Reporter

HIGH POWERED CARS AND HOT RODS

So you got yourself one of the new jet propelled 1956 models. We know it's got 250 horsepower, power steering and power brakes.

Now you've got it what are you going to do with it?

You probably read in the paper the other day where the Hot Rodders asked for a drag strip in Rhode Island.

They're a lot of teen agers who build their own cars from an assortment of some of the cars you have sold or thrown away. They have a pretty good idea of what their cars can do, but, they wouldn't think of trying them out on the open highway.

They are wise for their age and they talk a language you and I wouldn't understand. They talk about dual and four barrel carburetion, overhead valves, dual ignition, high speed heads, channeling, high speed rear ends, dual exhausts, gear ratios and many other terms that are Greek to you and me. They work weeks and months fixing up a second hand car and in many cases create a better car than the original designed and built by experienced manufacturers.

There isn't anything about their cars they don't know. Most of them are well aware of the fact that the car they practically built with their own hands will out perform the new one you just bought at any time and any place.

How are you going to prove it? You can't, because they belong to an organization that forbids speeding on the highways, and insists on the members promoting highway safety and courtesy. In addition their equipment must be in good condition at all times.

So, what are you going to do with that imitation hot rod you just bought? The speed limit in Rhode Island is 50

miles per hour under good conditions. Are you going to try and find out whether or not the manufacturer is telling the truth and end up in the morgue or are you going to be sensible and adopt the attitude of the true Hot Rodder: "Not how fast can we drive, but how good can we drive?"

---Rhode Island Traffic Safety Reporter

PAVEMENT WIDENING REDUCES ACCIDENTS

A recently-completed study by the Illinois Division of Highways reveals that the widening of highways apparently contributes to a reduction in traffic accidents. A study of accident records before and after widening of pavements on some 244 miles of highways in Illinois provided the statistics for the study. While the study was not an exhaustive one, substantial data was gathered relative to accident experiences affected by the widening and resurfacing of certain pavements. Results of the study indicated that:

1. After pavement widening, the contribution of narrowness to accidents declined over 50%.
2. After pavement widening, the number of accidents was reduced by more than one-fourth.
3. In terms of accident rates, hazards were reduced nearly 40 per cent after pavement widening.
4. Widening is more effective on sections having higher accident rates and traffic volume.

---AAA Bulletin

YOUR CHANCE FOR AN ACCIDENT

If you drive your car under 50 miles an hour your chances of staying out of an accident are 5 times greater than if you drive any faster than that. If you have an accident while driving over 50 miles an hour, your chances of dying are 3 times greater than if you were going slower.

In the final analysis primary respon-

sibility rests upon the driver himself. Here are a few practical suggestions: vary your speed every 15 or 20 minutes; make it a practice to stop frequently for exercise; avoid heavy, starchy meals enroute; see that the car is well ventilated; avoid the slouchy posture that invites hypnosis. ---Fleet Supervisor

TURNOUTS RECOMMENDED FOR CONNECTICUT PARKWAYS

To increase traffic safety on Connecticut's Wilbur Cross and Merritt Parkways, the State Safety Commission has recommended the development of 28 rest areas along these roads. The proposed project would require about 2200 feet of land for each turnout and a total expenditure of approximately \$1 million.

The Highway Department has located approximately 28 sites that could be developed into turnouts. A limited number will be made available as soon as possible, and if they are used to advantage by motorists, other turnouts will be developed.

In addition, the first major project in modernization of the 17-year old Merritt Parkway is now underway. A 4½-mile stretch from the New York State line to the exit in Greenwich is being overhauled at a cost of \$850,000.

---AAA Bulletin

THE HUMAN AND THE SKUNK

The skunk seems to fall victim to the automobile more often than any other member of the animal kingdom, as anyone who uses our highways has noticed. A good reason for this is the fact that the little animal is so equipped by nature that he has almost no natural enemies. When he sees a car bearing down on him he probably thinks all he has to do is make a threatening gesture and it will flee to the surrounding country. We think it's just like the "It-can't-happen-to-me" attitude found in some human drivers. ---Fleet Supervisor

AROUND THE CIRCUIT

Vox-Cop

January - February, 1956

STATION "A", RIDGEFIELD

COOPERATIVE ACTION FOILS ROBBERY

Cooperation between local and State Police again proved itself recently when the Danbury P.D. received information of a possible armed robbery of a local gas station in the town of Danbury.

Working with the local detectives, members of this station were assigned to various posts in the area of the gas station and it was not long before the two men were picked up as they scouted the station prior to committing the crime.

Found in the car they were driving were two guns stolen in a recent house-break in the town of Redding and which they intended to use in the armed robbery.

LOCAL CRIME WAVE

This station has been plagued lately with a series of day-time thefts from homes in Danbury-Ridgefield area.

We are confident however, that the culprit will soon be caught, as Policewoman Boland and Officers Benz and Pirri have been assigned to the case and we know, judging from work this trio have done in the past, that they will obtain results.

REDDING HAS NEW RESIDENT OFFICER

The town of Redding has been exceptionally quiet of late. Could it be that the criminal element is aware that Officer William "Chief" Wallace has moved into that town and taken over the duties of Resident Officer? "Good Luck Bill On Your New Assignment."

ON THE SPEAKERS ROSTRUM

Officer John "I'm A Tough Cop" Carlson recently gave talks before the Woman's Club of Newtown and also the Lions Club of Brookfield.

From the comments heard from the mem-

bers of both these groups he did a fine job.

AUTOMOTIVE EXPERTS

Officers McMahon, Small and Francis recently received new patrol cars and it appears we have had automotive experts in our midst without realizing it. The table talk has turned to carburetors, over-drive and horse power, with Officer Francis giving, what sounds like, some very expert opinions and advise.

VERSATILE POLICEWOMAN

Policewoman Lucy Boland was drafted for nursing duties while Officer John Fagerholm was hospitalized. John will vouch that Lucy is not only a very capable policewoman but also a very fine nurse. "That's Our Lucy"! Good competition for a red head by the same name.

MARY WALKER JOINS STAFF

We have acquired a new clerk at this station in the person of Mrs. Mary Walker who has been with us now about a month and has already proved herself very capable and efficient. Welcome to Station "A" Mary and don't take too much stock in the list of duties as itemized by Custodian Dave Belin or he will have you running the lawn mower.

NEW HORTICULTURIST

Our station horticulturist, Dispatcher William Pettit has agreed to take care of the tulip display at this station now that Lt. Mayo has gone into retirement. By the way, Bill advises that now is the time to pot tulips and petunias so as to have them ready by Easter.

EIGHT YEARS IN TRANSIT

The air of mystery surrounding a post card received at this station has been cleared up with the card being delivered to it's rightful owner. This card was received here post-marked April 16th., 1947 and had been originally addressed

to a person in Stepney. It was written in Armenian and through the efforts of Lt. Rivers a person was located who could translate it. He found that it was addressed to a very good friend of his and he delivered it in person.

Having taken a period of eight years for delivery the only thing that can be said is "Better Late Than Never."

STATION "B", CANAAN

PERSISTENCE GETS RESULTS

Had Joseph Sterling realized the persistent effort that would be expended in his direction, he would most certainly have passed up the opportunity to steal a '36 Chevrolet which he found parked in a Lakeville Garage lot one night.

Officer Courtney's original assignment to the complaint brought him little but discouragement: there was no bits of evidence which might add up to even a remote suspect. Persistence, however, developed a trend toward two young men who lived in Lakeville but had suddenly departed for Florida. One of them returned, secure, so he thought, from suspicion.

Interrogated concerning the theft by Officer Keilty, he admitted being implicated. He's now awaiting court presentation.

CONGRATULATIONS

Officers Chapman and Flaherty were passing out cigars to celebrate recent arrivals at their respective homes. Congratulations to both.

OFF. BONOLO MOVES TO NEW HOME

Officer John Bonolo has moved to his new home in Avon and is spending every spare minute painting and decorating. Good luck in your venture, John.

TWO STATE CHASE ENDS IN APPREHENSION

The night of November 25 will remain vivid in the memory of New York State Trooper George Erskine who requested assistance in apprehending a Quebec registered car which eluded him through New

York state and into Connecticut at speeds reaching 80 miles an hour. Although a road block was immediately put into effect by Sgt. Buffa, desk officer in charge at the time, the culprit was successful in his escape.

The search was not ended, however. Lieutenant Menser, believing that the operator could not have been so successful had he not been familiar with the rural roads, assigned Sgt. Starks, Officers Bonolo, Keilty and Szczesiul to a house to house canvas for information throughout Falls Village and it was soon learned that a local lad, with "souped up" Dodge and a Quebec registration plate, had been seen in town. He was apprehended and brought to the barracks where he admitted implication.

Turned over to the New York State authorities, he was presented in court and received three hundred days on a variety of motor vehicle charges. His racing henceforward will be done on foot, we imagine.

THIEF PICKS UNUSUAL HIDE OUT

Two weeks after the foregoing incident on Dec. 9 a few minutes before 10 PM Sgt. R. N. Starks on desk duty was advised by radio over the New York State police monitoring set in the barracks office that they were chasing another stolen car east on Rte 343 in the vicinity of Amenia. Officers Prindle, Courtney and Bonolo were started for Sharon to intercept but before their arrival the car, stolen earlier that day in New York City, crashed at high speed just over the state line. It was being chased at that time by Cpl. Flynn of the Dover Plains, N.Y. barracks. The driver and sole occupant escaped on foot. A diligent two day search in the area failed to turn him up although all possibilities including doctors, hospital, neighbors, etc. were checked out.

About 4 PM the morning of Dec. 13 the barracks was alerted by telephone that Mrs. George Barstow, an invalid confined to her bedroom and living alone at her large estate on Rte 41, had heard and seen a strange man outside her bedroom. Off. Emil Struzik, of Sta. A, Ridgefield, doing temporary duty at Sta. B while Sta. B personnel were having their

Christmas party, responded. At gunpoint he located and apprehended James E. Taylor of Independence, Mo. and Washington, D.C. hiding in a makeshift bed in the furnace room in the cellar of the Barstow home. Taylor admitted theft of the car; theft of a .38 Special snub-nosed he was wearing at the time, and breaking into and burglarizing the Barstow home. He had been hiding out comfortably from the cold and cops in the cellar since 2 AM of the 10th of Dec. He had made nightly pilgrimages to the Barstow kitchen for food. His first exploration to the second floor in search of a blanket was his undoing. Taylor is awaiting trial at the County Jail in Litchfield for the January term of Superior Court. A federal detainer is lodged against him and a warrant charging grand larceny in Washington, D.C. for theft of the gun is due any day.

TOLLAND COUNTY TALES

LOCAL CRIME WAVE ENDED

While investigating a complaint of the theft of a car radiator, Lenny Wierlock obtained information that resulted in the arrest of five local youths for thefts of gasoline, car batteries, car radiators, tires and wheels and other articles in five towns in our territory and some other towns in the territory of Stations K and H. Two juveniles were also involved as well as several others for whom warrants have been issued. Some of the goods have been recovered but much was sold for junk. Two of the youths have been living on the money derived from the sale of the goods and used the gasoline to fuel their cars which were used in the commission of the crimes. Bill Tomlin and Jack Prior assisted Lenny in the investigations.

FATAL ACCIDENTS

Twice now, within the past few months, Coroner Bernard Ackerman held an inquest at the station and during the time was called to go to the scene of another fatal accident. This has re-

sulted in some testimony being obtained immediately after the accident and the witnesses have not had to return at a later date, many times from other states.

SLIGHT TWIST

Not long ago, a man was discussing a case with an officer, when he remarked, "That was PREDOMINATED murder."

When asked about her granddaughter, the grandmother said to the policewoman, "She was away a week visiting her aunt. The aunt is a BEAUTIMORTICIAN."

GOINGS AND COMINGS

To Det. Sgt. Walter Perkins we extend our best wishes for success in his new position at C.S.B.I., Headquarters. All were sorry to see him leave.

Congratulations to Sgt. Thomas Duma upon his promotion. We welcome him to our station and hope that the change in climate is not too severe on him. Your loss Station "I" is our gain.

Happy day it was when the officers came to work to find that Houseman "Pappy" Furness was back on duty polishing the barracks. We just hope that he doesn't have the misfortune to break another arm or leg this year as he did last.

Chef Francis McMahan left on the third of February. Louisville, Kentucky is his next stop. There he expects to obtain a daytime job and attend night-school. Reason for leaving - bet you have guessed - a girl. Wedding bells will be ringing in June, so we are told. Best of luck, Mac. We'll miss your cooking.

STATION "D", DANIELSON

INTERSTATE COOPERATION

Officer Merrill Johnson, checking the doors and windows of the business establishments on the "north patrol" after midnight, had a feeling that all was not right. He decided to retrace his steps, and sure enough, found that one of the places he had checked an hour previously

had been broken into and the movable assets removed. Merrill hates nothing more than a sneaky thief who follows him around and breaks in behind his back, so with the aid of the Webster Massachusetts Police, who picked up the three culprits on a morals charge, cleaned up this break in record time and also learned that the three had been involved in twenty-six breaks in the Massachusetts-Connecticut area.

All of the breaks occurred during the past few months and were committed by the three, using the same system on each break. Two of the three men would be dropped off in front of the place to be entered and the driver would leave the area and park off the road. He claimed engine trouble if checked by a policeman. Later at a pre-arranged time, he would pick up the two men left at the "job". The three, Raymond Champagne, age 26 of Putnam, Edgar Berube, Jr. age 26, of Dayville and John Kenyon 3rd., age 18, of Attawaugan, pleaded guilty to Breaking, Entering and Larceny in Webster Massachusetts District Court and are being held by the Massachusetts authorities under \$6,000.00 bond. Officers Joseph Donovan, Joseph Fitzgibbons and Gail Smith gave an able assist in this case.

PLAINFIELD BREAKS CRACKED

Our French detective, Paul "Pierre" Deschenes, gave a good account of himself in cleaning up several breaks in the Plainfield area by arresting Armand J. Cote, age 18, of Plainfield. Off. William Adint, our suave interrogator, spoke well for himself on this case.

HAFERSAT MOVES TO SHORE AREA

Otto W. Hafersat is now living in the town of Groton, close to his one and only true love---"The Gibson Girl, III".

FATHER AND SON TEAM APPREHENDED

Officers Vincent McSweeney, Joseph Fitzgibbons and Joseph Donovan nipped a potential crime wave in the bud when they apprehended a father and son team in the town of Thompson early last week. The father, Archie McDonald, age 61 of Putnam, had a little experience in this sort of thing in the past and was simply

giving his son, Thomas, age 20, field instruction in the fine art of breaking, entering and theft. Possibly the course will be completed in the "Field" without interruption and the reasons for failure analyzed.

MIGHTY "MITE"

Sgt. Henry Marikle and Officer Joseph Hart assisted the Putnam Police last month in the investigation of a safe job at the Elk's home in Putnam. The safe was taken by a small wiry strongman, who on being picked up, demonstrated how to carry a safe.

LOCAL BOOSTER

Officer Joseph Hart, emmissary without portfolio of Canterbury, that quiet town west of Plainfield and east of Scotland, claims that it would be the ideal place for the American Radiator and Standard Sanitary Corporation to build their proposed plant.

PAUL SMUTNICK JOINS STAFF

When you drop in at Station D, that new face in the office belongs to Paul Smutnick, our dispatcher, who is quietly and efficiently fitting into the Station D pattern. Gallie has been pointing out the long arduous path that makes a good office man.

OFF. ADINT TOASTMASTER AT LITTLE LEAGUE BANQUET

Members of the Quinebaug Valley Little League, their parents and friends, numbering some 250, attended a banquet recently at Saint Joseph's hall, Dayville, during which trophies were distributed and the audience heard addresses by Max Surkont, Pittsburgh Pirate pitcher, and Herb Moran, Little League regional director and recreational director for the city of New London.

The Rogers Little League team, champions of the Four Town League, was presented the winners' trophy by William Adint, secretary of the Quinebaug Valley League, who was toastmaster at the affair. Chester Zadora, Rogers manager, accepted the trophy on behalf of the team.

The banquet opened with an address of

welcome by Harry Schmidt, league president, who later introduced the toastmaster to the group. Following a few preliminary remarks, Adint related the history of the Little League.

Rev. Edwin Chapman of the Dayville Congregational Church gave the invocation and pronounced the benediction.

Following the banquet, films of the last Little League world series were shown.

STATION "E", GROTON

ON THE ROSTRUM

Det. Sgt. Goodale spoke at the Norwich Regional Technical School. His topic was Highway Safety.

Officer Larizzo spoke on Rules And Regulations Of The Road at the Gales Ferry Fire Department.

UNHAPPY SEQUEL TO CHRISTMAS STORY

Officer Anderson is to be commended for the fine work he did in solving the case of the missing Christmas cards. A complaint was received in which many Christmas cards were missing from a mail box along the road. The only clue was small foot prints in the snow. A Christmas package had also been taken from the mail box. More complaints were received in which other boxes had been rifled and mail missing. A parked car in another area had been entered and a typewriter was missing. Bullets and a hunting knife were reported missing from another parked car. An arcade machine with a gun had been tampered with and the pennies necessary to play the machine were missing at another place. Then money was taken from the boxes in a church. This time it was revealed the culprit had not taken the money just acted as lookout while someone else took the money. Although it shouldn't be that way there is always a sad element to the happiest time of the year, Christmas. You see, the thief in this case was only fourteen--with two sisters and two brothers--very little schooling--in fact, he had attended school only twice this year. The father

is a heavy drinker and away from home for lengthy intervals and a blind mother is at home trying to keep things together. An unhappy ending but good work by Officer Anderson.

MUST HAVE BEEN A LONG LIGHT

Ever get tired of waiting in traffic for the light to change? New London PD reports a sailor was arrested for just that. He was awakened, slumped over the wheel, holding up traffic at the light when it was green. He was charged for driving without a license and registration. Yes, he was sober but oh, so tired.

USES LIPSTICK TO GET HER MAN

A Noank woman was commended for knowing how to use lipstick and catch her man. You see, while her husband "tailed" a car which had just hit their car and was running away she jotted down the license number on a map with her lipstick. The offender was intoxicated.

INCLEMENT WEATHER BRINGS UNUSUAL CASES

Officer Jacques reports an operator driving deliberately into another car. He had no alternative in avoiding a child sliding across the highway on a sled.

He also reports another accident in which a boy was hit by a car. The boy was trying to dodge snowballs and ran into the vehicle.

Officer Bickford reports two cars playing "follow the leader" were involved in a two car accident. When the first car ran into a ditch and turned over the second car did the same. A game strictly for kids and not for grown operators.

Officer Leitkowski investigated an accident in which a young lad slid off the road down an embankment and was pinned for more than a half hour between the wrecked auto and a tree. His legs became lodged against a tree and he hung suspended with his head in the snow. A wrecker delicately pulled the car off him while he repeatedly said, "I'm cold." A novel way of keeping a cool head under the circumstances.

Officer Jacques also reports another accident in which the operator was catapulted from his spinning car which had

hit a tree. The driver was thrown out of the front seat and sailed over a car which was parked nearby, then went thirty feet and landed in a ten foot cellar excavation. "The weirdest accident I ever witnessed," was Officer Jacques remark.

REPORT WORTHY OF DISNEY

A report from the Mystic PD shows a deer caused a car to turn turtle and brought a meeting of two brother Swans. One of the Swans is a Mystic PD officer who was investigating his brother's accident. Just a short distance from the scene lives a Wolf; Mr. Wolf, that is.

STATION "F", WESTBROOK

LIEUT. SCHUBERT TOWN TREASURER

A visit to the Westbrook Hall of Records finds Lt. I. T. Schubert, Retired busy in his office. He has taken over the duties as treasurer of the Town of Westbrook.

"BEAU BRUMMELL"

If you see a tall, thin man promenading down Saybrook's Main Street, wearing a bright cap with savoir-faire, you can be assured it will be Retired Officer William H. Connolly. Bill's sartorial elegance is the best advertisement the men's shop he manages could have.

OFF. GODDU HAS NEW HOME

Off. William H. Goddu has moved to Boulder Lake, Clinton, where he has purchased a home.

SPW HAGGERTY CONVALESCING

State Policewoman Kathryn B. Haggerty is confined to her home with an injured back. We hope that she will be back with us soon.

LIEUT. WILLARD E. BUSHY DIES

The Westbrook Barracks area mourns the passing of Lt. Willard E. Bushy, Retired. His was an adventurous life, which spanned the period from the Spanish American War to his retirement as a

State Police Lieutenant in 1945. Before joining the State Police Department in 1921, his career included chasing the bandit Pancho Villa on the Mexican Border, and serving as an officer in World War I in which he was captured and spent some time in a prison camp. After retiring, he retained his interest in police work and served as a Police Commissioner for the Town of Clinton.

STATION "G", WESTPORT

STATION RENOVATED

Station "G" has acquired a new-fresh look, now that we have had the "Ice Green" and "Sea Green" paint applied to the first floor offices. It gives one a feeling of being in a new building and the effect is very pleasing to the eye.

VACATIONS

Sgt. Ferris has returned from his Florida vacation and is sporting a new coat of tan. It appears the trip south was very beneficial.

Auxiliary Henry Ferne has been talking about his contemplated European trip. He tells us he expects to leave next month and will be gone for eight weeks. Have a nice trip, Henry.

JANUARY MOVES

The month of January has also brought new abodes for two officers at Westport. Officer William Quaintance is taking up residence at Wilton where he is now the resident officer, and Officer George Boston has completed his new home at Fairfield, and is residing at 156 Lounsbury Road.

IN-SERVICE TRAINING UTILIZED

We hear that Officer Kosloffsky is taking advantage of the training he got in applying our new paint job at the station, and now he is painting the home which he recently purchased at Success Park.

CASE OF THE MISSING COOK BOOK

Ma Spear has been asking about her

missing recipe book and has offered a reward, but she isn't telling what the reward is?? However, she did nicely without the book, the day she chose to serve us Chicken Paprikas.

"MAC'S" QUERY

What's this we hear about Officer James McDonald asking "can you top this?" Could he be referring to his record of Motor Vehicle Arrests???

C.I. SURVEY CONDUCTED

"Crash-Injury" is getting to be a common expression around the barracks now that the survey is well under way and the officers are getting thoroughly acquainted with the detailed forms.

NEW "ELECTRIC EYE" BEING TESTED

Another new expression at Station "G" these days is, "The Electric Eye" which in a few weeks will be in use on the parkway. This "electric eye" will give Lieut. Marchese an instantaneous picture of the volume and speed of traffic on the parkway.

CAUGHT IN THE ACT

Officer Thomas Smith surprised a group of four lads the other night, when he came along on the parkway and found they were using a jumper on the car they had taken in Stamford and which had stalled. In this group was a parolee from Cheshire, a parolee from Meriden and one lad who is out on bond with a case pending in the Port Chester Court.

CONGRATULATIONS

During the month of January two of our staff, have found they have "New" income exemptions, and they are Officers Walter Grischuk, who has a brand new son and Jimmie Kingston, who can also boast of the same. From the reports both babies are doing nicely--also the parents. Congratulations to both families!

Above all other purposes, we must labor by every peaceful means to build a world order founded upon justice and righteousness.

---Thomas E. Dewey

STATION "L", LITCHFIELD

PERSONNEL ITEMS

Congratulations to Officer and Mrs. Ed Healey on the birth of a daughter on December 4th. This is the Healey's first child.

After the absence of several weeks we are glad to see the smiling face of Officer Thompson at this station again. Al was out on an extended sick leave. While he is recuperating he is getting in many hours as Desk Pilot, though he claims, "I would rather be out on the road."

Sinclair Jennings, Chef at "L" for nearly six years left to take a position in Washington D.C. We will miss his fine cooking but wish him the best of luck in his new job.

We have two new faces around the station now. Houseman John Tobin, who arrived here shortly before Christmas and Chef Joe Gautreau who began his duties in January. Welcome to both of you.

SGT. DUREN'S SON HOME

Warren Duren, son of Sgt. Frank Duren, completed three years of service with the U.S. Army and was discharged in December. He returned to Waterbury with his wife and is presently residing with the Sergeant.

C.I. SPECIAL

Because of the participation of our Department in the C.I. Research program, there has been much discussion at this station on the merits of "Safety Belts". Several of our personnel favor these devices and have them in their cars. Lt. Casey is so favorably impressed with them it is rumored that he is having one installed in his Barcca Lounger.

BACHELORS WARNING

This being "Leap Year" the two young ladies at this station have let it be known that any "Single and otherwise eligible Male" will be considered fair game. So a word to the wise: If you should happen to stray into this station and see either of the gals wearing low heel shoes, Beware Brother; Beware; and don't say you weren't warned.

"TRAINING ACADEMY"

On December 5th, 1955 at the Connecticut State Police Academy, Bethany, Conn. under the able supervision of Captain Williams, Sergeant Gedney and Officer Stecko, a new class of recruits was formed. From the four corners of Conn. came eleven men, two women, two local officers and one local policewoman to commence fifteen weeks of intensive training in police sciences and skills.

EVERY, Fredrick H.

Age--28

Born--New Haven

Schools--Attended Bulkeley High and Admiral Billard Academy

Service--U.S. Coast Guard, 2 years in World War II

Residence--Noank, Conn. with wife (Catherine) and two and a half year old daughter (Victoria Lynn)

Former employment--Patrolman, Groton Police Department for four years

CONLON, Bernard J.

Age--29

Born--Derby, Conn.

Schools--Derby High, Bullard Haven's Technical School, Bridgeport

Residence--Derby, Conn. with wife (Katherine) and expecting a blessed event soon

Service- U.S. Navy, fire controlman third class 1944-46 and 1950-52

Former employment--Toolmaker, Bridgeport Lycoming (AVCO)

CORCORAN, William Jr.

Age--26

Born--Taftville, Conn.

Schools--Norwich Free Academy

Service--U.S. Army 1948-49 and 1950-51 in Germany

Residence--Norwich with wife (Phyllis) and two children (Colleen and William III)

Former employment--Charge Psychiatric Aide at Norwich State Hospital for four years

DENERSTEIN, MORTON

Age--31

Born--New York City

Schools--James Monroe High, two years pre-engineering at Princeton University, one year Business Administration at Yale University

Service--U.S. Marine Corps, five years, Pacific, European and American theaters, Officer Candidate

Residence--Stratford with wife (Shirley) and four children (Ann Lee, Susan, Nancy Jane and Leonard Richard)

Former employment--Manager of LaRosa Importing Co. Bridgeport, Conn.

ELLERT, William F.

Age--25

Born--New Britain, Conn.

Schools--New Britain High

Service--U.S. Army, two years in Germany

Residence--New Britain with wife (Patricia) and son (William)

Former employment--Patrolman, New Britain Police Department for three years

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

GORE, John F.
 Age--29
 Born--New Haven, Conn.
 Schools--West Haven High
 Service--U.S. Marine Corps and U.S. Army
 Residence--West Haven, Conn. with wife (Joyce) and two children (John F., Jr. and Marilyn Joyce)
 Former employment--Salesman for Wieler Distributing Co. Bridgeport, Conn.

LABRECHE, Lionel
 Age--27
 Born--Stafford Springs, Conn.
 Schools--Saint Thomas' Seminary, Bloomfield, Conn.
 Residence--West Hartford, Conn. with wife (Anne) and expecting a blessed event in the near future
 Former employment--Gage inspector, Pratt and Whitney Aircraft Corp. East Hartford, Conn.

NURSE, Donald E.
 Age--25 (baby of the class)
 Born--Brooklyn, New York
 Schools--Bulkeley School
 Service--U.S. Army, two years occupation in Japan, 2nd Lt.
 Residence--New London, Conn. with parents
 Former employment--Guard at the Electric Boat Co. in Groton, Conn.

OLIVA, Joseph
 Age--26
 Born--Bridgeport, Conn.
 Schools--Warren Harding High, Bridgeport, Conn.
 Service--U.S. Navy, machinist mate 3rd class for 4 years
 Residence--Bridgeport with wife (Ruth) and son (Frank Joseph)
 Former employment--Welder at W. S. Rockwell Co., Fairfield, Conn.

PODBIELSKI, Stephen
 Age--30
 Born--New London, Conn.
 Schools--Chapman Technical School
 Service--U.S. Army, one year
 Residence--New London with wife (Jean) and son (Mike E.)
 Former employment--Material inspector for U.S. Navy at The Electric Boat Co., Groton, Conn.

ZDANOWICZ, Joseph
 Age--29
 Born--Naugatuck, Conn.
 Schools--Naugatuck High
 Service--U.S. Army, sergeant, two years
 Residence--Waterbury, Conn. with wife (Dolores) and son (Joseph John)
 Former employment--Laboratory technician in Metal Research Department of Scovill Manufacturing Co., Waterbury, Conn.

DEMATTEO, ANNA
 Age--33
 Born--New Haven, Conn.
 Schools--New Haven High and Saint Raphael School of Nursing

AROUND THE CIRCUIT

Residence--Married, lives in New Haven with parents and 2 children (Arthur and Michael)
Service--U.S. Army Nurse Corps, Hospital ship, domestic and European service, 1944-46
Former employment--Nurse at New Haven County Home

MURTHA, Doris J.

Age- 31
Born--Hartford, Conn.
Schools--Mount Saint Joseph Academy and Saint Francis Hospital School of Nursing
Residence--Wethersfield, Conn. with parents
Former employment--Private duty and Polio Nurse, Hartford Hospital, Hartford, Conn.

LOCALS

O'GRADY, Francis Patrick

Age--47
Born--Mystic, Conn.
Schools--Bulkeley High
Residence--New London, Conn. with wife (Mary Eileen) and 4 year old daughter (Honora Eileen)
Employed--Patrolman, New London Police Department for 18 years

PIECZKO, Dorothy H.

Age--28
Born--Stamford, Conn.
Schools--Stamford High
Residence--Stamford, Conn. with parents
Employed--Policewoman, Stamford Police Department for 3 years

SOLARZ, John Jr.

Age--34
Born--Glastonbury, Conn.
Residence--Glastonbury with wife (Catherine) and two children (John III and Diane)
Schools--Glastonbury High; Midland Radio School, University of Georgia; Windsor Locks and Wethersfield Zone Training School (Police); New Haven Police Academy
Employed--Sergeant with the Glastonbury Police Department for 5 years

PHYSICAL DIRECTOR FOR TRAINEES
FRITZ KLAMBT, NAUGATUCK, RETIRES

Fritz Klambt, physical director at the Naugatuck Y.M.C.A. for more than 25 years retired February 4. He had instructed State Police training school students in gym work for several years at the Naugatuck "Y".

A testimonial is being planned for "Fritz" at the Naugatuck Y.M.C.A. on Saturday, March 10 at 7 p.m. Ralph Pasho, of Naugatuck, is chairman of the testimonial committee.

OPERATING UNDER DIFFICULTIES



Headquarters has been brightened by a new coat of interior paint but service continued uninterrupted through it all. In the photograph above, Mrs. Ida Ragazzi and Mrs. Connie Lattanzio continue to "man" the switchboard while protected from paint drippings by a plastic canopy. The painters are Ernie Bartholomew and Bob Ferri.

Auxiliary State Police

Vox-Cop

January - February, 1956

AUXILIARIES

By Robert Renton

There's a group of men too long unsung,
For whom no bells have ever rung;
Auxiliaries to the State Police,
Ready to serve in War or Peace.

At Station "L" when things get rough
And the Regulars yell that it's get-tough
For Auxiliary help, the call goes out,
And in they flock, both thin and stout.

With valiant hearts, but muscles weak,
With jumpy nerves, through the door they peek,
Eyeing the Sergeant with trepidation,
Trying to smother their agitation.

Their pants are threadbare, blouses thin,
Allowing wintry breezes in;
Hats may droop, but spirits are high.
Badges shine like a dragon's eye.

Ties are blue and shoes are black,
Flashlights most of the time they lack,
But they're full of that old "Esprit De Corps."
They'll give their all and a little more.

Let a little child get lost at play,
Or an elderly person lose his way;
They'll find them quicker than old Frank Euck,
And bring them back alive, with luck.

They know the woods and roads around,
With neighborhood gossip they abound,
They huff and puff 'till they've found the trail.
They even make "Deer Jackers" quail.

On Traffic Details too, they shine,
Keeping moving that long, long line;

Of course now and then they pull a Blooper,
But then to their rescue, comes a "Trooper."

Summer, Winter, Spring and Fall,
Nearly always "On the Ball,"
Jeopardizing home and job,
To handle some unruly mob.

Serving without hope of pay,
Nothing for that "Rainy Day;"
Leaving "Wifey" home at night,
Which is potential "Dynamite!"

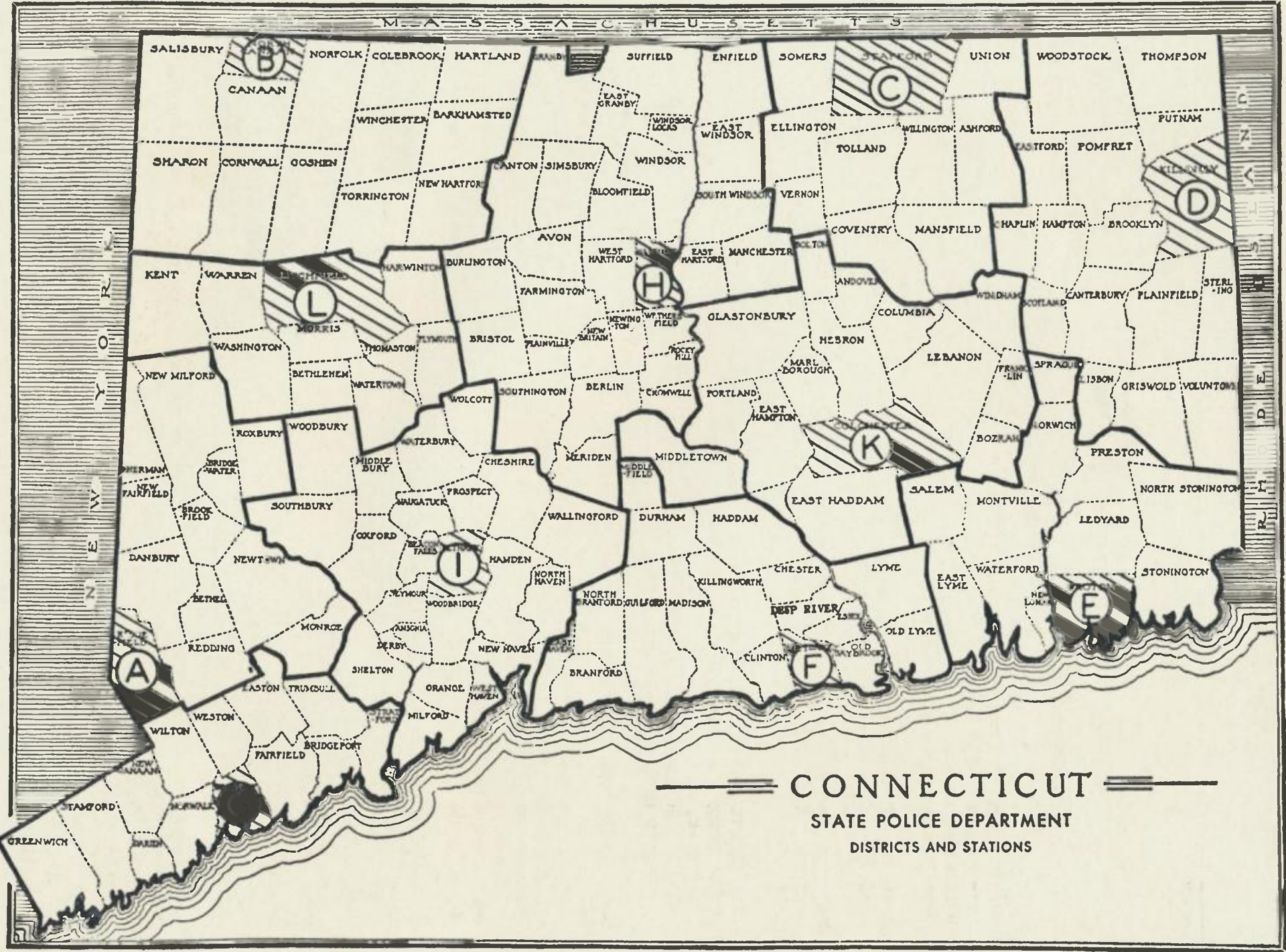
Riding patrol on stormy nights,
Listening in on family fights;
Setting out flares on a signal ten,
Driving the ambulance now and then.

They've mastered First Aid - Traffic Codes,
Promote better driving on the roads,
Because as civilians, their number is legion
There's one in nearly every region.

Farmers, Mechanics, Salesmen and such,
Professional men with a dexterous touch,
All nice guys you'd be glad to know,
They're from every level, high and low.

Maybe they don't look quite so fine,
As the regular officers of the line,
But they've taken the "Oath," with up-raised hand,
And they're part of the "Finest in the Land!"

So they're trying to help in various ways,
Asking for nought, but a little praise,
And that is the cause of this little piece,
About the Conn. Auxiliary State Police!



CONNECTICUT
STATE POLICE DEPARTMENT
DISTRICTS AND STATIONS