

Vox-Cop

ISSUED BY THE

No. 3

CONNECTICUT STATE POLICE DEPARTMENT



STATION F, WESTBROOK

MARCH - APRIL, 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 con-
duct myself so as to uphold the honor of the Department."



JOHN C. KELLY
Commissioner

Yankee ^{BY THE} Clipper



Vox-Cop

March - April, 1956

The Case of The Missing Plates

by
Robert E. Raleigh

Did you get his license number?
What was the make?
What was the color?
Could you see the driver?

These are typical of many questions our state and municipal police ask when investigating a hit-and-run accident, a holdup, and sex and many other crimes. But all too often the car used by the criminals, or by the drunk or hit-and-run driver, moves past witnesses and disappears into swarming traffic and anonymity without a clue as to the identity of the driver or owner.

Witnesses may recall the kind of car, the approximate year it was manufactured (they think), or its color. But these are nebulous clues at best. But when license numbers are noted by witnesses near the scene our police can move fast in tracking down the wanted persons.

A police squad arriving at a fatal hit-and-run scene has an almost unsurmountable task in running down the driver of the death car, unless a witness can help. The crushed body of the victim lies in the street. Passerbys, awed by the presence of violent death so near to them mutter that those "crazy drivers should be lynched," and many castigate the police when they arrive for not doing something about them. But all too often the officers, who are trying to get a line on the death car and its driver, draw blanks when they begin asking questions.

"I heard the thud when he got hit."

"I saw him flying through the air."

"It was a blue sedan."

"He must have been doing at least 50 miles an hour."

"He got out of the car, looked around, and then drove on."

Such statements aren't much help to the investigating officer. There isn't anything to put on the radio that might result in arrest of the killer, except that a blue sedan hit a pedestrian at State and Main streets. If an alert witness catches the license number of the death car, or a car used by the bank robber or hold-up men, it often results in quick arrest. But all too often the intelligent witness who tried to perform his duty as a decent citizen, and is capable of doing so, is handicapped by conditions beyond his control.

Most law enforcement officials agree that their men need every assistance they can get from the public. We must foster this cooperation in three important ways as follows:

1. By a continuous educational program to remind people of their obligations as good citizens. We must continue to break down the fear of many people that they will "get into trouble" if they come forward with details about accidents or criminal acts they have witnessed. Many do not realize the small detail they can supply may save hours of investigation and result in solution of a case.

2. By enforcing legislation now on the statute books which was drafted to make it easier for citizens to assist police. All state laws require that license plates be kept reasonably clean, firmly attached and not obscured at all times. This law should be enforced in all states.

3. By altering laws or practices which evolved during and since World War II that have proved to be a definite handicap to law enforcement agencies.

This year (1956), 18 states are re-

quiring the display of but a single license plate on the rear of vehicles. From an enforcement point of view the use of but a single license plate on the rear of a vehicle is a dangerous trend that should be stopped. The practice began during the war when there was a metal shortage. There was justification for it then which does not exist today.

Economy-minded budget directors point out that their state can save one or several hundred thousand dollars annually by use of the one plate system, but fail to recognize the handicap created for all enforcement agencies, and loss of monies resulting from the 50 per cent loss in enforcement efficiency which results by so doing. The recovery of stolen cars, apprehension of hit-and-run drivers and all other persons wanted for traffic or criminal offenses is made doubly difficult when a vehicle displays but one rear plate.

The cost of a single license plate averages about ten to twelve cents. In other words, the cost of an additional plate averages about what the state receives in taxes on a gallon or two of gasoline. One wonders how shortsighted some of our false economy minded budget directors can become.

The 18 states that will display a single plate in 1956 are Nevada, North Dakota, Indiana, Kentucky, Missouri, Kansas, Oklahoma, Arkansas, Mississippi, Louisiana, Florida, Georgia, North Carolina, West Virginia, Pennsylvania, Rhode Island, New York and Michigan.

Motor vehicle administrators themselves are against the one-plate system. A resolution opposing the use of one plate was passed by the American Association of Motor Vehicle Administrators during their annual conference held in Rockland, Maine, last September. Frank Jessup, superintendent of the Indiana State Police, and Commissioner Ed Sheidt of North Carolina, prepared and introduced the resolution. The International Association of Chiefs of Police adopted a similar resolution during their annual convention in October in Philadelphia. Homer Garrison, Jr., director of the Texas Department of Public Safety, is among hundreds of top traffic enforcement officials concerned about the trend

to the one-plate system. He says:

"Plates are used primarily for identification purposes. It follows, then, that a vehicle with only one plate is only half identified. The single license plate is a constant source of concern to law enforcement officers at both the state and local levels. Municipal police, eager to check their beats for stolen cars, are required to double back over the ground they have traversed if the vehicles in the area are equipped with but a single license plate. This is necessary to check the cars on both sides of the street and amounts to a gross waste of time and duplication of effort."

Colonel G. R. Carrel, chief of the Colorado State Patrol, said he feels that use of only one plate is false economy from a law enforcement standpoint.

"States which have but one plate may save a little money in the cost of the plates, but the cost to citizens I believe will be much greater due to the increased enforcement difficulties in the apprehension of wanted vehicles," he said.

Commissioner Bernard R. Caldwell of the California Highway Patrol, said:

"During recent years the original concept of license plates and registration cards appears to have been lost, and in the minds of many the only apparent reason for the existence of such plates and registration cards is that they represent a visible evidence of fee payment.

"The efficiency of an enforcement officer is greatly reduced in the apprehension of stolen cars, hit-and-run drivers and others when the vehicle is identifiable from the rear only. It is incongruous to our minds since the enforcement agency is also charged with the apprehension of registration fee violations, and the primary tool necessary to effect the collection of these monies by the state is license plates, that the job of enforcement should be made more difficult by use of only one plate."

"In view of the present day position of the motor car in our economy and the need for police safeguards to protect

it, this is hardly the time to spell safety with a dollar sign," says Connecticut's state police commissioner John C. Kelly. "The single plate system of identifying motor vehicles has always been a serious police problem as well as a time waster for patrol officers. Actually, traffic law violators and criminals reap the true benefit from the one-plate system by being able to avoid identification 50 per cent of the time.

"We are pleased that Connecticut in 1957 will issue a new series of registration plates--two to a car. They will be of aluminum stock in the new standard size of 6 by 12 inches and are intended for a service period of five years," Commissioner Kelly said.

Through the efforts of the AAMVA the size of our license plates has been standardized at 6 by 12 inches. For economical and administrative reasons the plates issued in future years should be made of sturdier material designed for service of from two to five years with "tabs" issued each year. This system is presently used by a number of states and will be adopted by Connecticut in 1957.

Such a system makes it easy to maintain owner registration lists which are used by enforcement agencies in tracing car ownership. When plates are issued each year, as is done now in many states, there is usually a period of weeks, or even months, before the new list of registration is made available to the police.

Police and other officials should begin now to make a concerted effort to return to, or to maintain, the two-plate system. The primary function of a motor vehicle registration plate is for identification. Let's keep it that way.

---Public Safety

RELATIVE COSTS!

We pay \$190-Million a year extra for insurance because of the "under 25 driver" but it would only cost \$60-million to provide driver education for everyone of the 2-million new young drivers.

---Hfd. Automobiler

FAMED 'GOOD COP' RETIRES

Police Chief Ernest L. Downing, of Ayer, Mass., who attracted wide notice for his constructive, friendly work with youngsters, announced his retirement for health reasons recently.

The 56-year-old Downing has been a policeman here 34 years, 11 as chief.

He is proudest of a letter he received from an inmate of a Kentucky prison who, upon reading of Downing's efforts with children, wrote:

"...If we'd had a cop like you in my town when I was a kid I wouldn't be here now..."

Downing ran many parties for youngsters. Annually he stocked streams with trout and conducted a fishing derby with prizes donated by cooperating merchants. He visited nearly every classroom here almost once a week, preaching "The policeman is your friend."

Troops at Ft. Devens have been eager, if unofficial, contributors to his parties, especially since many Army youngsters attended. Downing used funds contributed by Army personnel to buy needed clothing for youngsters at Christmas.

Every Christmas season he handed policemen money and instructed them: "If you see any kids needing shoes, or whatever, take them into a store and buy them for them. Tell 'em 'Merry Christmas!'"

Downing was an athlete in his youth and played minor league baseball before becoming a policeman.

He probably will be succeeded by Sgt. Earl Tillman.

NEW PROBATION SYSTEM NOW IN EFFECT

Connecticut's new state-wide adult probation system took effect March 1, marking a major change in the state's judicial setup.

The new program, enacted into law by the 1955 Legislature, will be headed by a director assisted by three supervisors and 41 probation officers. Under the new law, pre-sentence investigations are mandatory in criminal cases where the

penalty calls for more than one year's imprisonment.

Meanwhile, Gov. Ribicoff expressed hope that the new system would be a prelude to a full-scale reorganization of the state's lower court system. The governor is a staunch advocate of a district court system, manned by career judges, which would replace the present municipal, borough and justice of the peace courts.

HIDDEN ENEMIES

The Police Department constantly wars against the enemies of law and order. But there are other foes of decency, not so readily discernible which can create more havoc than the gunman or the mugger.

These hidden foes, GREED and HATE, are often buried in the subconscious and in turn breed IGNORANCE and INTOLERANCE.

Police officers--men and women--are human despite what cynics might say to the contrary. They are prone to the same imperfections as other humans.

As a public guardian, the police officer is in the unique position of meeting all classes of society. The department itself is made up of all races and creeds. The patrolman and his partner are team-mates and each is as good as the other regardless of faith or color.

The everyday work of the police officer illustrates to him that pain, suffering and misfortune are great equalizers which reduce all men to a common level. He also learns that there is good and bad in all people and that no one element of society has a monopoly on either goodness or evil.

Too often, however, these facts can be buried by the excitement or stress of the hidden enemies. It is therefore to the police officer's advantage to overcome them with the best weapons at hand--SYMPATHY, TACT and UNDERSTANDING.

---SPRING 3100

motorist should always drive so that his license expires before he does.

CORNELL AERO LAB PLANS "CRASH-PROOF" CAR

The Cornell Aeronautical Laboratory (Buffalo, N.Y.) has announced that it will attempt to design a safer automobile body for the passengers in the event of a crash. The Laboratory hopes that it can come up with a vehicle that is able to take a severe head-on accident without resulting in injury to the occupants.

The research project is being sponsored by the Liberty Mutual Insurance Company of Boston. Frank J. Crandell, chief engineer, Liberty Mutual, signed a new contract with the Laboratory in July. Representing C.A.L. was Edward R. Dye, head of the Laboratory's Industrial Division.

"This will be strictly a paper study and for the moment we have no plans to construct a 'crashproof car'," Dye said. "We will try to incorporate findings of the Laboratory's research in the last three years into the design of a full scale auto body which will better protect auto occupants.

"This 'car of tomorrow' is not the type of auto that will be rushed into production," Dye added. "We hope to interest the public and auto manufacturers in many of the safety innovations that are possible.

Among the more radical of Dye's recommendations is the elimination of the steering wheel in favor of levers on either side of the driver.

A dash panel that pulled out and "wrapped around" the driver of the car to prevent his being thrown forward into the windshield or other obstruction if a crash occurred. Padding material installed in areas where the head might impact since three out of four auto deaths are caused by head injury.

As added reinforcement for the automobile's body, additional steel to encompass the mid-section of the car, thus preventing its collapse when rolled over.

New types of locks to secure the door from opening and spilling the passengers.

Instruments located close to the level of the car's hood which would show

only colored panels--as some autos do now--in an effort to prevent driver distraction.

Relocation of the driver to a spot where he can see and control the car better.

Side bumpers to increase structural stiffness also are a consideration.

"All of these ideas are of course preliminary and our final decisions will depend upon our design study," Dye said. "The driving public, if it wants safer cars, must eventually reverse its present philosophy of spaciousness in the auto to one of compactness. Proper packaging will greatly reduce the possibility of injury and death in an auto crash."

---Public Safety

NEW SYSTEM TO WARN NORTHEAST OF FLOODS

Connecticut To Be Hub Of Network

by
Keith Schonrock

Gov. Ribicoff recently announced the development of a new flood warning system for the entire New England area with Connecticut as its focal point.

The system was worked out, the Governor said, by the State Police and the U.S. Weather Bureau at Bradley Field. The cooperation of other New England states will be sought to make it as effective as possible.

How Plan Works

The plan is that the Weather Bureau at Bradley Field will collect and evaluate reports of rainfall, stream conditions, run-off potentials and all other factors contributing to floods from all points in Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut. Then, whenever either general or localized flood threats appear imminent, the warning will be "fanned out" over State Police radio and teletype networks to communities and other states.

Gov. Ribicoff said that alerts will be given to local officials in the path

of threatened flood conditions and to police and civil defense agencies.

The Governor's announcement of the new warning system, designed to curb the amount of property damage in any future floods, was made at a luncheon meeting of the Danbury Lions Club.

"This new warning system," the Governor said, "will do about all we can to provide adequate and sufficient warning of threatening high water. It will at least give property owners time to take whatever precautions are possible."

The Governor said that the damage toll of the floods last year throughout the state might have been much lower had the people and property owners known "a little bit more what to expect."

State Police Commissioner John C. Kelly and Lawrence Mahar, chief meteorologist of the Bradley Field weather bureau conferred on the warning plan, the Governor said, and details for interstate cooperation will be worked out as soon as possible.

WRONG PITCH

Ever since 1912, when we were a scared and thrilled kid in short pants being carefully coached at the wheel of a beautiful, doorless, brass-trimmed Peerless, we've loved autos.

So the auto show at the Armory was a must this year, as always. And as a lifelong devotee we could go on for hours about the strawberry, pistachio and Catfish Row purple coachwork, the wonderful push-button gear shifts (Premier had it 30-odd years ago), the nifty adjustable, separate seats (Pathfinder, 35 years ago), not to mention the wonderful and hilarious synaflaxic transmissions, atmosthermal carburetion, perspecto-panoramic windshields, supradynal compression ratios, the hydradibble cams, all of which will be described in different gobbledegook next year.

All that's harmless enough.

But some of the ballyhoo being used to push the sale of 1956 model cars caters to homicidal fools and is in such bad taste it makes our flesh crawl. Particularly when we recall the recent hol-

days, the bloodiest week end in all traffic history, at the end of the bloodiest traffic year in history.

Among sales pitches we've seen or heard recently are these:

That such-and-such a car can take care of "friendly challenges." (Presumably for speed.)

That another auto is "hotter than ever" this year.

That still another when travelling at the legal speed limit" is using only a fraction of its power.

That nobody had better "mess with" the driver of a certain make.

When adults encourage suicidal driving, what effect must this have on young, impressionable motorists?

Haven't we enough dimwits on the highways already?

We urge the offending auto manufacturers to stop this dangerous juvenile approach.

We would applaud, also, less emphasis on the increased horsepower.

The plain fact--and one which should fill every experienced motorist with something akin to horror--is that too many of the latest cars have 100-mile-an-hour motors, and 50-mile-an-hour springs.

What is the good of 300 horsepower under a hood, and a steering ratio so low that, opened up, the car's directional control is too sluggish and soft to be handled safely?

Most of us are not half as concerned with the number of horses under the hood as we are with the number of jackasses behind the wheels.

---Washington Daily News

In Alexandria, Va., courtesy paid off for two police officers who charged a baker with speeding.

The baker, Luke Gallagos, paid a \$10 fine in court and then went to police headquarters where he left a cake for the two arresting officers for "being so courteous." The cake was inscribed "Officers of the Week."

"I expected to be bawled out," said Mr. Gallagos, "but they were so nice to me, I thought they should be commended."

WARNING ISSUED TO JUVENILE HUNTERS BY STATE BOARD DIRECTOR

If you're between 12 and 16 years of age, you cannot hunt in Connecticut unless you are accompanied by a licensed hunter over 21 years of age, and if you're under 12, you cannot hunt under any circumstances, says Lyle M. Thorpe, Director, State Board of Fisheries & Game.

From reports being received by the Board and news report in the press, it is evident that the yearly rash of springtime hunting law violations by juveniles is beginning to break out again. It seems spring weather brings out the hunting instinct in many of our young folks, and many times they don't bother to find out what the laws are.

To begin with, about the only things that can now be legally hunted in Connecticut are Black Bear, Canada Lynx, Bobcat, European Hare or Jack Rabbit, Gray Fox, Red Fox, Opossum, Porcupine, Red Squirrel, Weasel, Woodchuck and Crow. Of this list, some, such as the Black Bear and Canada Lynx, probably are not present in the state at this time.

Most of these animals have no legal protection because of their predator or agricultural nuisance status. Other animals are fully protected at this time of the year because killing an adult animal frequently means starvation and death to a helpless litter or brood of young.

The laws governing hunting refer to all methods, not just guns alone. Bow and arrows, spears, knives, etc., are all illegal, and persons hunting with them are just as guilty of law violations as is the gun-toting hunter.

Spring is the time when nature begins to replenish our wildlife stocks that have been depleted by hunting and winter losses. Let's teach our children to give her a chance.

---Litchfield Enquirer

Falling down after he bumped into a lamppost, the drunk staggered up and bumped into it again. Picking himself up he tried again with the same results. Finally, he just stayed down mumbling, "losht, lost in an impenetrable forest!"

COMPLIMENTS

Vox-Cop

March - April, 1956

Dear Commissioner Kelly:

The purpose of this letter is to personally extend my sincere gratitude for the extreme courteousness extended to me by one of your very capable and competent State Troopers, and to also commend you on the high calibre of men in your organization.

Several weeks ago while motoring into Hartford I absent-mindedly found myself out of gas and stranded miles from the nearest gas station. I managed to catch a ride to the next wayside gas station but to my utter disappointment learned that they were closed. Just as my patience neared its bitter end, your Trooper Robert J. Hetherman happened along. Trooper Hetherman not only located a gas station but drove me back to my car and graciously offered to return the gasoline receptacle. This kindness on the part of Trooper Hetherman may seem trivial but in my state of mind I sincerely felt that his actions were beyond the call of duty, and I am deeply grateful and indebted.

It is this courteous treatment that exemplifies the high esteem and regard I have for the fine services your men extend to the public daily.

Would you kindly forward my heartfelt thanks to Trooper Hetherman for a job "Well Done."

A grateful motorist,

William H. DiGregorio

Brooklyn, N. Y.

months, hence, a prey at the mercy of thoughtless boys and perhaps vandals as well. The house was broken into again, just before Christmas and besides the damage done to the contents, some articles were stolen.

The apprehension of the culprits and the recovery of stolen articles, may be a routine matter with the members of your Department, but the courtesy and gracious consideration shown to me by the Officers assigned to the case, went far beyond what is usually considered "the line of duty." It reflects admirably the diligence and high calibre of the men under your command. You have reason to be justly proud of them.

One may secure his property through insurance, but no insurance company in the world can provide the comfort which is only possible when a property owner is aware of the efficiency and alertness of a law enforcement agency such as the Connecticut State Police.

In my wide experience with people, I have never met the equal of Lieut. J. Francis O'Brien of the Bethany Barracks; in him you have a commanding officer in the highest sense of that title, but also a most affable and gracious representative of your Department.

I cannot praise highly enough Officer Joseph Sullivan and Policewoman Ruth Gurresh of the Bethany Barracks, whose very considerate and efficient handling of every phase of my problem have filled me with admiration and respect for them.

Again to you Sir, my sentiments of deep gratitude and regard.

Very truly,

A. F. Sava, M.D., F.I.C.S., K.H.S.

WORDS OF WISDOM

Sir:

Because of a recent very gratifying experience in which men of your Department figured so prominently, I beg to convey to you my feeling of very sincere gratitude.

My house in Oxford, Connecticut is vacant through the fall and winter

The essential element in personal magnetism is a consuming sincerity--an overwhelming faith in the importance of the work one has to do.

---Bruce Barton

C O M P L I M E N T S

Dear Sir: Colchester, Conn.

On February 22nd at 5:45 pm my small daughter Mitzie disappeared. The temperature outside was twelve degrees and we knew she wouldn't last long in such cold.

After my own search proved futile I called the Colchester Barracks. It was now 6:45, and dark. In seven minutes our officer #162 (Off. Francis Pisch) appeared and organized a search with the cooperation of the Fire Department. At 8:30 my daughter was found, wandering in the cold night.

Most Connecticut citizens take the police for granted and usually think of an officer in terms of traffic problems, but I wonder how many realize the fine service they perform in times of emergency.

I appreciate your service and commend your Department.

Sincerely,
Gustav Goldstein

Elizabeth, New Jersey

Dear Sir:

I wish to take this opportunity to thank two of your State Troopers for as-

Patrolmen who were the subject of letters of commendation between the period of February 28 to April 12 were:

Mario A. Bruno
Eland Cable
Frank M. Cassello
Joseph Ciecierski
Edward F. Collins
Henry L. Cludinski
Robert B. Donohue
James W. Duane
John G. Fagerholm
Kenneth G. Hall

Robert J. Hetherman
Timothy G. Kelly
Arthur F. Lassen, Jr.
Peter Lawson
Raymond E. Lilley
John J. Maroney
Frederick Moran
Harold H. Neville
Roy B. Paige
Mario Palumbo
Francis S. Pisch

John T. Prior, Jr.
Daniel J. Reardon
Robert Riemer
Thomas G. Smith
Walter Stecko
Joseph Suchanek
Donald J. Sullivan
Joseph F. Sullivan
Donald Warner
Ralph E. Waterman

Also the subject of commendatory letters, were SPW Ruth W. Gurresh; Aux. Officers Warren French and Nicholas Ventrillo; and civilian employee Mrs. Fannie Peer.

sisting me out of a very difficult spot on the Merritt Parkway on Friday night, March 16th at a time ranging from 10:45 pm to 3:30 am on Saturday morning. I am sorry to say that I did not obtain the name or badge numbers of these two very fine men but I do hope you will be able to identify them and extend to them my sincere appreciation.

I was one of the about six drivers who were marooned in a snow drift when I turned off the parkway at the Route # 8 exit in Stratford, Conn. The first trooper who came along called a tow car from a nearby garage and while I was waiting for the tow car a second trooper came along and he radioed to your headquarters in Westport to have you telephone the people whom I was visiting so that they would know I was safe.

I have read many articles in the newspapers and magazines about the efficiency of your State Police but this is the first time I've ever needed to call on them for assistance.

During the coming summer season I am planning to again visit your beautiful and hospitable state and I am looking forward to an enjoyable visit.

With every good wish to you all, I remain,

Gratefully yours,
Patrick J. Mahoney

Between



Ourselves

THE PUBLIC AND THE POLICE

THE WINNING ESSAY IN THE
1954 QUEEN'S GOLD MEDAL
COMPETITION

Reprinted from the London Police Review

Supt. L. James, B.A., LL.B. (British Transport Police), won the Queen's Gold Medal in the 1954 Police Essay Competition, which was on the subject, "The Public and the Police." His essay is printed below.

"The Police in discharging their many varied and responsible duties maintain the spirit of service towards their fellow citizens which is part of the tradition of the ancient office of Constable. On this depends the friendly co-operation between Police and Public of which this country is so proud." (From Her Majesty the Queen's message to the Home Secretary following the Royal Review of the Police, 14/7/54.)

In the field of public administration Englishmen have displayed both a genius for compromise and a lively abhorrence of tyranny. It is no mere accident of constitutional history, therefore, that the institution of the British Police should draw its strength from the principle of mutual responsibility for law enforcement. To Charles Rowan and Richard Mayne, the first Commissioners of the Police of the Metropolis, is due the distinction of reconciling for the first time an efficient Police organization with this principle of collective security and of fashioning a Police Constable who would embody both the general will of the community and the technical and professional ability of a modern Police Force. But their success in fusing

these elements was due in turn to their sensitive appreciation of public opinion, their tact and patience in winning public confidence in the New Police.

In their relations with the public, the first Commissioners of Police followed, consciously or unconsciously, certain lines of thought which in later years have acquired the sanctity of basic principles. These principles may be condensed into five, namely:

1. The primary object of an efficient Police is the prevention of crime; the test of their efficiency the absence of crime and not the number of prosecutions.

2. The power of the Police and the avoidance by them of physical force are dependent on public approval which in turn involves public co-operation in securing law observance.

3. Public favour and co-operation must be sought by demonstrating complete impartiality, independence of Government policy, indifference to the justice or injustice of individual laws, and the desire to serve and befriend the public.

4. The Police must maintain such relations with the public as will show that they identify themselves with the public and are simply their paid representatives in the common task of law enforcement.

5. The Police must not assume judicial functions.

Since all forms of human organization tend to aggrandize themselves and since

changes in the spirit of our institutions often take place imperceptibly, it may be rewarding to examine these principles in the light of present-day police administration and public relations.

PREVENTION AND DETECTION

Turning then to the first of our principles, this was obviously enunciated before statute had created the long catalogue of summary offenses with which police officers are familiar today. It had reference only to the nineteenth century conception of crime, to crimes, that is to say, which are an outrage upon public order. In this respect it is equally valid today; for if the Police are to make any contribution to the betterment of society, it is proper that they should aim first at discouraging crime. The most effective deterrent of crime is the certainty of detection, not the consequence of it, and there is no merit in convicting a man if he can be persuaded from his criminal course altogether. So far, then, as crimes of violence and open crimes against property are concerned, watch and ward is still, and must continue to be, the paramount obligation of the Police. Uniformed Police patrols must always take precedence over plain clothes patrols and must never be withdrawn merely to tempt the would-be criminal into crime.

As regard petty offenses, however, these by their nature call for somewhat different treatment. The majority are in themselves preventive in effect. Road traffic law, the Firearms Act, the Licensing Acts and many other Acts and regulations are not ends in themselves. They are intended to prevent minor irregularities which collectively would lead to far graver results. A defective brake on a motor vehicle may seem a trivial matter, but if a large proportion of all vehicles on the road had defective brakes, the danger to human life would be serious. Again, the mental element in these petty offenses is different from that involved in serious crime. Many of them are sins of omission only and the degree of moral delinquency in any case is usually slight. The normal penalty on conviction is a small mone-

tary fine, with little or no social stigma attached to it. Consequently, while the immediate presence of Police officers may discourage these offenses, intermittent Police patrolling does not provide a sufficiently forcible deterrent.

It follows from these circumstances that in dealing with petty offenses the Police have to decide between two new alternatives--not those of prevention and detection, but those of instruction and prosecution. In the light of modern Police work our first principle must now be extended, therefore, to embrace these two alternatives, and just as it already rates prevention as of greater importance than detection, so it must now put instruction of the public before the prosecution of offenders.

The importance of this modern extension of our principle cannot be underrated. It is a question indeed for serious consideration whether the Police are not already in danger of becoming unconsciously an instrument of petty prosecution--whether preoccupation with reporting petty offenses is not even now setting the Police apart as professional disciplinarians. The reporting of these petty offenses together with their subsequent proof in Court has today become a special Police technique and much of the young Constable's early training is devoted to acquiring this technique. As his proficiency is inevitably measured to some extent by his ability to apply the technique, there is a danger that in his anxiety to prove his technical proficiency he may lose sight of basic principles. The bugbear of statistical comparisons may lead even senior Police officers to judge Police efficiency by the number of successful prosecutions.

True, the Police are not always unmindful of the importance of public instruction. For instance, on the introduction of new regulations, a generous period of grace is allowed for informing the public of their new liabilities, and Police action is restricted during this period to giving verbal advice or verbal cautions. And even after this period has elapsed, first or trivial offenses are usually dealt with by way of

a caution. But there is a suspicion (it may be no more) that the Police Constable is changing almost imperceptibly from the friend and confidant of the man in the street into an impersonal reporting machine and perhaps something of a social irritant. It may be that in his mind the Englishman still keeps the Policeman qua petty prosecutor distinct from the Policeman qua preserver of the peace, but in time the distinction may become blurred and relations may suffer. Can anything be done to check this tendency and preserve the tradition of the friendly English "Bobby"?

For instance, could not much more be done through all the various media of public enlightenment--school, radio, television, cinema, and press--to explain the object of Police law and practice? Can anyone who has heard the tedious procession of obstruction cases in any West End Metropolitan Magistrate's Court be satisfied that motorists appreciate the true nature of the offense with which they are charged, and that they realize that any vehicle left in a busy shopping thoroughfare must inevitably cause obstruction by reducing the effective width of the carriageway? It is clear from the defended cases that many motorists expect the offense to create a serious and tangible stoppage in the flow of traffic and not a mere restriction of flow. The wider obligation of the Police to prevent thoroughfares degenerating into free car parks is frequently lost on them.

Then could not more be done by the Police in an advisory capacity? The incidence of traffic prosecutions would suggest that a far greater number of borderline offenses go unreported. If it is Police policy to refrain from prosecuting a motorist for excessive speed until a certain speed above the legal limit has been reached, ambitious officers may be tempted to hold their hand in the hope that higher speeds may be reached. Similarly, minor instances of careless driving may be disregarded in anticipation of more serious ones. The difficulty in extending the scope of advisory Police work is that technical Police ability tends under modern conditions to be measured by successful pro-

secutions in Court, these being verifiable, as distinct from verbal cautions which are not normally reported in detail.

The answer might perhaps be found in making the verbal caution a more important procedure requiring the service of an official notice of which a counterfoil could be retained by the Constable serving it. This would bestow upon the verbal caution enhanced significance both from the offender's and the Constable's point of view and give a fillip to advisory as opposed to disciplinary Police work. But whether or not any steps can be taken on these lines, senior Police officers must contrive at all times to err on the side of prevention and instruction rather than on that of detection and prosecution. Nothing will prejudice good relations with the public more fatally than the impression that the Police are pursuing prosecutions for their own sake, to gratify personal ambition or establish a statistical record. Police policy must be based on the long view, on serving the public interest and not on demonstrating their own professional efficiency.

Before we leave our first principle it may be convenient to consider the question of modern methods of Police working. From the beginning, the kingpin of the English Police system has been the Constable on the beat. He has been the very embodiment of the preventive principle--the democratic symbol of law and order. He has also been ideally situated during his leisurely progress round the beat to establish friendly relations with the man in the street. The advent of the internal-combustion engine, however, has brought the problems of traffic control and the mobile criminal in its train, and with these, unaided by mobile units, the beat man would have been unable adequately to deal. The arrival of a more educated type of Police officer has also raised the question of reducing the monotony of the beat and giving the Constable greater interest and more opportunity for mental application. As a result, not only have mobile traffic and crime patrols been introduced but experiments have been made with different systems of beat

working--in particular the partially mobile team-system of working which originated in Aberdeen. The final verdict on the Aberdeen system has not been pronounced and opinions may always differ, but it has the virtue at any rate of seeking to enliven Police duty by giving the beat-man a wider range, greater mobility and added interest and experience.

While, however, there are undoubted advantages in this type of Police working, certain dangers must be kept in mind. There is first of all the reduction of personal contact with the local inhabitants--the absence of the opportunity to exchange a few words and perhaps gain a little information. There is also the danger which comes from the sense of power--the possibility that four men in a car may be tempted to act more ruthlessly than one on foot. And then there is the danger that detection and prosecution may be given precedence over prevention and instruction. In this connection it should be borne in mind that systems of Police working which emphasize the element of surprise may well be preventive in effect. The fear that camouflaged traffic patrols are in existence may do more to deter the road hog than more obvious Police patrols. The question of whether the objects of Police are preventive or detective is the policy of the Force and the relation of the number of prosecutions undertaken to the amount of preventive and advisory work. A reasonable quota of prosecutions is in itself a deterrent in that it demonstrates the probability of detection. But whatever systems of policing are adopted the crucial point is that those in charge should appreciate the principles at stake. They must insure that public contact is not lost, that power is not abused and that prevention and advice receive first consideration.

PUBLIC CO-OPERATION

We come now to our second principle. That the English Police command public approval there can be no doubt. It is impossible, indeed, to watch a Policeman on traffic duty or controlling a crowd on a public occasion without acknowledging the general respect in which he is

held. The reason for this public esteem is to be sought in a combination of circumstances. The efficiency, bravery and integrity of the Police are not least among the contributory factors. But the main factor has been the Policeman's sense of fair play and his ability, through his human touch and his unfailing sense of humor, to secure the co-operation of the man in the street. Confident of general public support, he finds his duty to secure law observance is much simplified.

The importance of this principle has not been ignored, and Police reform in colonial territories, where previously the Police have inevitably been associated with an alien Government, has drawn heavily upon the English model. Changes in Police and public relations must accompany advances along the road of self-government, for the will of a country to govern itself can never be effective if the people do not support the machinery of law enforcement. So the carrying of arms by Police, though necessary during periods of conquest and assimilation, must be abandoned as soon as a reasonable standard of public security has been established.

But even in England it would be unwise to be complacent about public co-operation. For co-operation springs from community of interest and as we have already noticed, there may already be danger of a loss of public support as a result of petty prosecutions. The integrity of the Police, itself a source of public confidence, depends on the application of a strict code of discipline. It would be unfortunate, therefore, if any general weakening of discipline in industry should lead to a slackening in Police discipline, or that Chief Officers of Police should consider it their duty, in the interests of esprit de corps, to support their subordinates whether right or wrong. It may be irksome to Police officers to follow the Judges' Rules when interrogating suspects, but it would be a sad day for the Police institution in England if less scrupulous standards were freely connived at. In these and other matters affecting Police practice, senior officers must be resolutely uncompromising.

Bureaucratic inscrutability in the Police Service is the shortest cut to despotism, and the public must be assured of the most searching and exhaustive inquiry into Police irregularities, real or supposed. The duty of the police is to serve the public, not to wage a ruthless war upon the criminal, and Police officers who depart from the rules must do so at their peril.

For some aspects of Police work the public have always been lukewarm in their support. While they will assist an officer to arrest a violent prisoner, they are chary of being involved in Court proceedings and are reluctant to come forward as witnesses unless they are interested parties. With attendance at Court is associated great waste of time, undesirable publicity, and perhaps the fear of being made to look ridiculous under cross-examination in the witness box. In the same way members of the public are slow to give information to the Police, unless they do so anonymously. The fear of being labeled disloyal to their colleagues and a disinclination to be involved in an unsavory business outweigh any sense of public duty.

Steps are now being considered to make attendance at court as little inconvenient as possible, but much remains to be done to secure public support, not merely in exposing a known offender but also in bringing him to justice. Here again the various media of publicity should be exploited to the full and children should be taught at school that there is nothing dishonorable in assisting the Police--that it is indeed the duty of a good citizen to do so.

Co-operation of the public with the Police has perhaps never been enlisted more effectively than in the crime prevention campaigns conducted by the Sussex County Constabulary, the City of London Police, and other Forces. That the immediate and tangible results of these campaigns have been remarkable will not be denied. But their essential value lies in the manner in which the general public is drawn into Police work and associated with its local Force. It is gratifying therefore, to see that the example set by these Forces is being

followed elsewhere, if only because of the importance of maintaining good relations with the public and preserving the democratic basis of the Police institution.

POLICE INDEPENDENCE

Our third principle emphasizes the main conditions of public support for the Police. The first of these--impartiality--needs little elucidation. Equality before the law would be meaningless if the Police made distinctions in law enforcement. Neither wealth nor rank must be allowed to influence Police action. Conversely, the fact that a defendant may be too poor to defend himself, or well known to the police and the magistracy, must not tempt the Police to press a doubtful charge. In particular, during periods of political or industrial unrest, the Police must display a studious indifference to the issues at stake. In a strike, the rights of the arguments may be manifestly with the employers, but it will only serve to exacerbate the situation if the Police are encouraged to deal roughly with the strikers. The interests of the right will be better served in the long run if the Police show every consideration to the wrong.

Indifference to distinctions in personal status or opinion leads logically to indifference to Government policy. The function of the Police is to give effect to the will of the people as expressed by Parliament, whether they acknowledge the wisdom of the Government's policy or not. Inevitably, however, in the administration of a Police Force it falls to its Chief Officer from time to time to implement Government policy or meet Parliamentary criticism by drawing the attention of his subordinates to particular irregularities and by organizing special campaigns against a particular class of offender. Here again Police and public relations are important, for if a Chief Officer is wise he will be guided by the temper of public opinion and by a sympathetic consideration of the public interest. A sudden state of prosecutions in respect of a class of minor irregularities, while it may suggest a cold Police efficiency,

may do considerable harm to public relations, particularly if the Police have misled the public by their inaction into a state of false security. Before campaigns of this sort are opened, ample warning must be given to the public of the intention of the Police to enforce the law strictly.

Indifference to the justice of injustice of individual laws is but an extension of the same conception, for Parliament must be presumed to intend the apparent injustice of a law until it has brogated it. The Court may temper the harshness of a statute with mercy within the limits prescribed by law, but the police must preserve a detached, impersonal outlook. The law of betting and gaming, for instance, is full of anomalies and has been the object of perhaps well deserved criticism from both lawyers and laymen, but until such time as it may be revised, the Police must enforce it strictly. They must not try to anticipate Parliamentary action or substitute their own conscience for that of the community.

IDENTIFICATION WITH THE PUBLIC

Identification of the Police with the public, the object of our fourth principle, is perhaps the most important of all, for if the Police contrive to set themselves above the public as a professional elite, the common basis for cooperation will have gone.

As a descendant of the Anglo-Saxon tithing-man and the Parish Constable of later centuries, the Policeman has traditionally close ties with the common people, and the practice both in this country and the colonies has been to recruit men into the Police Force who, though of excellent physique and character, are fairly representative of town and countryside. As society and the criminal have grown more sophisticated, the more sophisticated Constable has made his appearance and Police rates of pay and conditions of service have in general kept pace with this process. Today, however, the range and complexities of police work are so great that the educational standard expected of recruits is high one. The small percentage of those selected from among the many ap-

plicants for Police service bears this out. As a result, the tendency today is for the gap between the Policeman and the man in the street to widen. An elaborate scheme of training, ranging from the initial training course for recruits to the senior staff courses at the Police College, could widen the gap still further if care were not taken to underline the Police officer's place in the community. The mechanical and scientific resources of modern Police Forces and the build-up which the Police receive in the popular press, in crime fiction and on the screen tend in turn to promote a sense of power which could quickly lead to an attitude of superiority towards the general public. Chief Officers of Police and those in charge of Police training establishments must be on the alert, therefore, to check any tendency in this direction. Training school instructors are in a particularly advantageous position to lay a sound foundation, and no training school syllabus will be complete which does not emphasize the historical origin of the office of Constable and the peculiar position which a Constable occupies in our democratic system of Government. Scientific progress may require our Police to assume the appearance of steel-helmeted wireless-controlled automatons, but training and administration must insure that they preserve the essential humanity of the English "Bobby."

At this point we should ask ourselves what is the type of Police organization most likely to promote identification of the Police with the public. In the Metropolis it is clearly in the interests of efficiency that the Police should come under central government direction. But it is doubtful whether this arrangement encourages the best possible public relations--whether the Metropolitan Police Constable enjoys the same confidence and friendship from the man in the street as his colleague in the Provinces. Beyond the boundary of the capital, the Police have maintained their close connection with the local government bodies and taken an active part in the corporate life of the county or borough, The Police sports day is a municipal event; the Police brass

band an object of municipal pride.

Of recent years, several small Forces have been merged into larger ones and there is no doubt that, on both administrative and economic grounds, this is a sound policy. The advent of the mobile criminal and the importance of rapid and effective Police communications have made very small Police Forces an anachronism. But there is a limit to the process of merger if the value of local contact with the public is not to be endangered. A nice balance has to be found between efficiency, economy and the absence of improper personal influence on the one hand, and local knowledge, contact with the people, and the risk of improper personal influence on the other.

JUDICIAL FUNCTIONS

We come now to the last of our principles which enjoins the Police to dissociate themselves from any judicial functions. It is for the Police to detect and report offenses only; with the result of their action they are not concerned. Not unnaturally, however, every Policeman looks to the Courts to put the stamp of their approval on his action by convicting the offender, and the greater the penalty the more worth-while does the Policeman feel his action to have been. It is very proper, therefore, that the Policeman should not become judge in his own cause.

For this reason the practice in force in some countries of allowing the Police to impose and collect fines on the spot has never been adopted in England. *Nemo debet esse iudex in propria causa* is a basic principle of natural law and English justice and gives every man a right to be heard by an independent tribunal. On-the-spot fines do violence to this principle and put temptation in the way of the ambitious and the corrupt alike. It may be expedient that in petty cases small fines should be paid at Police Stations without the necessity of a trial, but the fixing of the penalty should not be a matter within the discretion of the Police. The penalty should be determined by an independent authority if it is not to be exactly prescribed by law.

It is true, of course, that in giving

verbal warnings the Police Constable is, in a sense, passing immediate judgment on the offender; but verbal warnings are not convictions and if the offender does not accept the Policeman's interpretation of the facts he is free to disregard the warning. No record is kept of verbal warnings and future Police action is not normally influenced by them.

In issuing written cautions, senior Police officers approach the judicial role more closely, for the rule is to send cautions only in those cases in which there is a prima facie case to answer. Written cautions are used for first or trivial offenses where the facts are clear, not as an alternative to proceedings in doubtful cases. But while written cautions go on record and will be taken into consideration by the Police if the particular offense is repeated and the institution of proceedings is under consideration, they cannot be mentioned in Court as part of the offender's previous record, since this would give the caution the force of a judicial verdict. The Police may sometimes deplore the inadmissibility of their written cautions, but the propriety of their exclusion cannot be doubted. To admit them would enable the Police to influence the Court when passing sentence by a list of unproved offenses.

* * *

It will be seen from the foregoing that the principles which have determined good relations between the public and the Police in the past must be constantly applied and extended in dealing with modern Police problems. Mr. Charles Reith, in his trenchant series of books on the development and constitutional basis of the English Police institution, has given to law enforcement an importance which not all historians would concede. But there is no doubt that the English Police system is the most purely democratic system of policing evolved. Just as Parliament is the acknowledged representative of the public in matters of Government, so the Police are its acknowledged representatives in matters of law enforcement.

The fundamental distinction between

democratic constitution and a dictatorship is that in the former the rules for its internal management are designed to insure that the people govern their rulers, that power is not abused, and that the State remains an instrument for furthering genuine common interests. In dictatorship, while there are rules for the division of business between departments, these rules are in no way a restraint upon the ruler. Ultimate power is concentrated at the apex and is utter and complete. In a dictatorship the dictator makes the decisions; in a democracy the ultimate decision rests with the electorate, and the rules of the constitution and the division of authority between legislature, judiciary and executive are its device for restraining the government from an abuse of power and for insuring that those who exercise the powers of government shall act with a sense of responsibility.

The principles which govern the relations between the public and the British Police form an important extension of the rules of our own constitution. Like many other principles of the constitution they are based on custom only and have never been formally set down in black and white. Like them, too, they serve to restrain the Government from an abuse of power and ensure that Police officers act with a sense of responsibility.

If, therefore, we value our democratic way of life, we must be vigilant in maintaining the principles from which our system of policing derives its strength. We must train our Constables to uphold our tradition of unstinted public service and we must select Chief officers who can take a detached view of their Force's position in the life of the community and who will put good public relations before a mere superficial efficiency. In short, we must take our cue from the title of this essay and put the public first.

Even when laws have been written down, they ought not always to remain altered.

---Aristotle (322-384 B. C.)

WHERE DOES POLICEWOMAN CARRY GUN IS BIG QUESTION

Official brows in Baltimore's police department are knit in worrisome wonder these days over a problem to challenge the ingenuity of a Christian Dior.

Where, but where, does a lady carry a gat?

Baltimore's policewomen have been given guns for the first time in department history.

Commissioner James M. Hepbron said that until now, the distaff police have been used primarily in juvenile cases. But in the future, he said, they will perform more dangerous criminal work.

The weapon is a specially designed (wouldn't it have to be?) snubnosed 32 caliber revolver known as the "cobra." Several holsters are being tested by the department.

There are various schools of thought on where to carry the cobra, Chief Inspector Fred L. Ford said. And all have certain advantages and disadvantages.

The old who-dun-it standby, a purse, apparently has more of the latter than the former.

The women, Hepbron said, will be used as decoys in an effort to halt the growing number of purse-snatch cases in the city. As the purse went so also would go the gun.

Shoulder holsters beneath deftly tailored suits have been suggested. Incurring a woman's instinctive dislike of bulges in the wrong places. Ford said the shoulder holsters would be fine in cool weather.

But how about Summer when suits aren't normally worn by women?

During warm weather, the chief inspector said, the shoulder holster could be fitted next to the skin inside a suitably plunging blouse. But to allow a quick draw, the decolletage would have to be something frightening and there are straps which might ensnare the cobra.

Then there's a holster that fits into the top of the stocking. But it might cause stockings to droop and seams to go awry. It also requires a certain baring of the thigh in order to draw.

A thing like that could start a riot.

C. S. P. RETIREMENTS

William L. Schatzman, Capt., retired from Civil Defense. Capt. Schatzman entered the State Police on June 9, 1921, was promoted to sergeant Dec. 1, 1929 and to lieutenant on June 1, 1931.

He was named District Inspector on Dec. 1, 1941 and the title was changed to Captain on October 5, 1942. He took a leave of absence from this department on Feb. 16, 1951 to take charge of security for the State Civil Defense.

Edward J. Dooling, Detective Sergeant, resident of Naugatuck. Entered the State Police Nov. 20, 1935 and saw service at the following stations: Hartford, Colchester, Beacon Falls, Westport, Danielson, Groton, Bethany, Litchfield, Weights and Measures and Traffic Division. He was a graduate of the Traffic Institute of Northwestern University.

John E. Kearney, patrolman, Norwich. Entered the department March 11, 1936 and served at the Danielson, Stafford Springs and Groton Barracks.

Frank E. Baylis, patrolman, West Haven. Entered the department Nov. 20, 1935 and served at the Westbrook, Bethany, and Westport Barracks as well as Headquarters. Cited for service in connection with apprehension of suspect in a New Jersey murder case.

NIGHTSTICK JUSTICE

This business of out-of-towners taking a swing at city police brings to mind the thought that there is more than one way to deal with the problem.

Nightstick justice is reprehensible to some--but it is downright effective when used by a man who has just been victimized by a "sucker" punch. New Britain police have never been told NOT to use their clubs, as was done experimentally recently in New York City. Incidentally, the experiment proved a big failure and was quickly abandoned.

The objection to police use of nightsticks is the misuse of them. One story comes to mind of an over-zealous officer prodding a person with the stick when

that person was not prompt in leaving a local theater after the show had ended. Black and blue marks resulted from the prodding--a clear instance of an officer abusing his power.

But that is not the type of circumstance we have in mind. It is incidents of the type involving the wrestler at the New Britain General Hospital last week, and the Bridgeport brothers outside the Stanley Arena this week. In both cases, officers were struck first. Rebuttal by nightsticks would effectively make any future offenders think twice before attacking an officer performing his duty.

Police are still too often the target for offenders. And when those offenders are too quick with their fists, there is more than one way to deal with them.

---New Britain Herald

AUTOMATION ON OHIO TURNPIKE

The newly opened Ohio Turnpike has installed an electronic car-weighing and toll-collection system. As a vehicle nears the toll booth, a treadle built into the pavement weighs each pair of wheels and a photoelectric "eye" counts the axles. At the same time, the toll counts the axles, presses the proper key on a recording machine which then adds the axle weights and punches out an appropriate fare card. At the exit, similar machinery checks the vehicle out.

---AAMVA

For any motorist to make an emergency stop, an inevitable series of five things must occur: he must see the object, recognize it, decide to stop rather than swerve, remove his foot from the accelerator and place it on the brake pedal, and press down on the brake. Modern street lighting is of vital importance in speeding up the time required to make emergency stops; it attacks the first and most important event in this inevitable series of five--seeing the object!

---Street Lighting Magazine

Juvenile Delinquency and Working Mothers

by
Phillippe F. Scholten

The problem of juvenile delinquency has risen to an alarming degree since the second World War. In Europe, especially in those countries which directly suffered because of the war, it is clear that there is a correlation between post-war conditions and juvenile delinquency.

In Germany, France and Italy in particular, there has been an intensification of this problem. A kind of sublimation was found in France by the so-called "existentialists", gangs of youngsters who tried to imitate the existentialism of Jean Paul Sartre by behaving and dressing themselves in a careless, abandoned, devil-may-care manner. In their mental attitudes, however, they had nothing in common with the humanistic ideas of Sartre. In contrast to the kind of sublimation found in France, in England there was the tendency of the so-called "Edwardian youngsters" to find sublimation in carelessly spending their money and time in order to dress lavishly and ostentatiously.

Both juvenile delinquency and these manifestations indicate a feeling of instability in a world full of international tension, economic distress and accompanying social dislocation. The social adjustment of these youngsters has not successfully kept pace with their emotional, physical and intellectual development. The environment is one of the main factors in inhibiting personality development. The solution to many of the delinquents' mental conflicts is often found in the committal of delinquent acts. He is resentful and antagonistic toward society's conceptions of right and proper behaviour.

The problem in the United States is not only in the social-economic sphere. Many juvenile delinquents come from the middle-income families. The peculiarity

is that it is only in Sweden and in the United States--both countries having a relatively high standard of living and not directly influenced by material war damage--that this delinquency has an abnormal character. The "thrill" of committing delinquent acts is often prevalent. The motive often is not economic.

In a country like the United States, in contrast with most European countries, there are different factors contributing to juvenile delinquency, such as the heterogeneous and racial elements. The fact that many immigrants of this country came from cultures and traditions different from those of the United States makes the process of adaptation to their new environment difficult. Nevertheless the delinquency of the children of first-generation immigrants, the so-called second-generation is, in comparison, lower than that of the native children.

What is the reason for this abnormal delinquency?

Can it be that in a society of high material living standards, even of luxury, family bounds break down, and traditional "cultural" forms tend to disintegrate? Delinquency then must not be considered as a phenomenon restricted to "the poor".

Is there not a danger that technical science will master the American people, instead of remaining their servant?

In trying to prevent and control juvenile delinquency it is necessary to know what measures ought to be taken. One of the factors which needs to be taken into consideration is the tragedy that with the growth of equality between men and women, giving rise as it so often does in the United States and elsewhere to women pursuing a career after their marriage, there has been a loosening of family ties. A patriarchal or a

matriarchical family is not necessary, but in these societies the primary functions of the parents are gradually being taken over by the church and the schools, institutions which paradoxically are still blamed for the small degree of responsibility they take where children are concerned.

The main responsibility rests upon the mother and the father; no teacher or minister can substitute for them. In the Netherlands, there also has been a marked increase of juvenile delinquency, and parents can be compelled by law to show a greater responsibility toward their children. This is made possible, simply because public opinion favors the sharp distinction between the work of the mother and the father. That means, of course, that Mrs. Holland shall wash more dishes than her sister Mrs. America, whose husband is expected to help in the kitchen and do other household chores.

A mother, however, who earns a living and thereby brings extra money into the home--notwithstanding that this money is often used for a better education for the children--forgets that all the hours spent outside her home, are stealing the best and impressionistic years of her children, who should occupy first place in her attention.

---Journal of Criminal Law

PARENTS AND CRIME

FBI Director Hoover has given Congress some disquieting news even though it is scarcely unexpected. He has said that the nation's post-war crime rate still is critical although it has shown signs of slackening, slightly for the first time in seven years.

What is especially disturbing is Mr. Hoover's observation regarding one of the chief causes for this situation. Before a House Appropriations sub-committee he denounced "soft-headed" parents who criticize law enforcement officers instead of teaching their children to respect "God, the law and others." He emphasized that the crime wave is particularly critical among youths.

It is most distressing that so many parents ignore these suggestions from public officials in a position to know what they are talking about. The problem is not a new one. It is possible to make many excuses, the economic one being frequently raised in these days of high prices and expensive living. With both parents working home discipline suffers.

Where parental duty lies is crystal clear; in the path that dictates children be given the protection of, and the guidance from, understanding and considerate parents. It is not a duty that parents can shove off to the shoulders of the public school, the Sunday School or the community recreational center.

Society, in many ways, is paying a fearful price for this parental neglect, this parental failure to assume proper responsibilities. Our courts are mindful of this and are making a determined effort to impress upon the parents of erring juveniles the obligations that are being shirked.

How to "reach" this type of parent is a problem of huge dimension. Suggestions that they be penalized for the misdeeds of their children is only a partial answer.

Civic, parental and personal responsibility go hand in hand. Only by constantly reiterating and emphasizing these obvious characteristics in church, school and elsewhere can we hope to make any progress at all in the place where correction is most needed.

---Hartford Times

PARENTS HELD BLAMABLE

By Frank Tripp

If a man owns a dog or a car that causes damage, he is held accountable for it, both financially and publicly. Yet he can rear a delinquent who can steal and vandalize and get off scott-free and unknown.

J. Edgar Hoover wants to do something about it. He says:

"It is my belief that juvenile crime could be abated if parents were made to

face legal and financial responsibility for the criminal acts of their children."

But, of course, Mr. Hoover is a poor judge of that. He is only the head of the FBI, the nation's top crime detection agency--the American Scotland Yard.

His thought will rouse all manner of discussion and protest in social and political circles committed to a futile policy that has born and fostered the country's most exclusive crime bloc, put juvenile viciousness out of control almost entirely beyond effective punishment and hung up a disgraceful record:

One half million arrests of delinquents in one year.

Loopholes

This chronicler's mail on this topic, in the past, forecasts the type of "parental responsibility" that is likely to emerge, if at all, after a million more young hoodlums have launched on careers of crime. Following the meddlers' pattern, idealists will pull the teeth right out of Hoover's solution and perforate it with loopholes.

It is discouraging, the number and type of people who are naively engaged in promoting juvenile crime, through their well-meant protection of delinquents against accountability for their vicious acts.

It must never be known whose "child," under 19, broke into a liquor store, stole two bottles of Scotch, three cartons of cigarettes and \$35.

The unfortunate darling didn't know what he was doing. He must have another chance. He takes it. Just as soon as the 35 bucks is gone.

Do-Gooders

There is little on the record of do-gooders getting to the source of the trouble. They convene and resolve, but seldom go to the mat with parents who let their children run wild until it becomes a game to outsmart the cops.

It all starts back when a householder complains to a neighbor that his youngster is ruining his lawn.

For his trouble he is told, "It's just too damned bad about your lawn and that great big yard of yours. Too bad if

my kid wants to play in it. The hell with you!" The child is egged into the first stages of delinquency by his own father. Trespassing is the first step.

Let's suppose that the parents of the youth who robbed the liquor store had been haled into court, made to pay for the theft, fined and publicized, as would happen had they themselves committed the crime.

Responsibility

It might have been too late to save such a boy but at least it would separate the sheep from the goats and make heedless parents conscious of their responsibility. Which, after all, is the basic purpose of all penalties--example and warning.

This impact upon would-be-offenders is completely lost under a system which holds breathing, thinking humans under 19 even less accountable than an automobile or a dog and immune to publicity for their acts.

Hoover says pile the blame where it invariably belongs. It makes sense and in those cases where it doesn't, press censorship or suppression still could prevail.

Immunity

Existing immunity is protection and license to the vicious through consideration for the few. By ignoring parental responsibility it has abetted home laxity and bred the nation's most alarming crime problem.

Next to the police, publicity is the most effective deterrent to crime, one of the newspaper's most important services. Ask any crook.

Yet in countless serious cases the police do their part but publicity cannot do its. Society is left unaware, still exposed to shielded culprits, who may live next door.

Let the real delinquents, the negligent parents, take the rap and the problem is half solved.

Hoover has the answer!

---Hartford Times

"A man can never improve if he looks in a mirror for a model."

Safety minds

Vox-Cop

March - April, 1956

COURT DECISIONS MOVE TOWARD RECOGNITION OF FACTORS INVOLVED IN STOPPING DISTANCES

by

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

The present disposition of the courts toward taking judicial notice of various psychophysical and mechanical factors involved in bringing a moving vehicle to a stop is illustrated by some recent cases hereinafter discussed in detail. The trend toward recognition of these factors seems to have lagged behind scientific developments which have become quite generally recognized and acted upon by drivers in their daily operations. In view of the readiness of some courts to judicially notice other even more recently developed scientific facts and phenomena, their hesitancy in this respect hardly seems consistent. (cf: "Judicial Notice of Radar Approved," Traffic Digest & Review September 1955, P. 10.)

Specific information relative to average stopping distances under given conditions is now in the hands of most persons who operate automobiles, or at least is readily available to them in the form of detailed charts, diagrams and even visual demonstrations conducted by various agencies for the benefit of the driving public. Some earlier cases had made tentative pronouncements in the direction of noticing these facts, but these were limited to facts of common knowledge that vehicle moving at given speeds obviously could (or could not) be stopped within given distances. Still, although no court of last resort has ventured to accept the familiar facts, known to most drivers, in cases involving definite figures, progress toward that result has been substantial when viewed in perspective.

MISSOURI CASES

The courts of Missouri have spoken on this subject more often than those of any other state, usually in civil cases involving the ability of a driver to stop in time to avoid a collision under the so-called "humanitarian doctrine" of last clear chance. In one of its most recent decisions (Mallow v. Tucker, 281 S.W. 2d 848 (July 11, 1955), the Supreme Court of Missouri states its present stand: "We cannot take judicial notice of the exact distance within which a certain automobile may be stopped under given conditions. * * * There have been instances in which we have taken notice of certain limits within which a stop could be made. * * * However in the instant case, when we consider reaction time, the speed of the car, the distance involved and other circumstances in evidence, we cannot judicially know that plaintiff could have brought her car to a stop, after discoverable danger arose, in time to have avoided the collision." (Emphasis supplied.)

In the above case the court refers to McCombs v. Ellsberry, 337 Mo. 491, 85 S.W. 2d 135 (1935), in which the evidence showed defendant's car was approximately 10 feet from an intersection when plaintiff's car entered it. In this situation the court said: "The record does not disclose any definite distance within which defendant could have checked the speed or changed the direction of his automobile. * * * However, while courts may not take judicial notice of the precise distance a given automobile

may be stopped in under given conditions, judicial notice has been taken of the limits within which a stop could be effected, viz. at a speed of 45 to 50 mph, within 300 to 350 feet * * * and at 60 mph, within 40 feet."

In Hutchinson v. Thomson, 175 S.W. 2d 103 (S. Ct. Mo. 1943), the court had said: "There is no evidence in the case of the distance in which a truck could be stopped when moving 8 or 10 miles, but we know that it could have been stopped within the minimum distance which appears to have been available--6½ feet." In Hammell v. St. Louis Pub. Serv. Co., 268 S.W. 2d 60 (1954)--a bus-truck collision--a Missouri Court of Appeals said: "We may take judicial notice of the fact that at a speed of 50 mph or less the automobile could have been stopped almost instantly--within a few feet."

SOUTH CAROLINA CASES

Smith v. Hardy, 88 S.E. 2d 865 (So. Car. 1955), arose out of the death of several persons in a head-on collision between a truck and an automobile, and the question of stopping distances was involved. It was contended that the trial court erred in refusing to take judicial notice of the facts shown on a chart in a driver's handbook published by the Highway Department which purported to show the familiar stopping distances of vehicles at various rates of speed as well as the distances at different speeds which a motor vehicle will cover before the driver after "seeing danger" can apply his brakes, shown hereon as "driver's thinking distance." The Supreme Court upheld the trial court's refusal to take judicial notice of these facts, saying: "The record does not disclose the source of the facts stated on the chart appearing in the 'Driver's Handbook' or the circumstances under which they were developed. No one was offered as a witness who had made a test of this nature. A chart somewhat similar to the one here in Ashfield's Cyclopaedia of Automobile Law and Practice, (Perm. Ed.) Vol. 9C, Sec. 6237, and it has been referred to in several decisions from other jurisdictions. While it is common knowledge

that some interval necessarily elapses before the impulses to apply automobile brakes can be made effective, we cannot take judicial notice of the exact reaction time, nor can we take judicial notice of the precise distance in which a given motor vehicle traveling at a particular speed on a particular road can be stopped. * * * Of course there are maximum limits that are matters of common knowledge." (Emphasis supplied.)

Earlier, in Thompson v. Brewer, 82 S.E. 2d 685 (1954), the same court had upheld the trial court in directing a verdict against the plaintiff because of his contributory negligence in following too closely. He was driving 50 to 60 mph on dry black top paving and, finding himself unable to pass a slowly moving truck because of an approaching car, crashed into the rear of the truck, leaving 80 feet of skid marks. The Supreme Court said: "It is common knowledge that a driver cannot bring his automobile to a stop from a speed of 50-60 mph within a distance of 65 feet."

LEGAL SITUATIONS IN OTHER STATES

In Muse v. Page, 125 Conn. 219, 4A.2d 329 (1939), the Connecticut Supreme Court of Errors said: "While courts take judicial notice of such things as are of common knowledge * * * the principle is not available to establish the stopping distance of an automobile with the precision and exactitude claimed by the plaintiff here. * * * Judicial notice cannot be taken of the shortest distance the defendant's car traveling at 25 mph could be stopped in, but may be taken that this car could have been stopped in at least 75 feet."

In Perhaska v. Silberg, 302 Mich. 47, 4 N.W. 2d 462 (1942), the plaintiff, driving less than 10 mph, was 45 feet away when he saw defendant enter the intersection without stopping. The court said: "It is common knowledge that a car with good brakes, on a good highway, and traveling less than 10 mph can come to a complete stop within a distance of 45 feet."

In Weitzman v. Bissell Lumber Co., 193 Wis. 561, 214 N.W. 353 (1927), the plaintiff testified that she did not see the train with which she collided until

she was 85 feet from the crossing. The court said: "It is a matter of common knowledge that a car traveling at this speed (28 mph) can be stopped at a much less distance than 85 feet when the brakes are in proper order."

In *DuTemple v. Schafer Bros. Logging Co.*, 169 Wash. 2d 102, 13 P.2d 446 (1932), the court said: "It is a matter of common knowledge that an automobile equipped with good brakes, traveling 10-12 mph can be stopped in considerably less than 15 feet."

MORE RAPID PROGRESS TOWARD
RECOGNITION OF REACTION TIME

While the courts have been unwilling as yet to recognize even average stopping distances they have shown no such reluctance with regard to the component factor of average reaction time--the "psychophysical phenomena of reaction time" as it was referred to in *Kick v. Franklin*, 345 Mo. 752, 137 S.W. 2d 512 (1939). This was a railroad crossing accident case where the negligence alleged was failure of the engineer to sound warning in time to give the motorist opportunity to act upon it and stop his car. The trial court had instructed the jury as a matter of law that such a warning could have been given "in a second, or a fraction of one." The railroad produced an expert witness who testified to "the minimum time it would take for the engineer to visualize and appreciate respondent's peril, determine to sound a warning and commence to act, for the sound to reach the respondent's ears, for respondent to hear the warning, appreciate the danger and decide to stop or turn aside his car." Since in his opinion all of this would have taken much longer than a second it was contended that it was conclusively shown there was not sufficient time for an effective warning. However, the Supreme Court held this evidence was not controlling and that the trial court's instruction on reaction time, based on common knowledge, was proper. In 1949 the same court said: "We judicially notice that reaction time is required for the operator of a vehicle to 'comprehend' the situation prior to his application of brakes." *Yeaman v.*

Storms, 358 Mo. 774, 217 S.W. 2d 495 (1949).

Later, in *Dister v. Ludwig*, 362 Mo. 162, 240 S.W. 2d 694 (1951), the court remarked that there was no evidence in the case as to the distance in which a motorist traveling 15 mph could have stopped in time to avoid striking a pedestrian 56 feet ahead of her, but said: "We have taken judicial notice of the distance in which an automobile traveling 15 mph can be stopped. * * * We have also judicially noticed that a reaction time is required for a motorist to apply brakes on an automobile."

Meanwhile other courts had also become aware of reaction time. In 1947 the Louisiana Court of Appeals said: "It is a matter of common knowledge of which he (the district judge) could have, and we do, take judicial notice that when the driver of a motor vehicle is confronted with a sudden emergency, some period of time is necessary for him to realize the situation, make a decision and then apply the brakes to his vehicle." *Gaines v. Standard Accident Insurance Co.*, 32 So. 2d 633 (La.App.-1947). See also: *Murray v. Banning*, 17 Wash. 2d 1, 134, P.2d 715 (1943), and *Berton v. Cochran*, 89 Cal. App. 2d 776, 185 P.2d 349 (1947), in which the court said: "It is common knowledge that it requires an interval of time, after deciding that the brakes should be applied, to apply pressure on them and that it requires an additional interval of time thereafter for the brakes to commence to be effective."

AVERAGE REACTION TIME
IS 3/4 OF A SECOND

Having recognized that some period of time is required for the perception and comprehension of danger and the necessary physical responses thereto, it was a short step to recognition of the average duration of such time. In *Standard Oil Co., v. Crowl*, 198 F. 2d 580 (Mo.-1952), the U.S. Court of Appeals said: "Missouri courts take judicial notice that it takes an appreciable time for a person confronted with an emergency to react to the situation and to act to avoid the danger in it. The expression used in the Missouri

ases is 'reaction time' and in the absence of proof to the contrary the reaction time of a normal person is presumed to be three quarters of a second." The court here had reference to *Vietmer v. Voss*, 246 S.W. 2d 785 (S. Ct. Mo. 1952), where it was said: "Unless a longer time affirmatively appears in the proof the courts recognize that such reaction time is three quarters of a second." The same was held in *DeLay v. Ward*, 262 S.W. 2d 628, 635 (1953) and again in *McKinney v. Robbins*, 273 S.W. 2d 513 (1954).

Even prior to this an Ohio Court of Appeals had arrived at the same conclusion. In *Ashbrook v. Cleveland Railway Co.*, 34 N.E. 2d 992 (1941), defendant's street car struck plaintiff's automobile which stalled across the tracks after a skid, at which time the car was 100-150 feet away, moving about 35 mph. The court said: "It is a fact of mathematical determination that a vehicle moving at the rate of 35 mph is traveling about 2 feet per second. It is a matter of common knowledge also that the so-called reaction time of the average man (that is the time elapsing from the moment one sees danger until the moment when he can actually get into action to avoid it) is about 3/4 of a second." Likewise in *Maan v. Kuhn*, 64 Wyo. 158, 187 P.2d 138 (1947), the court cited the *Ashbrook* case and said: "It is common knowledge that at least half a second after danger appears is required for the average motorist to transfer his foot from accelerator throttle to brake." Varying somewhat in degree from these figures, the Illinois Appellate Court said, in *Seeds v. Chi. Transit Authority*, 324 Ill. App. 303, 96 N.E. 2d 646 (1950): "Common knowledge tells us that the 'reaction time' would be at least a second."

MARYLAND COURT EXTENDS
JUDICIAL NOTICE TO ENTIRE
PROGRESS OF STOPPING

In *State v. Belle Isle Cab Co.*, 194 Md. 550, 71 A.2d 435 (1950), a cab driver had run over a pedestrian who was lying in the street, unconscious. The cab driver insisted he was traveling only 15 or 20 mph and did not see the prone body until within about 25 feet of

it, although the undisputed evidence showed he left a 42-foot skidmark and shoved the body several feet after striking it. The Court of Appeals said: "It is obvious that, no matter how quick might have been the reflexes of the driver the car did travel some distance while the driver was putting on his brakes and while the brakes were taking hold with sufficient grip to skid the wheels. There is no evidence how far this was but it is a frequent occurrence to put on brakes and it is a matter of common and ordinary knowledge that some time elapses before the impulse to apply them is transmitted into their application. If we add some space to that already shown by the skidmarks it becomes apparent that the driver saw Stehley when he was at least several car lengths away."

Compare the advanced position of the courts as expressed in the foregoing cases with that of the Georgia Court of Appeals in *Archer v. Aristocrat Ice Cream Co.*, 87 Ga. App. 567, 74 S.E. 2d 470, 473 (1953), where it was held that judicial notice could not be taken of the reaction time of the driver or the stopping distance of a car which laid down 182½ feet of skidmarks before striking a truck which turned left in front of it. Said the court: "This is not a subject for judicial notice but a matter of proof upon the trial of the case."

It has now been recognized (1) that cars moving at given speeds can or cannot be stopped within certain minimum or maximum distances; (2) that reaction time is required for drivers to perceive and comprehend the situation and act to avoid the danger; (3) that the average duration of this reaction time is 3/4 second; (4) that cars travel an additional distance after the brakes take hold with sufficient grip to skid the wheels. Physical evidence of skidmarks and estimates of minimum speed based upon their measurements have been held admissible in cases too numerous to cite. It would seem but a simple, logical step to recognition of the average distance required for stopping under known circumstances.

---Traffic Digest and Review

COMPUTING SAFE INTERVALS BETWEEN MOVING CARS

Cuts and Fills, a publication of the Connecticut Highway Department has printed a plan for quick computation of safe intervals between moving cars.

The most cursory examination of traffic accident cases will disclose that a considerable number of them are occasioned by following the car ahead too closely. The minimum desirable interval between cars has been variously recommended, but no sound rule has been set out.

There are two elements to consider:

1. The lag between the time the driver sees he should stop or slow down and when he gets his brake pedal down. This is the so-called reaction time, and varies in individuals from one-half second to about one full second. Having in mind that a simple rule is needed for the average person and that a car traveling at 50 mph goes 88 ft. per second, one foot of interval between cars for each mile per hour is allowed. This interval, however, gives only time enough

to get your foot on the brake; not to stop.

2. The dissipation of energy, through brake friction, follows a definite rule. Dynamic energy is MV^2 , or the velocity times itself, times the mass or weight of the car.

A rule of this kind is of no practical use to a car driver. Therefore, it must be simplified to the greatest degree. The easiest way is to remember that the length of a skid is your velocity in miles per hour, divided by 5, times itself.

Thus--at 30 mph: 30 divided by 5 equals 6; 6 x 6 equals 36 ft. you will skid under normal conditions of pavement.

Now--for a quick rule for safe driving intervals--your speed, to the nearest 5 mph, divided by 5. Multiply this result by itself and add to the result your speed in miles per hour. For example at 50 mph the interval should be 150 ft. ---Highway Research Abstracts

M.P.H.	÷	5	=	?	x	Itself	=	Feet of Skid	+	Reaction Time (M.P.H.)	=	Safe Interval
5	÷	5	=	1	x	1	=	1	+	5	=	6'
10	÷	5	=	2	x	2	=	4	+	10	=	14'
15	÷	5	=	3	x	3	=	9	+	15	=	24'
20	÷	5	=	4	x	4	=	16	+	20	=	36'
25	÷	5	=	5	x	5	=	25	+	25	=	50'
30	÷	5	=	6	x	6	=	36	+	30	=	66'
35	÷	5	=	7	x	7	=	49	+	35	=	84'
40	÷	5	=	8	x	8	=	64	+	40	=	104'
45	÷	5	=	9	x	9	=	81	+	45	=	126'
50	÷	5	=	10	x	10	=	100	+	50	=	150'
55	÷	5	=	11	x	11	=	121	+	55	=	176'
60	÷	5	=	12	x	12	=	144	+	60	=	204'
65	÷	5	=	13	x	13	=	169	+	65	=	234'
70	÷	5	=	14	x	14	=	196	+	70	=	266'
75	÷	5	=	15	x	15	=	225	+	75	=	300'
80	÷	5	=	16	x	16	=	256	+	80	=	336'
85	÷	5	=	17	x	17	=	289	+	85	=	374'
90	÷	5	=	18	x	18	=	324	+	90	=	414'
95	÷	5	=	19	x	19	=	361	+	95	=	456'
100	÷	5	=	20	x	20	=	400	+	100	=	500'

**IRON JUSTICE URGED
FOR WILD DRIVERS**

From a Chicago Dispatch by Godfrey Sperling, Jr., to The Christian Science Monitor.

A safety official has isolated the attitude which must be restrained if the holidays are not to be continually marred by fatalities on the nation's highways. In a word, it is selfishness.

Paul Jones, director of public information for the National Safety Council, uses no pleasant words to describe what he calls "me first" drivers.

"I am convinced," he says, "there is a hard core of obnoxious characters driving cars today who almost willfully disregard every fundamental precept of courtesy, decency, and humanity and only sneer at efforts to improve their behavior and attitude."

The drivers include, he says the show-off, the drinking driver, and the bulldozer. They are potential murderers. And for my money they should be treated like any other criminal."

What would he do about it? First, he stresses, the automobile drivers should be warned that a crackdown against such drivers is coming.

"But once they've been warned," he asserts, "let's move in and really give it to those who refuse to go along with making the highways safer, and let's pull no punches.

"FAIRNESS"--"You hear people moaning about 'unfair' tactics of traffic police in tripping up speeders, drunks, and other traffic criminals. What's so unfair about it?

"Is traffic enforcement a friendly game between police and would-be killers, to be played according to sporting rules and may the best man win? Not the way I see it."

The time has come, Mr. Jones declares, when it is not only advisable but necessary for traffic police to use every legal, legitimate tactic they can think up to get rid of what he terms "highway highballers."

"Let the police hide behind billboards," he continues. "Let them take the red flashers off their cars. Let

them use plain automobiles. What are they supposed to do when they spot a motor maniac tearing down the road, headed for trouble, hand him their business card, or radio a request for an appointment at his convenience?

CHALLENGE--"Do police notify a burglar that he had better be good because they're lurking in the store to catch him when he burgles? Then why should traffic officers be considered unsporting when they risk their necks chasing down some maniac who is doing 100 miles, and perhaps is half-drunk to boot?"

Police Comsr. Timothy J. O'Connor of Chicago, speaking in favor of a plan that was dropped after a wave of public criticism, says: "There is no logic or reason in waiting until a drunken driver either kills or cripples a person before he is caught."

This sounds like National Safety Council talk. Mr. Jones sums it up this way: "I maintain no traffic law enforcement can be too tough if we are to make a real dent in a toll that already is a disgrace to a civilized nation, and getting worse by the month."

**HOW TO HALT SPEED DEATHS?
EXPERTS OFFER ANSWERS**

Reflections of a yellow sun sparkled on the rain soaked country road as a convertible, zooming along at 55 miles per hour, weaved around curves and tossed a spray of puddles behind it.

Suddenly--unexpectedly, for the convertible's pilot--another car appeared at a crossroad.

The driver of the convertible slammed on his brakes. His car skidded and plunged into a stone wall.

Death, with a checkered flag signifying the end of the race, leaned against the 25 mph speed marker at the roadside. Death smiled.

But, state and local law enforcement agents and safety experts weren't smiling when they agreed that a major factor in highway death is speed.

How one can stop Death from flagging-

in Connecticut's motorists, has many facets.

Like juvenile delinquency, there is no single answer that can simply solve the problem.

However, The Herald put the question to some of the state's outstanding safety experts and here are their answers:

Commr. John C. Kelly of the State Police said that "one of the major things that would have a decided effect on the number of severe accidents in Connecticut is strict law enforcement."

Although there were fewer accidents, and fewer reported injuries during 1955 than in 1954, Kelly said he believes there were more fatal accidents.

"Education has an effect, too," Kelly said. "This department carries on constant driver education throughout the state," he added.

Commr. Kelly feels that chronic violators should be the target of "actual disciplinary methods." He explained that the chronic violator should have his license suspended and be taken off the state's roads.

"If a person respects and obeys the laws, he'll be a good driver," Kelly said. "We need to get more of those drivers and we'll have fewer serious accidents," he asserted.

Trumbull Police Chief Raymond I. Beckwith feels that the key answer lies in "more policemen on the road and less speed.

"Governors on cars are not the answer," Beckwith said. "They just cut down the amount of gas you feed which there might be need of," he added.

"The best way to educate the public to obey road laws is through the pocket-book," Beckwith declared.

When a person is fined, Beckwith explained, he is not liable to forget it.

William Greene, the state's safety director, claimed that "self-imposed deterrents are not enough!"

Greene reeled off a half-dozen suggested ways to cut down road fatalities. Among his list, Greene exclaimed that "the rate of speed should be commensurate with the road."

However, Greene indicated that enforcement is the key to safety.

"Even the best citizens violate the law. They must be made to think when driving and enforcement is a way," Greene said emphatically.

Greene declared that a good driver should have no fear of unmarked police cars.

"It's just like when we go shopping; there is no cause to fear store detectives unless you're shoplifting," he explained.

Patrick J. Flanagan, Stratford's police chief, thinks "the use of unmarked police cars is a good idea.

"Some people think its unsportsmanlike to use unmarked cars," Flanagan said. But, he added, "there is no sport to bad driving!"

Flanagan thinks that schools teaching youngsters laws of driving are and will be a safety factor.

Francis S. McCarthy, safety director of the Conn. Motor Club (AAA), declared that to cut down serious accidents, "drivers must police their own action.

"We can't have police protecting everybody all the time," McCarthy said.

McCarthy feels that Offenders Schools --where constant road violators would be readjusted through text books and psycho-physical tests--would cut down the number of severe accidents.

"Governor Ribicoff's stand to get-tough with violators should help," McCarthy said.

Bridgeport's Supt. of Police John A. Lyddy declared that speed is the biggest cause of serious accidents.

Lyddy listed three ways to beat down the number of accidents. They are:

1. "Everyone should be his own policeman."
2. "Respect the other man's rights on the road."
3. "Education through the schools and enforcement."

James J. Kranyik, police chief of Fairfield, said the two major causes of serious accidents are speed and drinking.

"If there were national legislation placing governors on cars it would help a great deal in cutting down the number of auto fatalities," Kranyik asserted.

"As far as drinking, it's one of those things people just have to realize by themselves," the Fairfield police chief said.

"Enforcement is another big factor. Most police departments are shorthanded. Given more men we could have a more constant patrol which would certainly decrease the number of accidents," Kranyik declared.

---Sunday Herald

RIBICOFF RULE COMMENDED

(Judge Rudolph C. Geissler,
of New York City, in This Week)

In the 24 years I have been on the bench, I have never given a speeder a second chance. I never will. If he is convicted in my court or pleads guilty, the speeder gets a fine or a jail sentence and his license gets blemished.

In the sense that I adhere strictly to the law, I am a "tough" judge. In my opinion, that is the judge's job. As a speeder, you are one man in a traffic court on one particular day; as a judge, you are a witness day in and day out, by the hundreds and thousands, to the worst carnage man has ever known. Worse than plague. Worse than war.

Fines haven't worked.

Threats haven't worked.

Public education doesn't seem to be working.

Maybe Connecticut's new experiment will. Gov. Abraham A. Ribicoff recently issued an order which, as far as I know, is the most drastic speed rule in the nation. Any one who exceeds the speed limit on any road, highway or street in the state of Connecticut now automatically loses his driver's license for 30 days; if it is a second conviction, he loses it for 60 days. Connecticut hopes eventually to apply the regulation not only to residents, but also to speeders from other states with which Connecticut has reciprocity agreements.

John C. Kelly, State Police Commissioner, has said, "This is the most effective crackdown I've known in my 35 years as a policeman." And Gov. Ribicoff has observed, "When motor-vehicle operators realize that we mean business, and obey the traffic laws, the number of accidents and the death rate will drop even more."

Perhaps this is the answer: If a motorist wants the privilege of using the roads, then he must obey the rules or lose that privilege. It's too early to tell how the Connecticut experiment will work out in the long run. But to those who suggest that suspension of a driver's license is too drastic a step, I can only reply: Is it not far less drastic than death on the highway?

COURTESY

It may seem strange to suggest that courtesy and safety are allied partners. The human element has more to do with accidents than safety measures. Lack of common courtesy has caused an endless number of traffic accidents. Most of us do things when we are behind the wheel of a car that we would not do anywhere else. We honk our horns; we cut in and compel other motorists to draw their breath and utter a few nasty words. That in turn angers them, upsets their emotional set-up and makes them less competent to drive.

The discourteous person is always doing things which imperil the comfort and safety of others. The courteous person is easy to work with. He is generally popular. He creates confidence and good humor. He drives his car with a sane regard for his own safety and the safety of others. Everyone is on safer ground when the atmosphere in traffic is friendly and courtesy builds friendship.

No one of us walks, or drives, alone.

---Fleet Supervisor

The hand that lifts the glass that cheers should not be used to shift the gears.

Michigan State Police Reports on

**SURVEY OF STATE-WIDE
SPEED LIMITS**

Most chief law enforcement officers in the states now having numerical state-wide speed limits in effect consider them to have advantages over "reasonable and proper" limits, according to a questionnaire-survey recently completed by the Michigan State Police. The questionnaire was prepared under the direction of Commissioner Joseph Childs.

Replies were received from 36 of the states having state-wide numerical speed limits and from seven states having "reasonable and proper" limits.

Advantages claimed by the chief law enforcement officers are:

1. Provide a needed guide for drivers.
2. Provide an effective tool for highway patrol officers.
3. Help reduce speed on rural trunk lines.
4. Contribute to the reduction of the traffic death rate.
5. Generally are in favor with highway users.

There is a trend toward absolute limits, replies to the survey indicate. The chief law enforcement officers of ten of the states having prima facie numerical limits would like to have them changed to absolute so they will be better understood by drivers and will be more enforceable by the police and courts. All states, with one exception, now having "reasonable and proper" limits believe state-wide numerical limits would have advantages over their present limits.

Since the replies were received from persons who are particularly well informed concerning the problems involved, it is believed the following comments by these persons will be of interest.

"Too many people read in various publications that this state has a 'reasonable and proper' limit and most of them construe this as wide open. Do not believe prima facie limits have any merit or meaning."

"It is our considered judgment that prima facie limits do not take into account the chance of error in human judg-

ment--that all drivers will not have the same idea as to 'safe and proper' speed. An absolute speed limit does necessarily limit the speeds of those drivers who may be capable of faster speeds but more importantly, it restricts those drivers who are not capable of faster speeds, thus making the highways safer to drive on."

"The most trouble we encounter with a reasonable and prudent speed is that judges over the state do not agree on the speed which constitutes a violation and we feel that the violation and penalty should be uniform throughout the state."

"It is practically impossible to obtain a conviction in many courts based on speed alone. Most judges and prosecutors require evidence of other careless acts in addition to speed. Since speed is the major factor in the severity of accidents, it is imperative that speeds be reduced and this requires an enforceable speed limit law and sufficient police personnel to efficiently enforce it."

"If drivers would adhere consistently to a lower speed many accidents would be prevented. Public sentiment, however, demands higher speed limits leaving (stricter enforcement) as the necessary weapon to combat the rising accident rate. Stricter enforcement, however, is useless without 'stricter adjudication'."

"Have a 'reasonable and proper' limit under hazardous conditions even though speed is lower than absolute limit."

"Radar has been used very successfully in speed control in conjunction with absolute speed limits."

"The use of radar has had a tendency to increase our speeding arrests; the public has accepted the use of radar and slowed down considerably; and with its use we have reduced accidents considerably."

A copy of the complete survey may be obtained from the Michigan State Police, East Lansing. ---Traffic Digest & Review

The water is shallowest where it babbles. ---Welsh Proverb

ACCIDENTS DO NOT HAPPEN --
THEY ARE CAUSED
BY HUMAN FAILURE

What kind of safety worker are you? It is good to check up on ourselves quite often to see if we are measuring up, if we are sincere -- conscientious.

Frankly, I feel a safety worker that is doing a job is born, not made. Of course, we have many men in safety that are experts technically and we have to save them. But so many of them are far more interested in the technicalities of the safety job than they are about the prime objective, saving a life. Far too many can't see the ocean for the waves.

I believe a safety-heart is the most important ingredient for a safety man to have and with this, he can put across to the men the importance of this or that safety gadget, or new and perhaps stringent regulation for their protection. Without it, he is a total loss when he goes to a hospital to see an injured person -- or to a home that the black angel has just visited because of a fatal accident. Numerous cases come to mind that I have experienced during the past twenty years in an effort to promote more and better safety for those that follow. I remember the two heart-broken children, a little boy, 9, and a little girl, 11, who both wanted to die and so stated because Daddy had been taken away in a bad accident (mechanical failure, rear wheel came off on dangerous steep mountain grade) and their mother had been taken away by death five years before. It was quite a problem to get these youngsters to realize Daddy had lived for them, and they now must live for him, grow up and take their place in this world, and so live that he could be justly proud of them.

Then there was Herbert, a fine specimen of manhood with a wife and four grown children and one adopted child; with over a quarter of a century of accident-free record behind him as a mechanic for heavy equipment. His superintendent said he had always been known as good, reliable and safe worker. But the report came in by phone that good old Herb had his right arm pulled off between the shoulder and elbow because

he had called to helper on other side of shovel to leave machine out of gear while he adjusted carburetor. Yes, he waited momentarily.

The big gear wheel stopped and he shoved his right arm through the spokes put his left arm around gear wheel, that was covered with guard, but at that moment the helper slipped and his knee struck the master clutch that set the gears in motion -- an irreplaceable part lost! Herb never uttered a word, didn't yell out in pain, didn't get excited. He calmly said, "It's gone." And though he lost a terrific amount of blood, requiring several transfusions, in the hospital he was the most cheerful person I ever saw. Why? He said, "Just think, I'm alive!" He was so thankful to come through this accident with his life, the most precious thing on earth. And thanks be, Herb has something we all need in safety, a realization that it takes faith and a steadfast belief in the Maker and Giver of all to pull us through and help us as he did Herb, for over a quarter of a century. In times such as the two mentioned in this article, I feel a word or quotation from the greatest book ever published is far more important than quoting safety rules and regulations. Proverbs 21:31 (the last five words).

On one of my visits to hospital, Herb said, "Tell the fellows for me" -- after more than 25 years of service behind him -- "that they can't be too careful." "They never know when it will happen." But remember most accidents are caused.

We as safety workers should always remember we can't teach safety unless we believe in it and we can't preach safety without practicing same.

Tarvia H. D. Jones
Engineer-Director of Safety
North Carolina State Highway
and Public Works Commission

In city traffic, if you can't see the rear wheels of the car ahead, you're too close.

On the open highway, if you can't see the front wheels of the car ahead, you are too close.

NATIONAL SAFETY COUNCIL TRAFFIC SAFETY PROGRAM

So you think things are messed up out there on the highway? Well, just wait another ten years!

The National Safety Council has taken a peep into the future and come up with these disconcerting figures:

By 1966, an endless swarm of 82,000,000 motor vehicles will jam the streets and highways--20,000,000 more than are on the road now.

They will be piloted at various times by 90,000,000 drivers.

They will travel approximately 825 billion miles a year.

The traffic toll that year will be around 53,000--unless some genius manages to pull down the prevailing death rate by getting to those 90,000,000 drivers with a safety sales talk that is more convincing than anything thought up so far.

Faced with this foreboding future, the Council announced today a specific traffic safety program designed not only to hold down the traffic toll, but to expedite the flow of traffic. Safety authorities agree the two problems are inseparably interwoven.

The Council emphasized that while it accepts its responsibility, it cannot do the job alone, and that the help of every person who drives, rides or walks is essential.

Here is the Council's plan for cutting the toll and congestion of future traffic--based on proven techniques of engineering, education and enforcement:

1. Convince the public that the only real answer to the traffic problem is for every individual not only to drive and walk sensibly and safely himself, but to join actively in an organized community and national effort to see that others do the same. If this means rougher, tougher traffic law enforcement--as it will in many places--demand, support and accept it!

2. Give every community the facts on how its traffic safety program stacks up against recognized standards--and help it bring itself up to or above par. The Council provides the way to do this through its Annual Inventory of Traffic

Safety Activities, now being used by 46 states and by 1,140 cities.

3. Build as many miles of safe, modern accident-resistant highways as possible. The way they are financed, says the Council, isn't half as important as the fact that unless they're built, this country will have outsmarted itself trafficwise.

4. Along with building new and better and safer roads, use every modern technique of traffic engineering and law enforcement to make existing highways as foolproof and safe as possible.

5. Cut through red tape, apathy and legislative inertia to obtain uniform vehicle laws and do what common sense tells the nation it should have done long ago--give the driver a set of simple, understandable traffic rules and laws that he can follow from coast to coast--and that he can be sure will be enforced.

6. Make driver education--in class and behind the wheel--a required course for every student of driving age in every high school.

7. Make it so tough to get a driver's license that only a person who is physically, mentally and emotionally qualified to drive in modern traffic can get one.

8. Take the license away from any driver as soon as he demonstrates inability to drive as a decent, sensible citizen should drive.

9. Back traffic courts to the limit in showing errant drivers and walkers that it just isn't smart or healthy to behave selfishly or dangerously in traffic.

10. Encourage constant improvement in automobile design to make it easier and easier to drive safely.

The traffic situation, the Council emphasized, can be improved in direct ratio to public acceptance of those 10 objectives. But it will require organized effort, dedicated leadership by influential persons in public and private capacity, and a willingness to work and pay for safety and better traffic facilities. The Council pointed out that safety, like everything else worthwhile, costs money, time and effort.

And what will happen by 1966 if Amer-

cans team up in a real and continuing traffic improvement program?

"You'll get where you're going a lot easier and sooner," promised the Council. "And what's more, the traffic toll will come down by half!"

**"SAFETY IS A STATE OF MIND,
NOT A GADGET"**

The above sentence, from a prize-winning essay, points the way to a decrease in the tragic accident toll on our highways, in our homes and on our farms.

The sentence is taken from the letter written by Frona L. Johnson of Empire, Stanislaus County, which was the winning effort in the California Farm Bureau Federation's competition "A Lesson in Safety".

The entire winning letter is worthy of your consideration. Here it is:

"Self-preservation as the first law of nature is an excellent goal for us humans to use. New medicines have done wonders to sustain and prolong life, but the time has come for us to make more progress in the field of safety.

"What is safety? It is thought put into action; it is good order; it is knowledge plus caution. To sum it up, it is not every man for himself, but being your brother's keeper in simple acts of consideration for others while looking out for yourself.

"Accidents don't happen. They are caused. If we will work on eliminating the causes, we will be successful. This education must begin in the home with small children, teaching them such things as picking up their toys, not to play with matches or fire, the proper use of knives and scissors, and the many little though very important things they must learn.

"This must begin at an early age in the home, and continue there and in the school through college. Safety instilled in youth will become a habit with the adult. We must train ourselves to recognize the hazards of accidents BEFORE we get into them.

"To be successful, safety campaigns can't come and go. We must not only a-

rouse interest; it has to be sustained. We will succeed only when we get the idea across to every individual that safety is a state of mind, not a gadget.

"Eliminating the costly price of accidents will bring down the cost of living, and saving lives will help sustain the family unit.

"Think safety -- act safely."

---Safety Section, Calif. Div. of Hwys.

BELT SAVES TROOPER

A motor vehicle crash in Middletown demonstrates the effectiveness of a simple safety device.

What a safety belt can mean to a passenger of a fast traveling automobile involved in a crash was demonstrated in Middletown the other day. A state trooper gave chase to a youngster, driving a car without permission. The speeding youngster hit an abutment and ricocheted into the path of the State Police cruiser. The two vehicles crashed, but the state trooper was only shaken up. The driver of the other vehicle was taken to the hospital. The state trooper believes that he would have been thrown out of his vehicle had he not been strapped in by the safety belt that State Police regulations require.

Safety experts are convinced that belts which strap a passenger to his automobile seat can prevent injury if an auto crash occurs. The harm results when passengers are thrown forcibly against some part of the car or out of the vehicle.

Safety belts are now offered as optional equipment to new car buyers. Whether there is any general acceptance by the public remains to be seen. One obstacle that must be overcome is the subconscious confidence that every driver has that he will not be involved in a serious accident. The potential value of safety belts will depend on how the family car is used. If it is frequently employed for long trips and for nighttime driving then the additional amount that a safety belt costs seems like a prudent investment.

---Waterbury Republican

Expert Advice

DRIVERS NEED TO HAVE SENSE OF SAFETY

By James R. Whelan

Automobiles come equipped these days with all sorts of safety gadgets--power steering, power brakes, safety belts, collapsible steering wheels, padded instrument panels, and the like.

But manufacturers have overlooked one important thing, two safety experts complained recently. They have failed to build a sense of safety into the drivers.

Laure B. Lussier and Allen E. Hawkes blame safety gadgets, in fact, for contributing heavily to today's increasing highway accident rate.

"They've lulled drivers into a false sense of security," Lussier charged. "And they've stressed the jams these gadgets can get you out of," Hawkes put in, "rather than how to stay out of those jams in the first place."

Lussier is motor vehicle registrar for Rhode Island. Hawkes is safety research director for the Motor Vehicle Department.

Pointing to charts showing the nation-wide upswing in traffic deaths this year, the pair sounded an urgent appeal for safe driving.

"Last year 36,000 lives were lost in highway accidents in this country," Hawkes said.

"This year accidents are on the increase. Every single New England state, for instance, shows an increase in highway fatalities--from seven per cent in Massachusetts to 35 per cent in Connecticut. And we have just experienced the deadliest holiday week end on record."

Lussier singled out speed and power as the two biggest villains in the highway carnage.

"Every year," Lussier continued, "cars get more and more powerful. I don't think most people are ready for it."

"There's a tendency," he added, "to see if these gadgets really work. Some find out too late. Some never find out."

Both stressed that they were not

assailing the engineering improvements but abuses of the improvements, both in advertising them and in their misuse by motorists.

"They can be a wonderful thing," Lussier said, "if used properly and reasonably. If we obey the rules of the road, then they can save lives."

Are stiffer laws the solution to the traffic problem? San Salvador, for instance, keeps accidents to a minimum with a law sending the driver of a car that injures a person to jail until the victim recovers.

"No," Lussier laughed, "that's not the answer. I sincerely believe the answer lies in educating the public to safe driving."

"Driver training in schools," he said, "is the best insurance I believe we can carry against death and destruction on the highways." ---U.P.

41,000 TRAFFIC DEATHS

Many reasons can be cited for the large number of serious traffic accidents, but the basic reason is public indifference.

Arthur S. Johnson, director of the Institute For Safer Living, has a gloomy prediction for 1956. He sees a total of 41,000 traffic deaths occurring. But if you think that is bad consider his prediction on serious injuries. He sees that total as an astronomical two million.

Mr. Johnson is a technician. In addition to heading the institute he is safety engineering vice-president of the American Mutual Liability Insurance Co. Therefore his prediction deserves attention.

The law of averages plays an important part in determining the total number of accidents. There are more cars on the road; consequently, the chances of an accident are greater. But other factors have a bearing, factors that can be controlled. And it does not follow that because an accident happens it needs to be a serious one.

Studies have shown that when a serious accident occurs speed is invariably

involved. Yet manufacturers continue to increase the horsepower of engines for greater sales appeal. It is curious that in the several suggestions Mr. Johnson makes to decrease the number of accidents he says nothing about control of speed potential.

In the final analysis public opinion will decide whether the highway toll gets less or continues to mount. Tighter law enforcement has been proved an effective deterrent to accidents. Stricter enforcement will result when the public demands it. The question, therefore, is not how to control traffic but how to make the public realize what is going on so that sentiment will be aroused to the point needed to correct conditions.

---Waterbury Republican

ACCIDENTS KILL 14 IN MONTH DESPITE ANTI-SPEED DRIVE

Despite the statewide campaign against speeding on state highways during February, 14 persons lost their lives as a result of accidents directly attributable to too fast driving.

This report was handed to Gov. Ribicoff by motor vehicle department officials. The Governor described the death toll figure as "deplorable."

"I am deeply concerned about that death toll figure," he said. "It shows that there are still too many drivers disregarding our statewide effort to save their lives."

Here are the statistics given the Governor covering the first two full months of the anti-speeding campaign:

The licenses of 1,419 speeders were suspended in the two months, as compared to 124 in January and February of 1955. The death toll during the last two months was 43, as compared to 46 for the same two months in 1955. For February alone here are the figures: 835 licenses suspended (490 Connecticut drivers and 345 out-of-state drivers) compared to 63 in February 1955; 23 fatalities as compared to 17 in February 1955.

Noting the high percentage of out-of-state motorists who have had their licenses suspended for speeding convictions

since the drive started, Gov. Ribicoff on Thursday reiterated his intention not to make Connecticut a "speed trap."

He approved bumper strips to be placed on the state's more than 3,000 cars and trucks to warn drivers of the anti-speeding campaign. These strips will read: "Don't Speed. Save Your License." The Governor also approved signs to be located at the state lines on all major highways. These signs will read: "Don't Speed. Conviction Means Loss of License."

---Hartford Courant

PARENTS ONLY

No amount of safety education given a child by the parents can be completely effective unless mother and father observe safety precautions too. In safety, as in everything else, children absorb the attitudes of their parents and copy their behavior.

Telling Johnny to cross the street only when the light is green is not going to seem important to him if he sees his father dashing across on the red. And if Mary sees her mother standing on a wobbly chair to get something down from the cupboard she's not likely to use a ladder or other sturdy support when one is needed.

If we make sure that our ways of doing things are reasonably safe and correct, we will find that our children are likely to develop safe practices, too.

---Fleet Supervisor

HORSES WERE DANGEROUS

Back in 1900 with horse-drawn transportation, we were killing 30 people per million miles of travel. Today, using horsepower (of a different kind), our rate is 6.4 per each hundred million miles. Just think what would happen if we had 62-million horse-drawn vehicles instead of autos!

---Hfd. Automobiler



the Spotlight

Vox-Cop

March - April, 1956

TEN MEN, TWO WOMEN GRADUATES APOINTED TO DEPARTMENT



Shown in photo, bottom row l. to r. are Off. Morton Denerstein, Off. William Corcoran, Jr., SPW Anna DeMatteo, Comm. John C. Kelly, Major George H. Remer, SPW Doris Murtha, Off. Bernard J. Conlon, and Off. Joseph Zdanowicz; top row l. to r. are Officers John F. Gore, Donald E. Nurse, Joseph Oliva, Lionel Labreche, William F. Ellert, and Frederick H. Avery.

Ten men and two women were appointed to the State Police Department by Comr. John C. Kelly during ceremonies held March 23 at the Woodbridge Town Hall. Diplomas, signifying successful completion of the 14 weeks' training course at the State Police Training School at Bethany, were presented to the new policemen, policewomen and to three representatives of municipal police departments who completed the training.

Ralph J. Buckley, retired state po-

lice captain, was principal speaker at the event. Rev. Douglas W. Kennedy, department chaplain, delivered the invocation. Local chiefs of police, Joseph Kinsella of Stamford; Terrence J. McKaig, Glastonbury, and Capt. John J. Courtney, New London, were guests at the affair. Fritz Klambt, who recently retired as director of physical education at the Naugatuck branch of the Y.M.C.A. also attended.

New State Policemen are: Frederick

H. Avery, Noank; Bernard J. Conlon, Derby; William Corcoran, Jr., Norwich; Morton Denerstein, Stratford; William F. Ellert, New Britain; John F. Gore, West Haven; Lionel Labreche, West Hartford; Donald E. Nurse, New London; Joseph Oliva, Bridgeport, and Joseph Zdanowicz, Waterbury.

Appointed State Policewomen were: Anna DeMatteo, New Haven, and Doris J. Murtha, Wethersfield.

Community police who graduated were: Francis P. O'Grady, New London; John Polarz, Jr., Glastonbury, and Policewoman Dorothy H. Pieczko, Stamford.

**PROMOTION, TRANSFERS, ASSIGNMENTS
ANNOUNCED BY COMMISSIONER KELLY**

Several personnel changes were announced March 25 by State Police Commissioner John C. Kelly. The changes included a promotion to detective sergeant, nine transfers of veteran troopers, and new assignments for the 10 men and two policewomen sworn in March 23 at ceremonies held at Woodbridge.

Officer Arthur P. Andreoli, Quaker Hill, Waterford, assigned to the Fire Marshal Division at Headquarters, was promoted to Detective Sergeant and transferred to the Colchester Barracks effective April 1. Sergt. Guy Bonuomo, of Fairfield, transferred from Colchester to the Bethany Barracks.

Detective Sergeant Andreoli entered the state police training school at Bethany on April 19, 1943. After graduation he was assigned to the Colchester Barracks. He saw service at Stafford Springs, Danielson and Groton stations prior to his assignment to the Fire Marshal's Office at Headquarters on Jan. 1, 1954. He is a graduate of the Arson Investigator's Seminar at Purdue University, Lafayette, Indiana, having attended in April, 1954.

Veteran policemen were transferred as follows: Off. Peter G. Lawson, of Canaan, from Stafford Springs to Canaan; Off. Everett Anderson, of Ansonia, from Hartford to Bethany; Off. Michael J. Conroy, of Seymour, from Hartford to Bethany; and Off. Paul Stensland, Jr.,

of Stratford, from Colchester to Bethany.

Also, Off. James J. McGrath, of Ansonia, from Westport to Bethany; Off. George L. Potter, of Groton, from Groton to Westbrook; Off. Joseph Suchanek, of Durham, from Westbrook to Fire Marshal Div. at Headquarters, Hartford, and Off. James Duane, of Windsor, from Hartford to the Fire Marshal Division.

New Policewoman Doris J. Murtha, of Wethersfield, was assigned to the Hartford Barracks while Policewoman Anna DeMatteo, of New Haven, went to Groton.

Recruit patrolmen were assigned as follows: William F. Ellert, New Britain, to Stafford Springs; Lionel Labreche, West Hartford, to Canaan; Bernard J. Conlon, Derby to Hartford; Frederick H. Avery, Noank, to Colchester; Joseph Oliva, Bridgeport, to Westport; William Corcoran, Jr., Norwich, to Groton; Morton Denerstein, Stratford, to Westbrook; John F. Gore, New Haven, to Hartford Barracks; Donald E. Nurse, New London, to Danielson; and Joseph Zdanowicz, Waterbury, to Hartford Barracks.

TWO OFFICERS TRANSFERRED

On April 9 Comm. John C. Kelly announced the transfers of two veteran officers to take effect on April 12.

Officer William V. Hickey transferred from Colchester Barracks to the Hartford Barracks and Officer Henry L. Cludinski from Hartford Barracks to the Colchester Barracks.

CALIFORNIA HIGHWAY PATROL

The 1956-57 budget of the California Highway Patrol asks for 915 more patrolmen, Commissioner B. R. Caldwell announced recently. The total additional cost would be \$6,600,000.

The proposed budget would also provide for 45 more lieutenants and 208 additional sergeants. Also 102 extra clerical positions were requested to make a total of 1,270 new positions.

---California Highway Patrol

ONE OFFICER FRISKS TWO SUSPICIOUS MEN

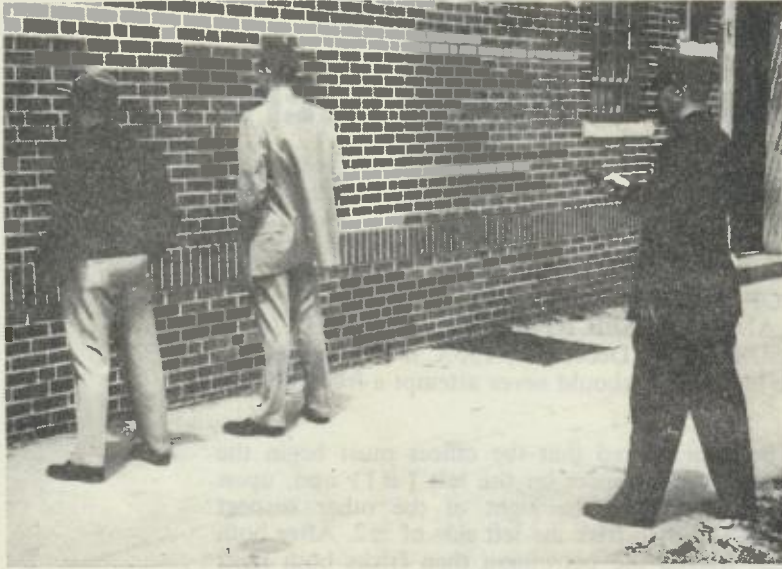
When the lone officer encounters two suspects on the street there are certain procedures that should be followed, both for the safety of the officer and for the completion of a satisfactory frisk. In the following series of pictures SPRING 3100 illustrates the recommended procedure to follow in this situation. And, as pointed out in HOW TO STOP A SUSPICIOUS CAR, July-August, 1955; ONE OFFICER AND A SUSPICIOUS CAR, November, 1955; and FRISKING SUSPECTS, December, 1955, it is important to remember that the lone officer should *never* attempt a frisk of more than two men.

It should also be remembered that the officer must begin the frisk on the left side of the suspect on the left (#1) and, upon completion, move #1 over to the right of the other suspect (#2). The officer should then frisk the left side of #2. After both left sides have been frisked the patrolman then frisks both right sides, moving suspect #1 back to his original position after he has been frisked.

In a situation such as the following, the officer should always have his gun out, ready to use it should either or both suspects become balky or move suspiciously.



Gun in hand, lone officer on foot patrol approaches two suspects on street and orders them to halt. He orders them to keep hands in pockets because seemingly unimportant movement on part of either of them may be motion to draw revolver and fire at officer.



Their hands still in pockets, patrolman orders suspects to face nearby wall as he takes up position behind them. Again he orders them not to move at all.



Next they are ordered to raise hands SLOWLY and turn palms outward so that officer can inspect for hidden weapons. Satisfied, he orders men to take off-balance position against wall.



Suspects place feet well-apart and back from wall and place palms, facing outward and upward against it. Officer takes up position on left of suspect #1 with left foot (see SPRING 3100, Dec. 1955) in place. He then removes suspect's hat and examines it for weapons; pushes man's jacket over his head to frisk left side. Remember, only left side of suspect is frisked at beginning.

After left side of suspect #1 is completed, officer steps back and orders man to take position on right of suspect #2. (See SPRING 3100, Dec. 1955.) Patrolman then begins frisk of Left Side of suspect #2 where he is relieving man of revolver. Upon completion he orders man to remain in position.



Then officer begins frisk of right side of suspects. He begins with right side of suspect #1, with revolver in left hand. Upon completion he steps back and orders suspect #1 to move back to old position on left of #2. Then he frisks right side of #2.

Note: At all times officer has unobstructed view of both suspects.

NEVER...

Suspects are moved TO KEEP THIS FROM OCCURRING. Officer in between two suspects makes it easy for one to attack officer from behind. Here suspect on right could jump on patrolman or, even run away.



ONE OFFICER FRISKS TWO SUSPICIOUS MEN

After both suspects have been frisked for weapons officer orders them to stand straight again with hands clasped on top of heads. He then requests passerby to call for assistance to escort prisoners to station house.



While passerby makes call, officer maintains vigilant eye on suspects, never relaxing for a moment. Suspect's hat still remains where officer discarded it and is only picked up after further assistance has arrived.



COLOR IN LAW ENFORCEMENT PHOTOGRAPHY

by
Lt. Edward P. Tierney

It has been very evident the past few years that there is a sudden awakening to the possibilities of color photography in the Law Enforcement field. Evidence pictures for record purposes or for use in court, could and should be made in color. We see things about us in color, therefore the natural way to photograph such things is in color. If color photography had been invented first and if color pictures had been accepted in court for the past forty or fifty years, it would be much more difficult now to get black and white photography accepted than it is to get color accepted today.

It is not necessary to know how to repair an automobile to learn to operate one or to know how an IBM machine sorts cards to run one. Likewise it is not necessary to know all of the science of color photography to make factual color pictures. Color photography is just as easy and just as certain today as black and white photography. If the color slide or color photography is a reasonable record of the original subject as it appeared at the time, it should be admissible as evidence.

The advantages of photography in natural color for police work have been known for some time, but did not become practical until quite recently with the development of new materials and new methods. In the past it was necessary to send the transparency to the manufacturer for processing once it had been exposed. If color prints were required, three color separation negatives had to be made with exacting skill after which wash-off relief prints could be made. This required a great deal of time and a true reproduction of colors was not guaranteed. Manufacturers have recently placed on the market new materials and methods enabling the photographer to expose, process and make color prints right in his own laboratory in a short time, thus making for efficient control and continuity over the subject.

There are several processes of color

photography and it might be apropos at this time to briefly outline these processes. The Eastman Kodak Company processes are named so that they are fairly easy to understand. The word "chrome" in the name of the process means reversal or positive and that the resulting picture will be a positive transparency on film; thus the trade name Kodachrome and Ektachrome film mean the reversal type of film. The word "color" instead of "chrome" means a negative and a positive process; thus Kodacolor and Ektacolor film mean negative color films by Kodak.

Law Enforcement Photography is one field where do-it-yourself processing often results in better work than when someone else does it. This is especially true in color where a good print or duplicate transparency is expensive and is available only from selected custom finishers. Anyone who has a camera and electronic flash can, with a little practice and care, produce better duplicates than most of the low priced services can supply.

This month Eastman Kodak announced a new color film and printing paper. The film, is called Kodacolor Film, universal, for daylight and flash. It produces complementary colored film negatives from which Kodacolor prints or color prints on Type C Kodak color paper can be made.

It may be some time before color will be used exclusively in Law Enforcement photography, however, if the manufacturer's continue to improve on the processes of color prints the time may not be too far off.

In Concord, N. H., a new toll road is guarded by a mere magnet. If a motorist fails to drop a dime in the slot at the entrance, the magnet sets off a horn that calls the police, and a hidden camera records the offender's license number.

AROUND THE CIRCUIT

Vox-Cop

March - April, 1956

STATION "A", RIDGEFIELD

ELOQUENT ORATOR

The civic groups of Redding have found that they not only gained a Resident Officer, but an accomplished speaker as well when Officer William Wallace moved into their midst. From reports drifting back to the Station it is apparent that William Jennings Bryan had nothing on our Willie.

VACATION PANGS

Joe Pirri has always maintained that Lou Stefanek is the well known "pain in the neck" and so, was the least surprised of anyone at the barracks when Lou returned from his Florida vacation and reported that he had spent considerable time consulting with physicians about a pain in his neck. Incidentally, Louis still can't believe that he made it through North Carolina (both ways) without any of the usual unpleasant stops.

JESSE HAYMES TO JOIN BENEDICTS

That elusive bandit Jesse (James) Haymes finally admitted that when a determined posse gets on the trail, escape is impossible and so he decided that he would no longer fight 'em, but he'd join 'em. The fatal day--we understand--is the 16th of June. Good luck and best of wishes to you and Mary Ann.

IRISH SPECIAL

After two weeks of anxiety for everyone at the barracks, Thomas Frederick Leary arrived--two days early for St. Paddy's day. Flo came through with no difficulty but it took Freddy an extra week to recover.

DAVE BELIN TO WED

Although Dave said that the doghouse in front of his unfinished house is for "Mitzi", everyone knows now who will

spend most of the time in it after Dave and Mary tie the knot. "Mitzi" has not been given away and her ex-master has been cleaning and scrubbing the Dave-house ever since.

PROUD OPERATORS

Officer Mario Bruno with his new 1956 Ford Pursuit now washes his vehicle three times a day. Got himself some new polish, trade name, El Mirro, and it sure will shine some now. The operator is kind of proud of it, too. It's now a contest between he and Officer Pirri, who walks home when it storms to protect the shine.

DISORDERLY CONDUCT

Officer Mario Bruno & Company did it again, with little or no info to go on; solved a disorderly conduct complaint involving an early morning Lothario, and a blushing, country schoolgirl. Seems like this schoolgirl accepted a ride to school from this unscrupulous rake, who thereupon decided to ride out into the boondocks and make like dogpatch style. The gal became frightened and resisted to the point of breaking the steering horn rim in half and emitting loud and vociferous noises, attracting a passing hunter, who came to her rescue. With usual attention to detail, each little piece of information was carefully screened and the net result; one young married man in court. This culprit now is reading "Reticence in Passion", at the Danbury County Jail, where he will be for the next two months.

BREACH OF PEACE

Officers Louis Pinto and Walter Benz in answer to a breach of peace complaint in the Town of Brookfield, came up with questions that could not be answered by the principals--net result--six young men locked up for B & E & Theft in the Towns of Danbury and Southington. The Old Maestro, Off. Ed Gardina, was assigned to assist as he was

investigating the B & E in Danbury. After a few rounds of "what did you do?" and "now come," the case began to size up and the cell block was full.

ONE FOR SOLOMON

Officer Struzik investigated a complaint in the Town of Danbury, and the incident involved the theft of three pairs of scanties, four pairs of not so scanty and a hand embroidered black lace pair, from a clothesline. One could hear Struz muttering to himself around the barracks, "Where does a guy start looking for anything like this." Nuff said.

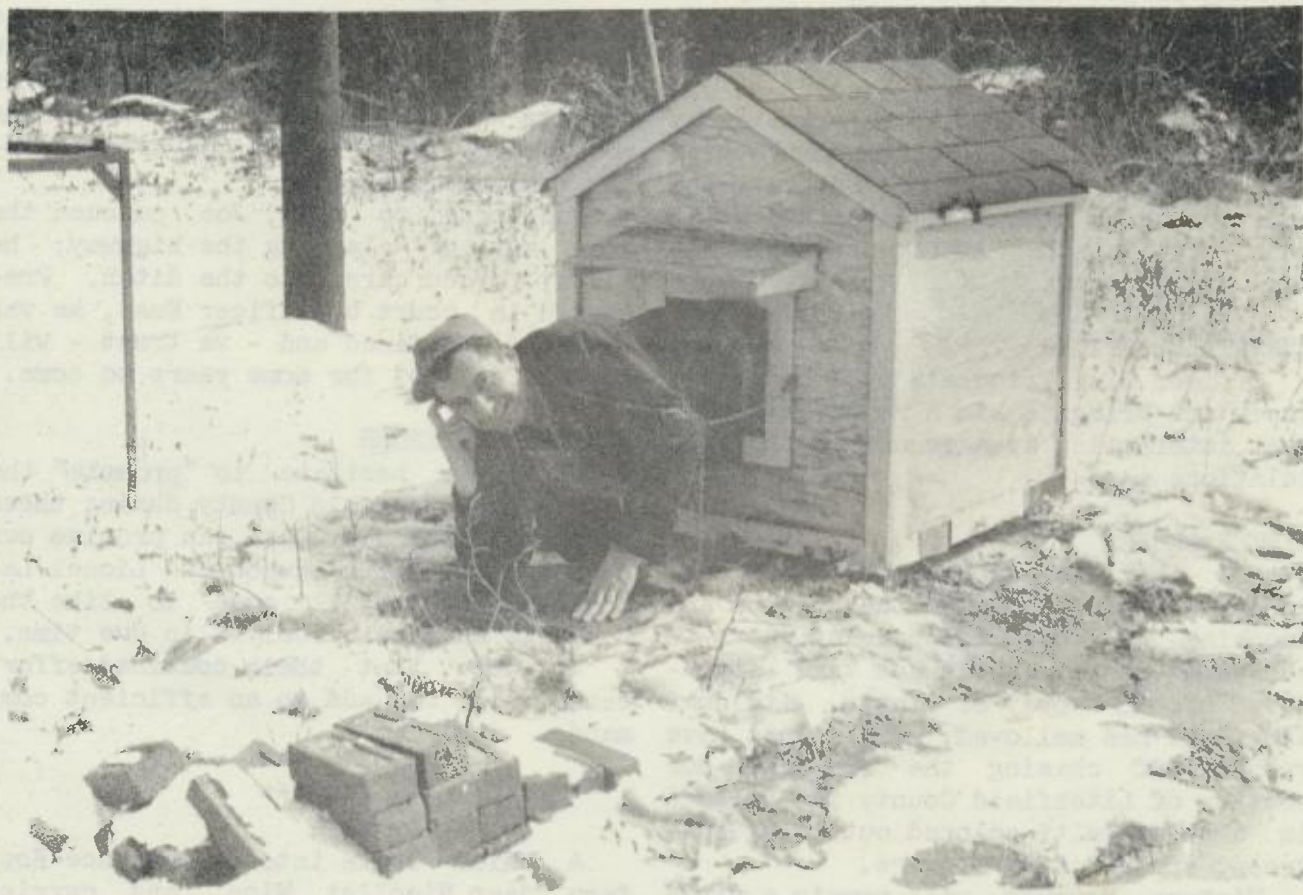
IRISH CELEBRATE ST. PADDY'S DAY

St. Patrick's Day at "A", three stalwart sons of Erin had the grand day off duty; Sgt. Walt Foley, Officer Shaun Small and Officer Ed McMahon. Incidentally, Lieut. Al Rivers is a member of

the Irish Club over in the Danielson territory, where he is known as Lootenant Albert O'Rivers, and you should hear him speak with a brogue. Some one has to keep the Irish in line.

TRACKERS HIT TRAIL; GET QUARRY

Officer James Costello and Constable Hiram Hanlon broke a hard one in Newtown. Four juveniles threw stones at a passing train, injuring the brakeman. It was necessary to remove the brakeman from the train by ambulance at New Haven. Off. Jim and Constable Hiram began this one bloodhound style and tracked footprints in the snow directly to the culprits' home, where a confession followed rapidly. All were very sorry, but this sort of thing is dangerous and can result in needless injury. Maybe a trip to the woodshed is the answer to this one.



SGT. WALT FOLEY JUST HAPPENED TO BE PASSING THE NEW HOME OF HEAD CUSTODIAN DAVE BELIN THE OTHER DAY AND FOUND DAVE JUST COMING OUT OF THE DOG HOUSE. JUST HAD TO TAKE A PICTURE OF THAT ONE AND HERE IT IS.

STATION "B". CANAAN

SCENARIO

The power of suggestion has proved itself in many fields:

Chef to Houseman: Hey Ned, I'm painting the stove cover.

Houseman (yawning): Yeh, looks nice.

Enter Lieutenant: Stove looks good, chef.

Lieut. to Houseman: Let's start our spring painting, Ned.

Houseman (with threatening gestures to chef): OK, Lieutenant.

Exit Lieut. to office: Houseman toward paint brush.

TRAUD CASE CRACKED

The sudden influx of complaints concerning forged notes, as reported by respective banks, proves once again that a forgery can be perpetrated on even the most alert individuals.

An investigation, in this instance, by Officer Keilty and Policewoman Butler has brought the accused before the courts but we rather imagine that a few bank officials are making premature New Year resolutions.

VERSATILE OFFICER

Officer Bill Prindle's public appearances are bringing him a reputation as a most interesting speaker and good public relations man.

WINTER PASSES

Now that early spring bulbs are cautiously peeking through the ground and laughing at the disappearing snow, we can pause in retrospect and take inventory of our supply of winter. Its cutting cold has mellowed, its winds have pushed off chasing the snow, and our section of Litchfield County is dressed in a perky multi-colored outfit of lush green, specked with flowers.

Winters, however, will remain a vivid memory to a mother and daughter in Goshen whose call for help from snowy isolation was answered by Officer Turcotte and the town snowplow. Leo was sure to get through because he's tall enough to

walk over the drifts. We know one little family that will "look up" to Leo in many ways.

THOROUGH WORK LEADS TO ARREST

Three Avon youths, combining pleasure with a plan for easy profit, have found that garage pilfering during the early hours can lead straight to the courthouse.

Officer Charles Sedar's check of a suspicious car in Norfolk and subsequent noting of the vehicle registration was the basis for a later arrest by Officer Rust.

As details unfolded it was learned that the youths had developed the habit of night prowling and theft of vehicle supplies both from cars and garages in Canaan, Norfolk, Canton and Avon.

TIPSY "PILOT" GROUNDED

Had Joseph Dionne been less anxious to get back to Torrington from Hartford on the morning of March 14, he might even now be celebrating ten years of driving without a license plus numerous convictions for reckless and drunken motor vehicle operation.

But, true to type, Joe pursued the easy way of clearing the highway; he simply forced cars into the ditch. Presented in court by Officer Rust, he was lectured and fined and - we trust - will be kept on foot for some years to come.

PERSONNEL CHANGES

While we hesitate to "promote" the beauty of Litchfield County during these desolate winter days, we can promise our new Officers, Pete Lawson and Lionel Labreche, that they'll come to like the hills as much as ourselves in due time.

We know that their combined effort cannot help but add to an efficient command.

A thief broke into the Wallace Hopp farm near Nicollet, Minn., and carried off 40 chickens, several dozen eggs, two pounds of butter and a large quantity of pork and beef.

On the way out, he picked up a frying pan.

TOLLAND COUNTY TALES

TRANSFERS

Peter Lawson has left us for Station "B". We wish him well in his new assignment. All along we have known that his heart was not here but there. If you haven't found out already at Station "B", he is an expert at spotting and apprehending PUC violators.

We welcome to the Station from New Britain, William Ellert, who has just completed his training at Training School. Already he is getting a work-out with some of the older officers.

NEW ARRIVALS

The Stanley Nasiatkas have a new son, Jeffrey Paul, born on March 18, 1956, at Hartford. Stanley says that he is a good little fellow except for waking up a few times during the night.

The William Tomlins have a daughter, Cynthia Ellen, born on March 22, 1956, at Rockville. Cynthia has three brothers and a sister.

TO THE SUNNY SOUTH

Our dispatcher, Marjorie Yoskovich, accompanied by her father and mother, has taken off for two weeks for a visit to Florida. At the rate it keeps snowing here, all of us will be wishing we were there, too. She is well-equipped with film so we expect that she will bring back some nice photos of the south.

EMBARRASSING MOMENTS

While en route to investigate an accident, one of the tires on Lennie Wierlock's car blew out. He quickly changed the tire and proceeded on his way only to be about a hundred yards from the scene when another tire went flat. Fred Lewis came to the rescue and loaned him a spare wheel and tire. The first tire had been only a few thousand miles but had a defect on the inside and the second tire had picked up a nail.

ACCOMMODATIONS FOR ALL

When Johnny Fersch arrested a young man for operating his car on the highway with only three tires, he had to bring

him to the station to await the arrival of a bond. The companion of the accused, a little white puppy, was brought along too. A bed was made for him in the garage and there he stayed until his master was released.

JUVENILE ANTICS

Recently two fifteen-year-olds took advantage of the snow storms to break into a wood-working shop and some houses. From the shop, they took hinges, bolts, screening and lumber, some of which was needed to make a frame for a school science exhibit. From a house next door to one of them, they took a rifle after raising up a double garage door, climbing onto the boards across the garage rafters and crossing to a door leading into the attic of the house. Prying open the door, they walked the length of the attic and took the gun returning the way they had entered. The family were all home watching television at the time. The next day, they broke into two other houses and took a Long Tom Rifle from one and antlers from another. The only reason one had for taking the guns was that his father was a stickler for the law and would not let him use their guns unless he was with the boy.

YOUNG CAR THIEVES APPREHENDED

Within a few hours after they had abandoned a 1955 Chrysler 300 sedan, which they had stolen from a garage parking lot, three young fellows, one sixteen and the others fifteen, were apprehended. Willie Stephenson had spotted the car with the three in it and without a front marker parked backed into a side road. As he approached the car to check it, the operator started off at a high rate of speed, crossed the main road and headed up a side road. Giving chase, Willie came around a curve to see the car spin across the road and into a snowbank, the boys all jumping out and running off. Before he could stop, they had all disappeared. A check of the area failed to bring up these young men. When day dawned, Bill Carroll patrolled the area and finally received information that led to the apprehension of the three. The sixteen-year-old had stolen

ars prior to this on several occasions, always abandoning them when chased by the police.

BE CAREFUL OF WHAT YOU SAY

Johnny Fersch and Margaret Jacobson had occasion to question a person in Massachusetts and at the State Line were met by a Mass. State Trooper, who accompanied them to the person's home in their car. As the place was located on a dead-end muddy road, Johnny was told to leave the car in the road. Soon a truck came along and the Mass. Trooper went out to move the car. The truck driver berated him in no uncertain terms and told him what he thought of Connecticut officers coming into Massachusetts to make arrests which they had no right to do. The trooper said nothing and moved the car to the least muddy spot he could find. The driver, not being satisfied, sounded off some more. The trooper, dressed in civilian clothes, stepped up to the driver, took out his badge and informed the man that he would see him later in court. Moral: Be sure you know to whom you are speaking before you say anything.

HOUSE TROUBLES

Art Johnson is trying to get his house completed so that he can move in. Commuting with all the snow we have had of late is not so good. Ronnie Jacobsen is house hunting but as yet hasn't found what he wants. As he has sold his place, he has to move. Mabel Ward has her house for sale. She says she wants to build a smaller one.

STATION "D", DANIELSON

With copper commanding a high price, its presence, either on the ground or on the telephone poles, becomes a lucrative article for one to steal. In a few hours, enough can be stolen to bring hundreds of dollars from any junk yard. Two such thefts occurred in "D" territory--one from coils on the ground at the Connecticut Light and Power Company

in Lisbon, and the second from poles strung from a power source to a mill in Jewett City.

While checking for other stolen goods in the junkyards in Rhode Island, Officer Merrill Johnson came across some copper wire which appeared to be from the loot obtained at the Lisbon thefts. From this lead, Officer Joseph Hart carried the investigation further and brought about the arrest of two Rhode Island men who have met justice in the New London County Superior Court.

Along came the second theft, so back to Rhode Island went Off. Hart. A canvas of the junk yards brought forth some of the stolen wire and the subsequent arrest of three other Rhode Island men, who are now awaiting court action for their return to Connecticut. Good Police Work.

PROMPT ACTION

Officer Paul Deschenes, more commonly known as Pierre, The French Detective, showed his promising detective ability when he was able to crack a case of Breaking and Entering into the All Hallows Parochial School in Moosup, within a short time of its discovery. A group of boys had entered the school over a week-end, destroying much school property and stealing various articles. All the boys came from this particular school, so punishment was given to them by making them kneel before each class and apologize for what they did. A good job done quickly.

INDUSTRIAL DEVELOPMENT

This northeastern portion of the State received a "shot in the arm" with the start of construction on the 8 million dollar plant of the American Radiator & Sanitary Corp. in the town of Plainfield. With rumors of other factories intending to settle in this part of the State it may not be too long before an influx of outsiders will take up residence in this long-forgotten area. This, of course, means added police work for all concerned.

EUROPEAN TRIP

Miss Cora Browne, our all-knowing and efficient clerk, soon departs for Paris

on a vacation. We wonder what surprises are in store for her if she starts to converse in her limited French. Maybe she will learn more about Paris than she expects.

PROFICIENT SKIER

Policewoman Susan Kenyon intends to try for the next Olympics in skiing. Her sojourns into the northern woods are making her an expert skier.

HOW ABOUT IT?

Will Officer William Pelzer get married this spring, or will he be too busy solving his cases??

BOOKIES' NEMESIS

The bookies in our area are going underground as the result of Officer Fitzgibbons' tireless efforts. Several good raids have brought heavy fines and jail sentences.

DANGEROUS OFFENDER APPREHENDED

A footbridge, connecting one part of Danielson to the other and providing a short-cut to the downtown area, suddenly became the scene of repeated attacks on females. Unable to uncover any leads, and with the attacks becoming more vicious, the local department enlisted the aid of Station "D". After a long and extremely intensive investigation, during which time some 50 suspects were questioned and released, Officer Gail Smith spotted a subject who answered the description of the assailant. A quick check revealed this subject had moved into Danielson just prior to the start of the attacks and that he had a sex record in the State of Rhode Island. When the subject was picked up and questioned by Officer William Adint, he admitted his guilt as well as a vicious attack on a female in Taftville. He is now awaiting sentencing in the Windham County Superior Court. With this subject's arrest we are firmly convinced that we have averted a murder.

PERSONNEL CHANGES

A Nurse has been added to the personnel of Station "D". Off. Donald Nurse of New London has been assigned to "D" while at the same time we lost Off.

Maurice Fitzgerald to Station "I". It's a long ride from Danielson to Waterbury so "Fitz" should be happy in his own back yard.

ONE ACCIDENT COMPLAINT; FIVE ARRESTS

Governor Ribicoff's campaign against speeders received a boost from Off. Wendell Hayden as a result of his investigation of a series of accidents in the Town of Chaplin. Answering a complaint of a four car accident, Off. Hayden discovered that there were five separate accidents. Evidence was sufficient to arrest all five operators for Speeding.

STATION "E", GROTON

ENFORCEMENT PROGRAM

The department's enforcement plan for the ensuing year was discussed at a luncheon meeting held at the barracks. Lt. Avery invited representatives of Westerly, R.I., New London and Norwich newspapers to attend. They included Ivan Robinson of the New London Day, Charles Utter and "Bill" Cawley of the Westerly Sun, Robert Flanagan of the Norwich Bulletin, "Dick" Muller of the Norwich radio station and Warren Haas of the New London radio station. The discussion was led by Capt. Gruber, director of the traffic division at HQ. Statistics compiled by Officer Sternberg were made available to the press. Lt. Avery said, "Radar will be used wherever and whenever it can be used to control excessive speed." The 1956 program will rest on the extended use of radar, selective patrolling and chemical intoxication tests.

CAPT. WILLIAMS ADDRESSES GROUP

Captain Williams, Director of Planning and Training for the Conn. State Police, was the featured speaker at the Holy Name Society at the St. Patricks Cathedral in Norwich.

OFF. GREENBERG INSTRUCTS CLASS

Officer Greenberg is assisting at the Norwich Y.M.C.A. in the "Learn to Drive"

course being held there.

GOODALE ON LOCAL BUILDING COMMITTEE

Det. Sgt. Goodale is a member of the building committee of the Niantic Fire Dept.

ROUTINE CHECK EXPANDS

Officer James stopped a car for faulty headlights. A faulty headlight lit up the fact that the operator was under suspension.

FREE-FOR-ALL"

Officer Potter arrested several youths for assaulting Coast Guard cadets. The youths were banging on doors and knocking on windows where the cadets and their lady friends were attending a party. A "free-for-all" ensued in which an assortment of bruises and black eyes resulted.

PROPERTY THEFTS HALTED

Officer Douglas arrested two men for stealing plugs from a filling station. These small motor necessities seem to have more value of late than in the past.

OFF. JOHN KEARNEY RETIRES

Officer Kearney has retired from the department after twenty active years.

CONGRATULATIONS

Mrs. Arthur James presented Officer James with a 9 lb. 6 oz. baby girl. Mononda Elaine is the chosen name.

SUDDEN CHANGE

Officer Sternberg enjoyed a two weeks trip to Florida. Such a shame to come back to the cold north and just as we experienced our terrific snow storms.

OFF. LEITKOWSKI WEDS

Cupid has been lurking about the barracks of late with his sights well aimed on the target. Officer Leitkowski and wife after a honeymoon at New York City will reside in Chesterfield.

PERSONNEL CHANGES

Congratulations are in order to new officer William Corcoran, Jr., whose initial assignment is Groton barracks.

SP Woman Anna DeMatteo, a new name on the roster, also started her new duties at this Station. Welcome.

Officer Potter has been assigned to SP Westbrook. Sorry to lose you George but success in your new berth. "Thanks a lot."

STATION "F", WESTBROOK

JOE SUCHANEK TRANSFERS

We bid farewell to Off. Joseph A. Suchanek who has been transferred to an assignment with the Fire Marshal's Division. "Joe" grew up at Westbrook, having been assigned here some fourteen years ago, after a short tour of duty at Groton. While serving at Westbrook he received the Department's Citation and Emblem for Meritorious Service in 1946 for his quick thinking, good judgment, efficiency and skill in police service, which resulted in saving a hunter's life. After circling an area of 10 square miles, Joe discovered his footprints in the snow. Entering the woods he and another trooper followed the winding trail through ice-filled swamps and up and down hilly slopes, and at 4:00 A.M. found the unconscious form of the hunter under a fallen log, almost completely covered by ice and drifting snow. Kindling a fire with leaves of his notebook and the bark of trees, first aid was applied for 2½ hours before signs of life was detected. At day break, finding his way out of the woods, "Joe" summoned an ambulance and got the fallen hunter to the Middlesex Hospital, where the authorities there emphatically declared that the hunter would have perished had he not been found and rescued.

"Joe's" many friends in the barracks area join us in wishing him every success in his new assignment.

SAM SOLIAS CONVALESCING

Houseman Spyros "Sam" Solias is confined to the Lawrence and Memorial Hospital at New London, having recently been operated on. He is convalescing and we're sure he will be back with us

shortly. This is the first time "Sam" has taken any sick leave since reporting for duty at Westbrook in 1944. In the meantime, officer personnel have been assigned to keeping the barracks "blitzed up" in the manner to which it is accustomed. However, their work does not seem to have the quality of Sam's, and we're all looking forward to the day when "Sam" again takes over the house-man's duties.

PERSONNEL ADDITIONS

Off. George L. Potter has returned to Westbrook from Groton. He is acquainted here, and has taken up his duties as though he never left. Off. Morton Denerstein has been assigned here from the Training School, and he will prove a welcome addition during our busy summer season.

NICKEL THEFT SOLVED

Sergt. Thomas Leonard, as a result of a lengthy investigation involving the theft of \$10,000 worth of nickel from a Branford factory has arrested the three main participants and also the fence, all of whom have been bound over to the April term of the New Haven Superior Court. All involved have lengthy criminal records. Some of the nickel has been recovered in Bridgeport. Nickel is very scarce and hard to get, and is allocated to manufacturers.

SAFETY BELT ADVOCATE

Off. James M. Jacob is a strong advocate of safety belts. Within the past month he chased a stolen car from Durham to Middletown at a tremendous speed, only to have it leave the highway out of control, carom back into the roadway in front of him, resulting in a collision with his car. "Jake" received only minor injuries.

Later in Branford, he pursued a stolen car in the possession of an escapee from a Rhode Island Reformatory, which ran through a road block set up by the Branford Police Department, and continued down Main Street at a high rate of speed with Officer Jacob in pursuit. The stolen car went out of control and struck another car head on, burst into flames, and Off. Jacob narrowly missed

colliding with it.

Still later, "Jake" was pursuing a wanted car filled with teen-agers in Middletown, only to have a third car go out of control on the icy pavement, striking his car with resulting minor damage.

In all cases "Jake" got his man, and only his superior driving skill saved him from more serious accidents.

AUXIE TRAINING PROGRESSES

Off. George Roche, Auxiliary Personnel Officer at Westbrook, is reporting a great deal of progress in the training of auxiliaries at the school in Westbrook. He promises that when their training is completed, the auxiliaries will prove a worthy complement to the officer personnel.

STATION "G", WESTPORT

TRANSFERS

"Old Month of March" going out like a lion brought a new face among our Personnel. We welcome Officer Joseph Oliva to our midst; however, we are extremely sorry to lose Officer James McGrath and wish him every success in his new surroundings at Station "I", Bethany.

SPRING USHERED IN BY SNOW

The First Day of Spring ushered in by SNOW, of all things, kept the Personnel of Station "G" very busy on the Merritt Parkway and elsewhere in our Territory and the "Boys" deserve high praise for their untiring efforts, keeping accidents at a minimum.

FLORIDA VACATIONISTS

"The Hall-Room Boys"--Officers Roy Carlberg and Charles Wilkerson, are currently displaying their "charms" on the beaches of Florida; Lucky Boys--(And Girls?)

OFF. LEONARD TO WED

"In the Spring, a young man's fancy lightly turns to thoughts of Love" and our handsome Eddie Leonard, we proudly

announce, is leaving the ranks of the eligible bachelors, having already presented the little lady of his choice with a large diamond engagement ring; the announcement of the happy day to come later.

STATION "H", HARTFORD

STEVE GREGOR RESIGNS

We regret to announce that our happy-go-lucky Radio Dispatcher Steven Gregor, has left our Barracks for new fields of endeavor. The best of luck to you Steve, and we know you'll be on time with that new clock radio.

PERSONNEL CHANGES

The graduating class of the Training Academy provided the station with three new student officers and a policewoman; Officers Bernard J. Conlon, John F. Gore, Joseph Zdanowicz and PW Doris Murtha. A cordial welcome and the best of luck in your new endeavor. In this move we lose three capable and likeable officers: Off. James Duane has transferred to Fire Marshal's Office and Off. Michael Conroy and Off. Everett Anderson to the Bethany Barracks. The best to all of you and feel free to call on us here any time.

DETS CORNER

"A shadow passed the other day, pleasant to the eyes,
'Twas Bea McDonald, our Clerk, newly tenderized."

BIRTHS

Harold Barron of our Culinary Department is the proud daddy of a baby daughter who will be known as Kathleen Ellen. Both baby and mother are doing nicely.

BARRACK SHOT

"Bull's Eye" James McDonald still shooting those "100" scores on the Station Team--Don't lose that eye, Jim.

We are pleased to announce that Res. Officer and Mrs. Harry Myers of Canton have a new addition to their family--Michele Myers--weight 6 lbs., born on Thursday, March 29th at 6 pm. Mother and daughter doing nicely--Father recovering slowly.

ARRESTS MOUNT

Those "green" summons slips mounting daily--keeps the girls typing all day. Keep up the good work Boys.

FUTURE SCOOP

Have been promised some real news from Off. Tony Kurylo. At this writing no memo has arrived at the copy room.

SIGNS OF SPRING

Our genial Custodian, John Palmieri, gazing longingly on our lawn and flower beds.

"CIGARS"

Production is at a good level and the passing out of "cigars" by the good sergeants is at a minimum.

Off. Davis combing his bountiful hair getting ready for a crew cut.

Chef "Ma" Spear making arrangements for sweet corn delivery in the summer.

Mechanic James DeFloria preparing for his annual "jaunt" to N.Y.C.

Off. McDonald closely following the spring training victory streak of the Yankees.

OUNCE OF PREVENTION

Off. Seres giving free electrical advice to would be electricians re: lawn-mowers, hedge clippers etc.

The Auxies making plans for a spring get together.

Off. Krysiak house hunting.

Off. Unger polishing up his fishing equipment.

A woman was filling out an accident report after she had dented the fender of a parked car while trying to park her own. One question on the report was, "What could the operator of the other vehicle have done to avoid the accident?"

Her reply was, "He could have parked somewhere else."--The Far East.

"Don't resent growing old...many are denied the privilege."

STATION "I", BETHANY

ANNIVERSARY

Congratulations were the order of the day on March 11th, for Officers Carl Carlson and "Father" James Lenihan - they passed the 20th milestone in their career's as Connecticut State Policemen.

DET. SGT. DOOLING RETIRES

The passing of time has also caught up with our illustrious student of Irish Folklore, Det. Sgt. Edward Dooling, who has left our midst in retirement. Ed was presented with a classy looking 2-suiter traveling bag and matching brief case from his many friends - police and civilian - at Station "I", the Training Academy and Special Service Division. The brief case is especially appropriate for Ed's new work as Insurance investigator and adjuster for one of Connecticut's leading firms.

Best of everything to you and your loved ones, Ed.

SENSE OF HUMOR PREVAILS

During one of the late blizzards which took place during March, a person who had become stuck near the barracks was heard to ask if he was stranded in "Lower Slobbovia" when he walked into the barracks during the height of one of these storms.

AUXIE SCHOOL

Classes are being conducted at the Bethany Center School, twice a month, for the State Police Auxies attached to this station. The Auxies are appreciative for the effort and time given to them by the various instructors amongst whom were: Lieut. O'Brien, Sgts. Doyle and Gedney and Offs. Stecko, Lombardo, and Menard. We are sure they will be the best trained unit in the state when they have completed this course.

LUCKY TO BE ALIVE

Officers "Tom" Smith and Zonas found two men in a parked car, during one of the blizzards, in a semi-conscious condition and revived them and brought them to the station. It was found that both

had become intoxicated and had parked their car in such a manner that the fumes had blown back into the car, knocking them out. The luck of "John Barlecorn" being with them, the car ran out of gas, thereby saving their lives.

PERSONNEL CHANGES

We at "I" wish to welcome the new additions to our roster: Officers Everett Anderson, Michael J. Conroy, Paul Stensland Jr., and James J. McGrath, who are all wished good luck in their new duties by the personnel at "I".

BOB RASMUSSEN MARRIES

Another bachelor has fallen victim to "Old Dan Cupid" in the person of Off. Robert Rasmussen, who "eloped" to Florida with his new bride and then called the station to inform us as to what he had done. Congratulations and best wishes from us to him and the missus.

BREAK CASES CLEANED UP

Off. Joseph Sullivan is happy these days in that he has, through good police work, solved a good many of these pesky Breaking, Entry & Theft cases that have been plaguing the barracks these days. Also aiding in breaking these cases were Off. John Lombardo and Off. "Ty" Smith who worked many an hour to accomplish this deed.

SGT. BONUOMO JOINS STAFF

April 1st brings to our station a new sergeant in the person of Sgt. Guy Bonuomo who we are sure will be glad to be nearer his wife and children. Welcome and good luck "Sarge" in your new assignment. Guy has been sergeant at Sta. "K", Colchester.

RECRUITS GRADUATE

Congratulations are also in order to the new additions to the State Police Force who graduated from the Academy on March 23rd. We miss these men about the table during mealtimes; things have sure quieted down since they left.

SOUTHBURY NOW HAS RESIDENT OFFICER

Off. John Lombardo assumed his new duties as resident officer of the metropolis of Southbury on April 1st. We

AROUND THE CIRCUIT



SUPPER TIME AT STATION "1", BETHANY ON FRIDAY, MARCH 9, 1956 WAS THE OCCASION FOR OFFICERS CARL CARLSON AND JAMES LENIHAN—TWO MORE STATION "1" STALWARTS—TO CELEBRATE THEIR TWENTIETH ANNIVERSARY WITH THE DEPARTMENT.



LIEUT. J. FRANCIS O'BRIEN, COMMANDING OFFICER OF STATION "1", BETHANY, CONGRATULATES AND EXTENDS SINCERE BEST WISHES TO DETECTIVE SERGEANT EDWARD J. DOOLING ON THE OCCASION OF HIS RETIREMENT, EFFECTIVE 4-30-56.

wish him good luck and hope he will call on us often.

NOSTALGIC MEMORY

We noticed that our Chef "Jake" Demos has that lost look in his features these days. Could it be that he is suffering from the loss of his money-bag since he went out and bought himself a new Chrysler??

JOE MCCULLY DIES

It is with deep sorrow that we at "I" view the death of a very fine man in the passing of Mr. Joseph McCully who was with us only a short time as custodian. His jovial mood and willingness soon made him a friend of each and every person attached here.

STATION "K", COLCHESTER

Who's who and what's what around the Lazy K happy hunting grounds - (With apologies to the Last of the Mohegans).

Capt. Rundle - "Big Chief" - Still covering Eastern Reservation and holding big pow-wows.

Sgt. McAuliffe - "Chief" - Silently placing together "K's" jig-saw puzzle in newly painted tepee.

Sgt. Andreoli - "Little Chief" - Returned to tribe - now help Chief with jig-saw puzzle.

Mrs. Miller - "Little Squaw" - Aably assists warriors at "K" - Soon make visits to range and do much shooting.

Off. Ackerman - "Resident Pale Face" - Using summons books like mad - Could it be because someone buildum fire?

Off. Angell - "White Cloud" - Waiting for good weather to fly birdlike machine into blue horizon.

Off. Avery - "Little Scout" - New injun in tribe - Soon hunting on "K" trails - Bring back many buffalo.

Off. Bombard - "Rain in Boots" - Always watching for smoke signals - Him on lookout for injun with sweet tooth who takum sweets from white man's store.

Off. Brescia - "Old Pain in Back" -

Busy with auxiliary scouts - Teaching them new smoke signals - They help makum travel little easier over trail this summer.

Off. Donohue - "Old Warrior" - Him count days now - 720 to go before him wrap up old tepee for good.

Off. Gauthier - "Silent One" - Him makum little noise but come up with plenty big things - Him pleased to go hunting with Polish Warrior.

Off. Haberstroh - "Fleetfoot" - When not work in field, can fixum well in tepee.

Off. Harvey - "Paint in the Face" - Now has iron horse in trade for old paint brush - Paint brush now property of Stone Face.

Off. Hickey - "Tall Rock" - Well known warrior is all over happy hunting grounds still spreading good will and still good hunter.

Off. Kelley - "Happy Boy" - Young warrior - Always do good job - Makum even more effort now with new iron horse.

Off. MacDonald - "Big Foot" - Findum hard to put pieces together again when glass is broken by tomahawk - Him gottum big pane in Portland.

Off. Mansfield - "Stone Face" - Him park his iron horse and takum paint brush - Him good Rembrandt.

Off. Pilkin - "Lone Eagle" - Him silently ride trails - Look for outlaws - Findum job difficult now with snow on trail.

Off. Pisch - "Big Fox" - Good Will Ambassador of far east territory - Him always on lookout for bad injuns on reservation.

Off. Powers - "Roaring Laughter" - Him have hard time finding Medicine Man to cure "purple-burple".

Off. Sikorski - "Trail Blazer" - Him makum good connections and secret pact with friendly tribe when he takum "Silent One" with him and bring back bad injun - Good hunting, Polish Warrior.

Off. Tasker - "Big Wampum" - Him looking for bad injun who stealum fire-water from local warehouse - Bad injun took to hills, but Big Wampum right on trail.

Clerk Tasker - "Little Doe" - Big Wampum's Squaw - Her dispenser of tepee parchments.

Clerk Biondi - "Hiawatha" - Has well
Now look for foundation for tepee.

Disp. Adams - "Laughing Boy" - Use
any feather dusters to keep tepee clean
Him takum feathers from Chief's head-
dress we think - Him do nice work.

Disp. Berube - "Red Feather" - Him
pend much time by trout stream - Him
ot have much luck.

Chef Caya - "Bread in Basket" - Cook
any fine meals to keep tribe healthy
nd strong.

Mechanic Chappell - "Big Mech" - Al-
ays smiling and lending helping hand to
arriers when they break down.

Mechanic Leach - "Little Mech" - Him
ind his work been cut in half since Big
ech now around.

Custodian Grosch - "Heap Waxum" - Him
enew license for 1956 to run waxum ma-
chine in tepee.

Technician Kriwacki - "Old Squelch"
Official fixum man at smoke signal
ower - Him seen gathering brush to keep
moke signals rising.

STATION "L", LITCHFIELD

JOHN BOLAND DIES

On March 20th, the personnel of this
barracks learned that our former janitor
nd retired Torrington Fireman John Bo-
land had passed away after a short ill-
ness. John came to work at this station
shortly after retiring from the Torrington
Fire Department and made himself
ell liked through his cheerfulness and
he performance of his duties. After an
ttack he had to resign from his duties
ere. The barracks personnel extend
heir sympathy to his family. John's
uneral was held on the 23rd in Torrington
and was attended by Police Depart-
ent members as well as City officials
nd representatives from this barracks.

OFF. NEIL SMITH DIES

On March 22nd Officer Neil H. Smith
f the Thomaston Police Dept. passed
way after a short confinement in the
ospital. Officer Smith was a member of
he Thomaston P.D. for several years and

worked in close cooperation many times
with officers of this station. He is
survived by his mother, wife and minor
son and daughter, to whom we extend our
deepest sympathy. Members of this Dept.
paid their respects and also assisted at
the funeral.

DRESS PARADE

Many of the Officers at this station
are now driving their new 1956 Ford Pa-
trol cars and are keeping the wash stand
busy maintaining the original polish. A
reservation is almost a necessity to get
on the wash stand.

WINTER'S LAST BREATH

Spring arrived in Litchfield County
challenged by Winter's last breath which
dumped heavy snow over the state, espe-
cially in Litchfield County. With the
advent of melting snow one can see by
looking carefully patches of grass, some
of it green.

BETTER LATE THAN NEVER

Regarding St. Patricks Day past; the
"Sons of Erin" from this Station send
belated greetings to their "brethren of
the auld sod" of the Department.

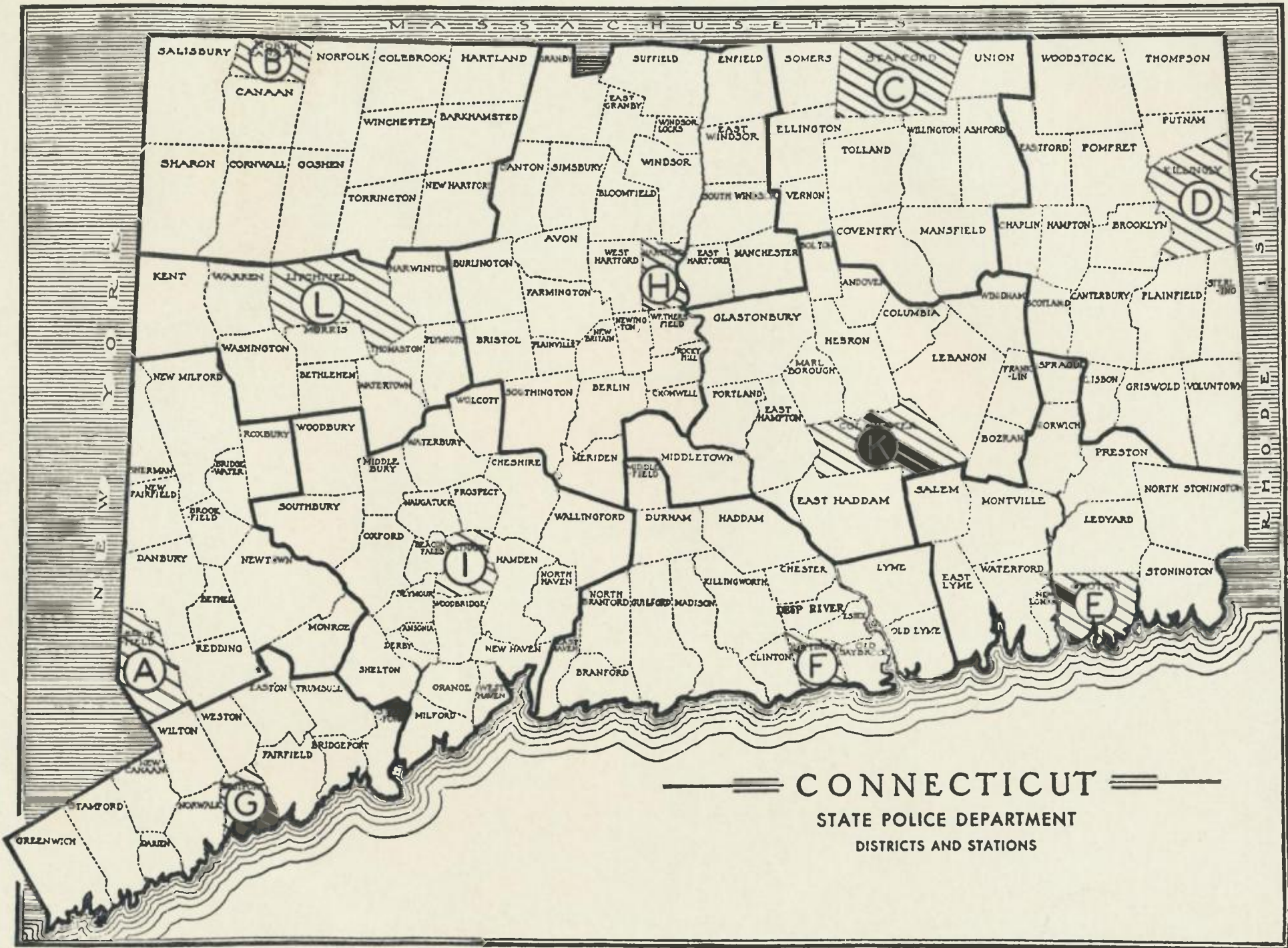
In Lexington, Ky., a warrant charged
a pedestrian with damaging private prop-
erty after he walked into the side of an
automobile. The driver said his wind-
shield and rear view mirror were broken.

The pedestrian, bruised and scratch-
ed, said he didn't see the moving car.

A Newark, N. J., woman got out of her
new sedan to examine the damage done by
another car that struck her from behind.
The other driver also got out, got into
the woman's car and drove off.

The old Greeks said that man had two
ears and one mouth that he might hear
twice and speak once, and there is a
great deal of good sense in it.

---Henry Ward Beecher



CONNECTICUT
STATE POLICE DEPARTMENT
DISTRICTS AND STATIONS