

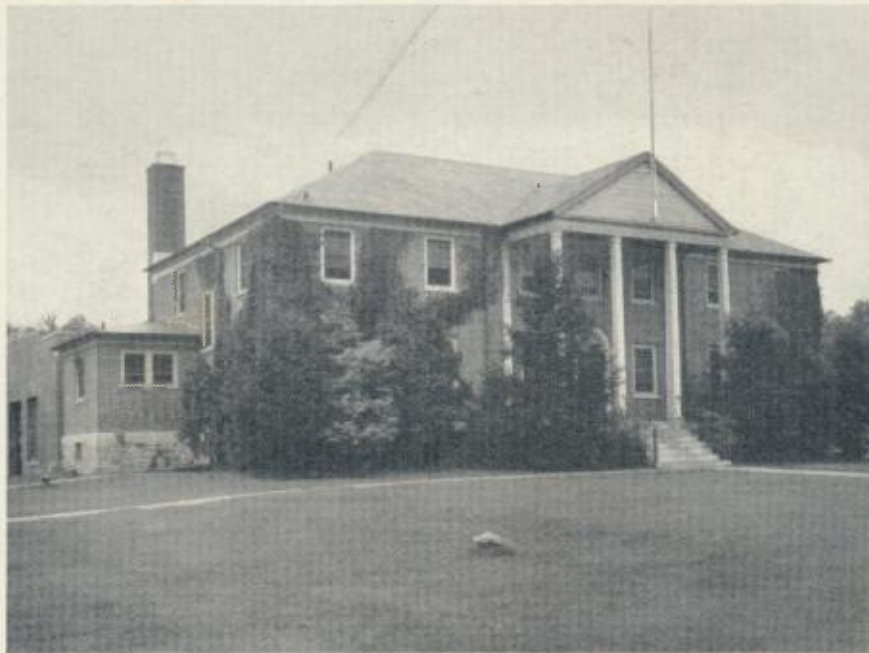
Vox-Cop

Vol 11

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No 4

CONNECTICUT STATE POLICE DEPARTMENT



STATION G, WESTPORT

MAY - JUNE, 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

BY THE Yankee Clipper

Vox-Cop

May - June, 1956

Separating Criminals Problem In Planning New State Prison

Connecticut, in constructing its new state prison at Enfield, faces a special crime segregation problem not encountered in most states, Governor Ribicoff was told recently.

While most states have several state prisons, a special report informed the governor, Connecticut must classify all types of lawbreakers into one institution.

The preliminary report dealing with factors involved in the new \$15 million state prison to be built in Enfield was prepared by the State Building Program (Longley) Commission.

It also contained suggestions obtained from a recent visit by a three-member subcommittee to prisons in California, Indiana and Louisiana.

Connecticut's new prison, the group said, must thus provide facilities for minor lawbreakers as well as for hardened criminals. It must supply minimum, medium as well as maximum security facilities. It must develop plans to segregate, as much as possible, the different types, including sex crime addicts.

The first two cell units of the new prison will accommodate 240 inmates and will be ready in about two years, the governor was told. Eventually, the Enfield institution will house 1,200 or more.

Among the observations made by the subcommittee, based on its inspection trip to other states, were:

A prison should be attractive "for there is a therapeutic value in beauty." Grim, repellent construction is not necessary to insure custody of inmates.

Planning of the new prison should take advantage of latest construction technique and be as nearly fireproof as

modern architecture can make it.

Youthful offenders should not be placed where hardened criminals can influence them. Provision should be made for different groups and complete segregation depending on inmate needs.

A program should be developed to provide every opportunity for the inmate to learn a trade, further his education, build his body and develop a proper social attitude.

All cell blocks, except maximum security, should have access to outside light and air. The use of detension sash rather than bars is recommended.

Idleness will destroy character and invite difficulties. The time the prisoner spends--must be made to yield maximum benefits.

Habits of industry must be stressed. These will contribute to the prisoners ability to support himself and his family upon release, and will add self-respect and character.

All able-bodied men should work and work must be found for them.

A capable, courteous, conscientious and happy staff is essential.

Men should work at least half a day if given the privilege of engaging in classroom studies.

Music, books and hobbies should be encouraged. A library, well stocked with carefully chosen literature is essential.

Suitable prison clothing will have its effect upon morale.

Recreational facilities are necessary for morale and adequate provision should be made for them.

Rules for parole, conditional release and time off for good behavior should be restudied.

MR. HOOVER IS JUSTIFIED IN
DISLIKING THE WORD "COP"

By William Morris

"J. Edgar Hoover doesn't like to hear policemen called 'cops' and has urged that this popular nickname for our law officers be abandoned," writes the editor of one of the papers carrying this column.

"Is there anything in the history of the word to justify Mr. Hoover's dislike of it? My recollection is that it is derived from the word 'copper' referring to the copper buttons worn on the uniforms of Sir Robert Peel's 'Peelers' or 'Bobbies,' the first British policemen."

Mr. Hoover, as one would expect, is quite correct in considering that the word "cop" has more derogatory implications than can be found in the pleasant little fable about copper buttons which my editor friend passes on. Actually there is no connection at all between the metal "copper" and the policeman "copper."

As long ago as 1700, the word "cop" was common in British slang in the sense of to snatch or seize. Centuries earlier the word "cap"--now obsolete--had the same meaning. This earlier version of "cop" came into English by way of French at the time of the Norman Conquest and ultimately may be traced back to the Latin verb "capere," meaning to take or catch.

All very well, you say. To cop or to cap meant to snatch, seize or capture. Isn't that exactly what policemen do when they arrest wrongdoers? If so, what's J. Edgar Hoover complaining about?

Well, alongside these relatively respectable meanings for "cop," there developed the underworld slang meaning "to steal." Today, indeed, the word cop is used by crooks in many different ways--all of them unsavory. For example, an auto thief "cops a boiler." When a crook "cops a gander," he's looking about furtively. To "cop a plea" means to accept a plea of guilty to a crime less serious than the one with which he's first charged. To assault a person from the rear by stealth is to "cop a sneak."

And, according to the Dictionary of American Underworld Lingo, there are at least 10 other phrases common among crooks in which the word "cop" is used with thoroughly distasteful connotations.

So there appears to be ample justification for Mr. Hoover's dislike of the word. We wish him as much success on this semantic crusade as he has had on his many and valued campaigns against crime and corruption!

---Waterbury American

FINGERPRINT EXPERT

He lay on a cold slab of marble in the morgue and no one cared
Just a "stiff" the papers called him,
'twas true he had badly fared.
His clothes were tattered and dirty, he
hadn't shaved for weeks.
He looked as though he'd starved to
death; his shoes were full of leaks,
But for all of that he was human and the
officers did their best
To try to find out who he was, 'fore
his soul was laid to rest.
They described him on the radio, they
put him on the press
And though many came to view him, he
could not pass the test.
One old mother came from miles away,
" 'cause it sounded like my boy".
But her trip was all for nothing, bring-
ing sadness 'stead of joy.
They gave him up as an unknown, prepared
him for potter's field
Where so many had gone before, but I was
loth to yield.
I begged for a chance to "name" him,
asked for just one try;
They laughed at me for asking, but they
let me with a sigh.
I took his fingerprints and sent them to
the Army and Navy, too,
In hopes that he had seen service as so
many thousands do.
And I sat there waiting, my hopes were
rather glum
Wondering what the report would be and
when it would ever come.
And then it came as I hoped it would;
was it on pleasure bent?

I opened the wire and jumped with joy,
 they had made a perfect "ident".
 Why, the man had been a soldier, had
 been cited several times,
 For the courage he'd displayed with his
 bravery in the lines.
 And here he lay unwanted, perhaps a mar-
 tyr to a cause,
 With no one here to claim him, not know-
 ing who he was.
 But now they knew how glad they were to
 rush word to his kin
 Who quickly came and claimed him as I
 thought what might have been
 If it weren't for his service, and a
 little square white card.
 He would have wound up surely in anybod-
 y's yard.
 So take a tip from the Army, the Marines
 and Navy too
 And register your fingerprints, just as
 these soldiers do;
 Then you can feel that you are safe,
 you'll know no potter's field,
 For a record of your fingerprints is
 nature's greatest shield
 From ever being left unclaimed, whether
 traveling near or far,
 For by your fingerprints, alone, they
 can tell just who you are.

Submitted by Lieut. William Menser, Con-
 necticut State Police, Canaan, Conn.
 ---Identification News

WISCONSIN'S NEW STATE PATROL

In 1954 Governor Walter J. Kohler ap-
 pointed a special highway safety commit-
 tee. One of its jobs was to win public
 support for stronger state-level en-
 forcement in a state which traditionally
 relied upon county-operated patrolling
 for the enforcement of traffic laws in
 rural areas.

Later that year, Commissioner Melvin
 Larson of the State Motor Vehicle De-
 partment discussed the enforcement situ-
 ation with L. E. Beier, director of the
 department's enforcement division, and
 it was decided that Mr. Beier should
 visit the Traffic Institute of North-
 western University and request a special
 study of rural traffic law enforcement

needs in the state.

The 1955 Wisconsin legislature, rec-
 ognizing the need for strengthening the
 state's enforcement program in rural
 areas, acted to establish a state patrol
 of 250 men, as compared with the then
 existing patrol of 70 strong.

The new program featured continued
 reliance upon county patrols of proven
 caliber to share in the task of making
 Wisconsin a well-patrolled state, but
 looked to the early addition of 180 new
 officers to the State Patrol to achieve
 statewide balance and consistency in
 traffic law enforcement.

Faced with the task of enlarging the
 state patrol to its full new authorized
 strength of 250 men, Commissioner Larson
 and Director Beier determined that the
 first step was to secure the finest per-
 sonnel obtainable.

Accordingly, qualifications for new
 patrol officers were set high enough to
 eliminate 400 out of an original 1,300
 applicants at the outset. The remaining
 900 were subjected to medical examina-
 tions and civil service tests severe
 enough to reduce the eligibility list to
 119.

The men in this small, well-screened
 group were invited to submit written ap-
 plications for officer training. These
 applications were comprehensive, calling
 for five full pages of information on
 each candidate, sworn to before a notary
 public or other officer authorized to
 administer oaths.

Each applicant was then subjected to
 a field investigation and was orally in-
 terviewed. Then the men still in good
 standing were finger-printed and cleared
 through the FBI. Finally, 50 men were
 accepted for enrollment in the first of
 four 13-week classes at the newly organ-
 ized Wisconsin State Patrol Academy; and
 if at this time these 50 men breathed a
 sigh of relief it probably was because
 they didn't fully anticipate the ardu-
 ousness of the training program which
 still lay ahead of them.

For these men, and those who will
 follow them in subsequent classes, are
 to receive training which for its com-
 pleteness and thoroughness has been
 called unique in the annals of highway
 patrol administration.

The Wisconsin State Patrol Training Academy is located at Camp McCoy, an army post; but this isn't the only thing about the school which may remind Patrol candidates of their days in the military service. A rigid code of discipline is maintained, similar to that used in army officer schools.

Cadets must maintain high standards of neatness and personal appearance. They may leave the school area only with permission of the commandant or senior duty officer. Principles of military courtesy, including the hand salute, are in effect at the school. Reveille is at 6 a.m., lights out at 11 p.m.

Students receive demerits for infractions of rules and regulations established by the Academy. An excessive number of demerits may cause a student to be "washed out" of school. Before the first class reached mid-term, several cadets had been dismissed for failure to obey regulations.

How do the students react to such rigid discipline?

The cadet student council agreed that the dismissal action taken against the students could not have been avoided under the circumstances. As a whole the cadets accept school regulations as a necessary part of officer training. They regard strict discipline as a personal challenge, a justifiable qualification for membership in one of the finest organizations of its kind and a reasonable test for fitness to serve as a guardian of the public safety. Class morale is high.

Of course the chief function of the Academy is to teach the men their new job, and to provide professional training in a multitude of subjects. The director of training is Robert P. Shumate, Jr., field representative for the Traffic Institute of Northwestern University, which aided in setting up the Academy curriculum.

Serving on the Academy faculty are members of the Traffic Institute staff, members of the Wisconsin State Patrol, and representatives of other Wisconsin state departments and various cooperating agencies.

The Traffic Institute is handling the presentation of such subjects as the

following: Human relations, because one of the first problems of the new enlarged Patrol will be to make a favorable impression upon an alert and exacting public; accident investigation; traffic direction; police ethics; the keeping of accurate traffic records; laws of arrest; rules of evidence, and the use of speed measuring devices.

Veteran State Patrol officers are called upon to explain state motor vehicle weight and length laws, since the enforcement of such regulations will continue to be an important function of the Patrol. Members of the Motor Vehicle Department also discuss department policies and orders, the state police communications network, and the use and maintenance of Patrol equipment.

Representatives of other agencies such as the State Crime Laboratory, the State Highway Commission, the Attorney General's Office and the Department of Public Instruction handle such subjects as scientific aids to enforcement, interrogation of witnesses, school bus transportation regulations, photography, chemical tests for intoxication, traffic engineering, and court procedure.

The University of Wisconsin, the American Red Cross, the FBI, and the Interstate Commerce Commission present courses in effective writing, first aid, I.C.C. regulations, and other subjects.

Still others who are cooperating in the training program are members of the Milwaukee, Madison and LaCrosse Police Departments and the Indiana State Police and Dr. Herman Heise, Milwaukee, eminent authority on chemical tests for intoxication.

The first contingent of newly trained patrol officers went on duty in January, and at that time the second course for officer candidates got underway at Camp McCoy.

Alterations in the uniform--including adoption of a dark blue service hat--and newly marked Patrol vehicles will also contribute to the new look in state traffic enforcement for 1956.

A new era is beginning for traffic law enforcement in Wisconsin. Citizens and friends of the Badger State will be watching the new patrol force with great interest and with encouragement and hope

for the future.

---Traffic Digest & Review

DELAWARE STATE POLICE CORPORAL VISITS DEPARTMENT FOR FIELD TRIP

Corporal Leo Daney, Delaware State Police visited C.S.P. for a field study trip the week of May 7. Twenty-nine students of traffic police administration at the Traffic Institute of Northwestern University, Evanston, Illinois participated in a nationwide field study project.

State, county, municipal, military, and foreign law enforcement officers who are enrolled in the Institute's nine-month training program took part.

The students scattered to 26 police departments throughout the U.S. to observe police traffic operations under conditions comparable to their own communities. Their week-long field studies covered management procedures of traffic law enforcement, accident investigation, traffic control, records and analysis, equipment maintenance, training, and administration.

After return to Evanston May 14, the students faced a month of further study before graduating June 18 as the Traffic Institute's thirtieth class in traffic police administration. After graduation they resume regular duties in their home departments.

The training program, now internationally known, includes more than 1,200 hours of classroom study and discussion, laboratory projects, and field study trips. Included in the curriculum are four main areas: highway transportation agencies and problems, functions of traffic police, management of police service, and related general education subjects.

Twenty-three of the officers attended through scholarships and fellowships provided by the Kemper Foundation for Traffic Safety, Chicago. All were selected in nationwide competition.

The biggest reward for a thing well done is to have done it. ---Voltaire

CAPTAIN SHAW SPEAKS AT NATIONAL CONVENTION

Captain Carroll E. Shaw, State Fire Marshal's Office spoke at the opening day session at the National Convention of the National Fire Protection Association held at the Hotel Statler, Boston, June 4-8. Captain Shaw's subject was "Are Your Fire Laws Up-To-Date."

The National Fire Protection Association, an organization comprised of more than 16,000 members dedicated to the prevention of fire and protection of life and property, had a member of this department on its speaking panel for the first time.

The Connecticut State Police Fire Marshal Office recently adopted new codes covering flammable liquids and liquified petroleum gas and in the past year has completed safety requirements in connection with child day-care centers and rooming houses.

The Connecticut fire safety code prepared by the Fire Marshal office now covers the following: places of public assembly, hotels, hospitals, convalescent homes, new schools, existing school buildings, boarding homes for the aged, rooming houses and child day-care centers.

At the present time the division is working on a revision of the regulations covering storage of, transportation and use of explosives.

TRUCKING BY AIR

This may well be on the horizon as tests of giant helicopters lifting loaded vans weighing as much as 10 tons continue. Latest test-hop was made for U. S. Air Force by Howard Hughes' giant XH-17 helicopter. Future adaptation of helicopters by trucking industry might (1) keep vital freight moving in the event of natural disasters by airlifting cargo right from the vans; (2) whittle transport time from days to hours; (3) lessen equipment outlay as a single van can be used to do work previously requiring many vans or semis.

---Motor Transport Assoc. of Conn.

COMPLIMENTS

Vox-Cop

May - June, 1956

DEPARTMENT OF POLICE SERVICE
BOROUGH OF WALLINGFORD

April 19, 1956

Dear Commissioner Kelly:

On March 29, there was a serious explosion and fire at the M. Backes & Sons Company in Wallingford. We called your department for assistance, and the response was immediate and adequate as it always has been. Through the efficiency of all concerned; and the assistance of your department and fire departments of other communities, the situation was never allowed to get out of hand.

On behalf of the Warden, all of the Borough officials, and the citizens of Wallingford: We will always be grateful to you and Captain Victor J. Clarke; Lieutenant J. Francis O'Brien; Lieutenant William Sullivan; Inspector Thomas Wilson, and the twenty-five officers from the Bethany, Hartford, Colchester, Westbrook, and Westport Barracks. All of these men were on hand; as well as an ambulance and emergency vehicles.

It is very comforting and gratifying to know, that in any emergency, we can call for and receive the wonderful as-

sistance and cooperation your department affords. Hoping for continuing cooperation between our departments, I remain,

Sincerely,

Edward J. Loughlin
Chief-Department of Police

May 22, 1956

Dear Sir:

We would like to extend our gratitude to the State Police Dept. and especially to Officer Simon whose promptness this morning saved the life of our infant daughter. He was most efficient in getting her to the hospital, instructing me enroute, and having the hospital prepared for her arrival.

We are afraid in the confusion we neglected to say "Thanks" to him. Is there any way we can reach him to express our thanks?

Sincerely,

Mr. & Mrs. John Phillips
South Windsor, Conn.

Patrolmen who were the subject of letters of commendation between the period of April 13 to June 4 were:

Frederick Avery
Robert Campbell
John Carlson
George Cirishioli
Edward Collins
Edward Courtney
Robert Dee
Morton Denerstein
William Ellert

Edward Gayer
Edward Giardina
Jesse Haymes
John Kenny
Peter Lawson
Louis Leitkowski
John Lombardo
William Mathews
Jerome Nepiarsky
Harold Neville

Louis Pinto
George Potter
Charles Rust
Marcel Simon
Thomas G. Smith
Walter Stecko
William Sullivan
Ralph Waterman
Joseph Zdanowicz

Also the subject of commendatory letters, were Det. Warren French, Inspector Thomas Wilson and SPW Ruth Gurresh.

STYLES IN CRIME

Vox-Cop

May - June, 1956

Postal Agents Curb Gyps, Rackets

The fog was thick and rain beat down on "the man who liked better cars" as he walked into the used-car dealer's office.

* * *

This was the payoff for the two U.S. postal inspectors who watched the man close the door behind him. After "floating" from used-car dealer to used-car dealer in Bridgeport, Inspectors Edward F. Flynn and John M. Reilly had got their man.

Eight days of intensive investigation had come to a close as the postal inspectors nabbed a postal money order forger who cleared almost \$800 during three weeks in Bridgeport.

The Postal-Inspection Service, the country's oldest Federal law enforcement agency, is the public's private eye which spots mail frauds throughout the United States.

Among other things, the inspectors track down bomb mailers, those who mail obscene material, people who steal government checks, and individuals or gangs who work the forged money order racket.

The Inspection Service, formed 133 years before the Federal Bureau of Investigation, had its start in 1737 when the British appointed Benjamin Franklin to examine post offices from Maine to Georgia.

The exploits of postal inspectors, since Franklin's time, rival tales told on Dragnet-type television shows.

Flynn and Reilly, local inspectors, related the caper they had last year about this time that wound-up in a used-car lot.

This story began in Boston, Mass., where a group of men were operating the forged money-order racket.

The men, using phony names and false identification papers, would purchase a \$1 or \$2 money order, making it payable to another phony name. When they cashed the order at a post office, bank or

store, the amount had been doctored from \$1 or \$2 to \$80 or \$100.

One of the Boston ring called Steve--his real name is omitted to protect his family--decided he would return to Bridgeport, his hometown, and work the racket alone.

"Coming to a smaller town was his downfall," Inspector Flynn said.

Steve began his activities here by purchasing a \$2 money order and doctoring the figure to \$80. He cashed it at a local barber shop.

For two weeks Steve worked the angles and collected nearly \$800.

The local postal inspectors had to sketch a hazy description of Steve.

It wasn't until the forger walked into a local post office branch and tried to cash a \$50 money order that Flynn and Reilly got the big break.

An alert postal clerk noticed Steve's order form looked strange. The clerk questioned the man.

"You got any identification?" the clerk asked.

Steve whipped out papers which matched the false name he was using.

But the clerk began to ask more questions.

The forger walked away from the counter saying that he would get the order cashed at his bank.

The clerk rushed out a back exit and noted Steve's license plate marker as he drove off. He reported the number to the inspectors office.

Flynn and Reilly began the long task of finding out who owned the car. Through their sources, the inspectors learned that Steve was issued the marker and lived in one of the city's housing projects.

The inspectors prowled the project searching for the car.

When the license plate was spotted, the model car was different from the one identified as Steve's car.

This apparent upset was the turning point of the investigation. Steve's one weakness was cars.

Everytime the forger had enough money to put down on a newer model car, he would trade it at a used car lot.

The inspectors learned that within three days, Steve had bought three cars.

Flynn and Reilly "staked-out" the city's used car dealers.

Within three days, Steve and his wife showed up looking for a better car.

Steve matched the description of the forger, his license plate checked out, and the inspectors pounced on him.

The inspectors said this case, like other criminal cases, would have taken longer to solve without the complete co-operation of both state and local police.

Questioning by the Bridgeport inspectors led to the identification of the Boston gang. During the next week they closed down on the Boston ring. Seven men were arrested, Flynn said.

Steve is completing a year and a day sentence in the Federal Correctional Institute in Danbury.

Both inspectors happily pointed to the new postal money order forms issued recently. The new forms make it more difficult for forgers to hike amounts.

The new forms are marked with a large red ink stamp making the order payable for not more than a stated amount. The old money orders were marked by hand.

---Sunday Herald

DANGEROUS STRANGER

Youngsters should be instructed how to deal with a stranger who insists on offering them a ride. A routine procedure should be to get the marker number of the car.

A couple of women we know were driving through one of the outlying sections of the city the other night when they noticed what was obviously an attempt at a "pick up". As a young girl walked along the sidewalk a car kept pace with her. Every once in a while the girl seemed to say something in reply to

someone in the car. The two women decided they had better do something so they pulled up behind the other car and who ever was in it decided not to waste any time getting somewhere else. The little girl was on her way to the store, so the two women gave her a ride.

One of the women relating the incident was surprised that the girl who appeared to be somewhere between 12 and 14 years old did not seem particularly disturbed. Her parents had told her not to get in any car with strangers so she hadn't. Aside from that she seemed inclined not to make much of the incident.

Strangers in cars are considered so much a menace that some years ago the Waterbury Safety Council saw fit to sponsor a continuing campaign of warning. Using a motion picture, "The Dangerous Stranger" as the basic element of the message the council told of the danger to community clubs, PTAs and any other organizations who cared to listen. The gist of the council's warning was to train children properly.

Proper training should include something more than mere refusal to get in a car. It should include instruction to children in how to get rid of those who pester them. One of the easiest and surest ways is to threaten to take the car's marker number.

---Waterbury Republican

HELPFUL AS CAN BE

Having stopped a speeder one night recently, the Officer left the Patrol car parked back of the offender's vehicle with the red light flashing while he proceeded to cite the violator. While writing the citation the Officer observed another vehicle pull up and stop to the rear of the Patrol car.

Finishing his business with the first motorist, the Officer went back to the other car and inquired as to the nature of the difficulties.

"No difficulties, officer, I'm just waiting for the green light," explained the obviously intoxicated driver.

---California Highway Patrol

- JUVENILES -

Vox-Cop

May - June, 1956

Keep Firearms From Children

State Police Commissioner John C. Kelly recently appealed to parents to keep firearms out of the reach of children as one step toward curbing teen-age gun crimes.

Governor Ribicoff joined in the strong appeal to parents "to make sure that firearms are kept under lock and key."

This was one of three preliminary steps taken as the Governor and the State Police head conferred on the recent rash of youth killings.

* * *

The two other moves call for:

Communicating with federal authorities to see if federal controls can be enacted to require out-of-state mail order houses to notify State Police of the names and addresses of Connecticut purchasers.

An appeal to local police chiefs and first selectmen, who issue permits to carry firearms, to watch the situation closely.

Meanwhile, Commissioner Kelly at the Governor's suggestion will review and restudy all firearm laws to determine if they can be made more stringent. If Commissioner Kelly finds any weaknesses, corrective legislation will be recommended to the 1957 General Assembly.

* * *

Referring to recent teen-age shootings the State Police commissioner said that "basically these guns were carried without permits."

He noted that existing law classifies the carrying of revolvers and pistols and other firearms without permits as a felony and provides the maximum penalty of \$1,000 fine and five years in prison.

He said that other laws concerning the possession and carrying of firearms "appear to be sufficient."

The state police chief emphasized that the difficulty is in keeping track of the flow of guns in the state.

"They get into people's hands in so many different ways it is difficult to keep track of them," he said, adding, that "after World War II there were a flock of them that came in."

* * *

Commissioner Kelly said an antique gun was used in the recent slaying of a 20-year-old man near Lake Compounce. A 17-year-old Meriden youth has been charged with the crime.

Mr. Kelly said that the gun, a collector's item, was obtained by the accused from his brother. The brother claimed that he got it from "another lad who found it."

"The best control over youngsters is their parents," Commissioner Kelly insisted.

Present laws provide that those wishing to carry firearms off their premises must obtain a permit from local authorities. Those desiring to carry guns or pistols outside of town limits also must obtain a permit from the state police.

Asked if he felt more effective control could be exercised if the state police had jurisdiction of all firearms permits, Commissioner Kelly replied in the negative.

"The towns are taking close notice of the issuance of permits," he concluded, explaining that they investigate and fingerprint the applicant before granting such permits.

Knowledge is awareness of the fact that fire will burn; wisdom is remembrance of the blister.

---Robert Quillen

Learn from the mistakes of others-- you can't live long enough to make them all yourself.

GUN TOTERS

Murder is an unnatural act. Why are there so many of our youngsters committing it?

The tragedy in Southington Sunday where one young man was shot and killed by a youth who allegedly fired at two others was followed closely by another teen-age killing in New Haven. There a 17-year-old boy is charged with manslaughter in the shooting of his 15-year-old brother.

It is unfortunately true that shootings of and by teen-agers are happening with increasing frequency. Even casual readers of the newspapers must be appalled by the number of times in the past few months they have read of a fatal shooting, either by standard or home-made weapons, in which youngsters are involved.

The situation is as astonishing as it is disturbing, making all due allowances for increased juvenile delinquency. Respect for human life is almost instinctive. A killer is "different." A simple exercise of the imagination will demonstrate how foreign to the average person is the conception of taking the life of another.

Were the average person to try to imagine a situation in which he might be moved to take another's life he would probably find it extremely difficult, if not impossible, to draw up any such mental conjecture. Aside from self defense the average person very probably cannot conceive of becoming angry enough, excited enough or enough afraid to deliberately take human life. Were it a case of saving his own life the difficulty would probably vanish, because the instinct of self preservation is a deep seated one.

Now we are faced with strong indications that a growing number of our young people lack an instinct that is almost natural. We learn in reading of the crimes that those who committed them were carrying loaded weapons. When anyone pulls out a loaded gun to settle an argument the suspicion is justified that he was carrying the gun with the possibility of violence in mind.

What then is happening to our young people that in growing numbers they seem to lack what should be a natural instinct? What is giving them the callousness of mind that can even remotely contemplate extreme violence? These are important questions that cry for an answer.
---Waterbury American

GOOD POLICE WORK

And good work, too, by an alert citizen.

The efficient police work and the cooperation among law enforcement departments that extended all the way to Ohio to bring about a roundup of suspects in the fatal Southington shooting will be generally applauded.

Police in Connecticut, both members of several municipal departments as well as of the State Police force, deserve praise for the energy and skill they devoted to bring about what looks like the successful completion of their task. So, too, the Ohio county sheriff whose careful following of standard police procedure identified the two youths he picked up as suspects.

But especially praiseworthy is the citizen of Ohio who called suspicious behavior of strangers to the attention of authorities and thus set the stage for the capture of the two suspects. Such alertness is too seldom shown.

---Waterbury Republican

TEENAGERS AND PISTOLS

The recent wave of teenage shootings, of which there have been several tragic examples here in Connecticut, is of deepest concern to everyone.

Authorities at the local, state and national level have not succeeded in stemming this tide of juvenile delinquency that is running so strong, in so many places.

The causes of lax discipline among a segment of our young people are many. The major ones are recognized but since

they involve such deep social and economic adjustments they are not easily solved.

It is well understood that the potential delinquent needs the cooperative effort of home, school, church and community services, if he is to be saved from getting into serious trouble.

Admittedly, it is simple enough to toss-off these obvious remedies but it is something completely different to implement them. Any effective program must have leadership of exceptional quality and skillfulness.

However, it is the already wide, and legal, distribution of pistols that is the immediate concern of the authorities.

State Police Major Remer suggests tighter control of the issuance of pistol and revolver permits by local police. He feels stricter enforcement of the present extensive firearms laws is needed.

"It's a question," says Major Remer, "of getting a lot of weapons out of circulation." He estimates there must be thousands of permits issued, many of them without adequate investigation of the applicant. It is important that these weapons be carefully safeguarded lest they fall easily into the hands of juveniles.

The Governor's intention to explore this entire matter with State Police Commissioner Kelly is a proper start.

It is absurd to think that ways and means can't be found to tighten the regulations, and the laws if necessary, pertaining to the possession of firearms.

---Hartford Times

NO USE TO PASS LAWS

Merely passing a batch of new laws against unlicensed sales of firearms will be generally useless to keep morally irresponsible individuals, of any age, from getting them, carrying them, and occasionally making criminal use of them. To serve that fundamentally vital purpose, nothing will do any lasting good but early, patient, and persistent

drilling of youngsters by their parents, guardians, and other moral counselors. The object of such instructions must be to make them give up the very idea that they want to play with such dangerous toys, or that there is anything admirable about their behavior if they do.

That, in substance, is the doctrine laid down by J. Russell Lent, secretary of the Connecticut State Rifle and Revolver Association, in his comment on current proposals to keep guns out of the hands of vainglorious teenagers in this state. The sagacity of it is attested by the records of many years of human experience. As long as such morally defective individuals are allowed to want firearms for playthings, they always will somehow contrive to get them. As Mr. Lent further suggests, ". . . Even such a stringent law as New York's Sullivan Act has failed to keep firearms out of the hands of the criminal elements of that state."

Parents must start drumming moral consciousness into the minds of their youngsters early. To begin with, it has to be understood that they are not naturally born with it. On the contrary, it is something that has to be laboriously acquired. The necessary course of training cannot be started too early. As soon as the youngster is just learning to talk is time enough. If the lessons are put off until he is half grown it will be, in many cases, too late for them to be completely effectual.---Wby. American

CRIMES BY THE YOUNG

The number of cases in which boys have committed serious crimes has increased alarmingly in our communities. Our cities and towns are no different from the general pattern in this respect. It is a serious problem to which more serious thinking and action must be applied in every segment of our society.

Perhaps we have been afraid to face up to the alarming facts of an alarming situation which we have covered with the innocuous sounding term--juvenile delinquency--when it is actually crime by young people.

We are not talking here of mischief, which young people have perennially gotten into. We are talking of stealing, of destruction of other people's property, of deliberately endangering other people's lives and other things which are crimes in any language when committed by anyone who has reached the age of reason.

It is time we stopped talking in buttery euphemisms about this business and asked some searching questions about each of the factors that ought to be operating to keep youngsters from wrecking their lives and society as well. Let's consider some of them.

- 1--Home training and parental example.
- 2--Religious training that emphasizes individual moral responsibility.
- 3--Education, which also ought to emphasize personal responsibility.
- 4--Tone of the community.
- 5--Police action.
- 6--Effectiveness of the court system we have set up for dealing with the offenses of this particular segment of society.
- 7--Recreation and entertainment.

Every parent has a natural responsibility towards his children. Every parent can, if he or she will, give a little earnest reflection to how well that job is being done in his or her particular home. Does the work of both parents come before the care of children? Do we know where they are? What are they reading? What are they looking at and listening to? What kind of companions they are with? What kind of example do we give them? Cheating and chiseling, neglect of our own religious duties? Or do we really try to do our best? Let's give an honest answer. Between home and church there is a definite link. The latter cannot do what it is trying to do for our children if we undo it even before they leave for Sunday School.

The relationship between home and education is also important. Both must stress personal moral responsibility or the efforts of the one will be weakened by the shortcomings of the other.

What is the tone of our community? Is it cynical? Is the prevailing idea that anything you can get away with is all

right, as long as you don't get caught? What does each of us contribute toward making the tone of the community a realistically responsible one? This is important because in spite of the best efforts of home, church and school, an environmental tone of cynicism towards all that is taught by word and example can undo all the good done by the other factors, assuming that all are doing their best, a question each must answer for itself.

Are our law enforcement agencies trying to do a preventive job? They themselves are authority for the fact that corrective measures are too often too late.

And what about our "juvenile court system." Is it organized and does it operate to promote respect for order and decency? Or does it coddle young criminals to an extent that creates among youngsters a conviction that whatever they do they will enjoy immunity from the sanctions every society must impose to protect law and order? Without any criticism of the fine personnel that engages in this work, the general increase in serious crimes by young boys and girls is warrant enough for a searching re-examination of the entire operation and its methods and its philosophy.

What good does it do to throw up our hands in astonishment at the headlines recording new instances daily of good boys and girls gone wrong? It doesn't do any good.

What will do some good is for each of the elements concerned to take time out for some honest soul searching--child, parent, home, church, school, police, neighborhood, community. Each of these knows it has responsibilities. It is obviously because some of us have been ducking them or neglecting them for other interests that we are confronted by the alarming increase in serious crimes by young people.

---Ansonia Evening Sentinel

There is a transcendent power in example. We reform others unconsciously, when we walk uprightly.

---Swetchine

IN-SERVICE STUDIES

Vox-Cop

May - June, 1956

OFFICER'S RESPONSIBILITY WHEN SETTING UP ROADBLOCKS

One of the State troopers was engaged in routine patrol on the old Baltimore-Washington boulevard when he observed a car in trouble near the center of the highway. This car was at a stand still and showed damage to its left side. The officer was informed that the car had just been side-swiped by a car of a certain description approaching in the opposite direction. This officer soon found a car answering the general description of the one sought but, before he could interrogate the occupant, the car sped away in a Southerly direction toward Laurel. He then learned that the car had been stolen and he radioed the nearby barracks for help. Another officer on routine patrol attempted to set up a road block and detain the speeding car but was unsuccessful in doing so and then he too joined in the chase. A third officer was alerted and set up a road block at Laurel. He entered the area on Main Street which intersects the southbound lane of the boulevard at a right angle. There is a stop at this intersection and when he arrived, several southbound cars were parked on the boulevard waiting for the light to change. The officer stopped his car in the street and directed the two cars which were occupying the only free lanes of traffic to remain standing after the light turned green. In the ensuing minutes a dozen cars arrived and all stopped behind the cars which were standing. One of the last cars to arrive was that of the plaintiffs and they too stopped. There was testimony by them tending to show that the officer at the scene specifically directed them into a particular lane of traffic and directed them to remain there. This was denied by the officer but for the purposes of this motion we must assume that their version was accurate.

In the meantime, the two original troopers were pursuing the escaped car who was traveling at some 80 miles an hour. When he reached the area he failed to stop the car but collided with the rear end of the plaintiffs' car thus resulting damage to the car and injuries to both plaintiffs.

The Court is not prepared to hold, as was argued on behalf of the plaintiffs that there is negligence per se for the police to establish a road block under the circumstances in this case. The testimony was that this road block was established on a level piece of road where there was adequate visibility and was in accordance with the usual police practice in such matters. The Court concludes that the police are charged with the responsibility of detecting crime and apprehending violators and their effort would be completely frustrated if they were bound to permit the offender to escape. Who can say there is more hazard in establishing a road block than to permit him to run his course at 80 miles an hour unimpeded and jeopardize the safety of everyone on the highway? It is contended the officer was negligent in not warning the plaintiffs of the pending danger and thus affording them an opportunity to escape or at least leave the car for a place of safety. We think the officer was justified in assuming that when the runaway driver saw the highway blocked with cars that he would bring his car safely to a halt, as did the police officers who were pursuing him. The Court concludes that the plaintiffs failed to prove any negligence on the part of the State or the members of the state police who were engaged in making this arrest.

Decided by Circuit Court for
Prince George's County, Maryland
---Maryland S.P. Bulletin

Narcotics School Held



Area police recently turned scholars as they attend unique Narcotics School at Bridgeport Police Headquarters. L-R: Sgt. Rudy Costa of Norwalk; Ansonia Chief of Police William O'Brien; State Police Capt. Leslie Williams; Lt. Francis Shanley, Bridgeport; Capt. Raymond Chaffee of Stratford, State Police Lt. Louis Marchese and Fairfield Det. Pat Carroll. ---Sunday Herald Photo

UNITED SERVICES OF NEW ENGLAND TOURNAMENT

The following officers and policewomen have been selected to represent this department at the United Services of New England shoot, to be held at Camp Curtis, Wakefield, Massachusetts July 11, 12, 13, 14, and 15, 1956.

The selection of the following list is taken from the highest scores of the indoor matches of the 1955-56 season.

Name

Station

Lieut. Michael D. Smith	In charge of detail
Lieut. Edward Formeister	Danielson
Sergt. Ralph Boyington	Westbrook
Off. Joseph Ciecierski	Bethany
Off. Theodore Sheiber	Stafford Springs
Off. John Yaskulka	Stafford Springs
Off. James McDonald	Westport
Off. Philip Larizzo	Groton
Off. Ernest Angell	Colchester
Off. Joseph Sullivan	Bethany
Det. Vincent O'Brien	Special Service, HQ
Det. Sgt. Jerome Smith	Westport
Off. Leo Dymkoski	Special Service, HQ

Policewomen

Kathryn Haggerty	Westbrook
Margaret Jacobson	Stafford Springs
Lois Miller	Colchester
Dorothy Scoville	Special Service, HQ

**DEFLATED TIRES
NO ALIBI FOR SPEEDERS,
STATE POLICE SAY**

A newly discovered out for speeders nabbed by police appeared to be out itself following a series of field tests run off by State Police in Beacon Falls.

The claim has been a simple one that, because of under-inflated tires, the speedometer in a car will not register accurately.

The tests here, checking police cruiser speedometers against radar equipment, indicate that the claim has no merit.

In over 50 trial runs at pegged speeds, State Police found no more than an occasional two mile-an-hour variation in the two figures over a range of rear tire pressures of from 33 pounds to 13 pounds.

Sgt. Vernon Gedney, of the State Police Training Academy, Bethany, conducted the afternoon tests. He emphasized, however, that the experiment was run off to determine what the fact was and not to provide evidence for court use.

With the assistance of State Trooper Michael Conroy, of the Bethany Barracks, and Walter Stecko, of the training school, two police cruisers were checked out during the test. Both vehicles were driven by Stecko to cut down on possible individual differences in driving technique.

Each car was driven past the radar equipment at pre-set speedometer speeds of 40, 50, 60 and 70 miles per hour. After the first run, the process of lowering tire pressure by a few pounds started. The runs continued, limited to two passes at 60 mph and one at 70 mph. At the low limit of 13 pounds pressure, the high speed run was eliminated.

Runs were made with tires at 33, 30, 27, 25, 23, 20, 15 and 13 pounds pressure. In each case, recordings were exactly the same. On the other, a three to four mile per hour difference was recorded.

Both cars' speeds checked out consistently within two mph throughout the lowering of tire pressure. In the case of the second car, the margin of error between the speedometer and the radar

device remained constant all the way.

On completion of the police cruiser runs, several passing motorists were asked to co-operate in running the course at 40 miles per hour. This provided a check against cars of varying makes.

In one such run observed, a 40 mile per hour speedometer speed checked out on the radar at 39 mph.

**SERGEANTS TAKE COURSE;
STUDY RADIATION DETECTION**

All departmental sergeants attended an in-service training course in detection of radiation and radiological fallout at the State Police Training School recently.

Capt. Leslie W. Williams and Sgt. Vernon Gedney were instructors at the classes which were scheduled May 21, 23, 24 and 25.

The training covered the detection of radiation and radiology fallout, the measurement of its intensity and the evaluation of the hazard.

Commissioner Kelly said the idea was to provide maximum protection for state policemen who might be exposed to radiation in the line of duty.

In the event of an enemy attack or of an accident involving radioactive materials, he said, officers might easily be exposed to disabling or fatal doses of radiation without being aware of the fact.

Consequently, instruments for the detection of radiation were placed in all 11 state police barracks and the sergeants were trained in their use.

The one-two punch of death on the highway, a heavy foot on the gas pedal, and a light head behind the wheel, maintained their positions as the prime causes of traffic fatalities in 1955, according to Markel Service, Inc., safety engineering specialists for the truck and bus industry. Excessive speed caused one of three deaths, and drinking almost one of five fatalities.

VACATIONS RULED OUT
AS RAFFLE PRIZES

Cruises, vacation trips and the like cannot be offered as prizes under the state's new bazaar-raffles laws, State Atty. Gen. John J. Bracken ruled recently.

Such tickets, coupons or certificates, Mr. Bracken said, do not come within the meaning of the word "merchandise" in the law "and thus cannot be the prizes given at a bazaar or raffle."

He emphasized that the law, passed by the 1955 Legislature, permits only the offering of merchandise or tangible personal property as prizes.

The Bracken omnibus opinion was in reply to questions by State Police Commissioner John C. Kelly, whose agency is responsible for the general administration of the new law.

In answers to other specific questions raised by Commissioner Kelly, Attorney General Bracken said:

1. A qualified sponsoring organization with headquarters in one town may not conduct bazaars and raffles in surrounding towns even though its members come from those towns.

"While it is true that the existence of an organization depends upon the membership," he said, "it does not follow that the organization exists wherever several of its members may reside."

2. A qualified sponsoring organization established on a state level with headquarters in one or more towns, cannot conduct bazaars or raffles in towns of its branches unless the latter have been in existence for the three years required in the law.

3. A sponsoring organization, with a permit to conduct a raffle, may move prizes--namely, motor vehicles--from place to place during the legal period of the raffle. The vehicles may also be moved to locations other than where the drawing for the prize is to be held.

4. A group organized on a state level, and in existence as a non-profit organization for the required three years, but with headquarters in no specific town, although with membership throughout the state, is not eligible to conduct a bazaar or raffle.

5. Games of chance cannot be advertised in any way by means of television sound trucks or billboards--except that one sign not to exceed 12 square feet may be placed on the premises where the drawing or allotment of prizes (or where they are exhibited) takes place.

The Bracken opinion, prepared by Asst. Atty. Gen. Joseph A. Hoffenberg, is one of several made in recent months as the State Police strives to clear up legal questions on the operation of the bazaars-raffles law. ---Hartford Times

FEDERAL LICENSE NOT A PERMIT
TO CARRY FIREARMS IN THIS STATE

Recently a trooper arrested a motorist for carrying firearms without a permit after several guns were discovered in the back of the car.

In court the following day the defendant showed the court a federal dealer's license issued under the Federal Firearms Act and explained that he thought this gave him the right to carry firearms anywhere in the country. On the basis of this evidence the judge rendered a verdict of not guilty and returned the seized firearms to the defendant.

However, it is a fact that a federal dealer's license is not a permit to carry weapons legally in this commonwealth. It is merely a permit for a person to engage in the interstate trade of firearms. On the face of the license it specifically reads, "to transport, ship, and receive firearms and ammunition in interstate and foreign commerce".

At the urging of state authorities, the U.S. Treasury Department has now printed a warning on the face of the license which reads as follows: "This license is not a permit to carry a concealed weapon in violation of a State law or other law. It confers no right or privilege to conduct business contrary to State law or other law and it is subject to revocation at any time in the event the licensee is convicted of a violation of the Federal Firearms Act."

---DPS News

NOTE: This also applies in Connecticut.

COURT ATTENDANCE

DON'T



DRESS "FLASHY"



SMIRK or WINK



ARGUE

Every police officer, at one time or another during his career, has been called upon to testify in court. Whether the case be a simple assault, a homicide, a traffic accident or a civil suit, the policeman has found himself on the stand answering questions and supplying information for the benefit of the court. Because attendance in court is such a vital part of his job, it is important for the officer to have a good knowledge of the proper conduct he should exhibit on the stand.

The Police Department is a semi-military organization and its members should act in a dignified and impartial manner, not only in the court room, but at all times. In court, the officer is watched closely by judge, jury and spectators. His actions and his attitudes have a decided effect upon the court and he must be aware of this at all times.

He should be available when called upon and should respond promptly. On the stand he should testify clearly and concisely and present testimony in a logical and chronological order. It is wise to pause before answering each question, to give time to clearly present the proper answer and at the same time bely any thought in the mind of the court that the testimony is rehearsed. Careful inspection of all exhibits must be made no matter how familiar the officer may be with the exhibit.

There are also a list of taboos that should be avoided by the officer while in the courtroom. The jury is at all times looking at the officer while on the stand and because they may receive unfavorable impressions from his actions, he must conduct himself accordingly. He should not participate in any uncalled for laughter or greet court personnel in the manner of an "old timer" or professional witness. Nor should he wink, smirk or smile in a manner which would make a mockery of the life or liberty of the person on trial.

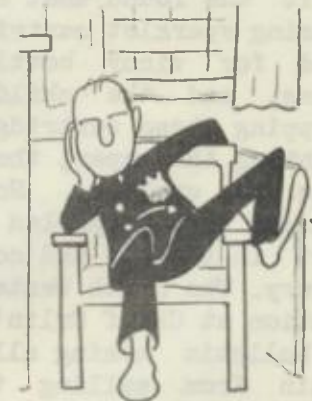
- D** NOTIFY COURT ON ARRIVAL
O BE NEAT AND CLEAN
 IF REQUIRED, WEAR REGULATION UNIFORM
 BE AVAILABLE AND RESPOND PROMPTLY
 ACCORD SOLEMNITY TO WITNESS OATH
 SIT UPRIGHT, AVOID SLUMPING
 SPEAK CLEARLY, CORRECTLY AND NATURALLY
 REPLY COURTEOUSLY
 LISTEN TO QUESTIONS CAREFULLY
 PAUSE BEFORE ANSWERING
 EXAMINE EXHIBITS CAREFULLY
 FURNISH ALL EVIDENCE IN POSSESSION
 BE IMPARTIAL AT ALL TIMES
 REQUEST PERMISSION TO REFRESH MEMORY
 REQUEST CLARIFICATION OF QUESTION, IF NECESSARY

- D** DRESS IN FLASHY MANNER
O ENGAGE IN LOUD DISCUSSIONS
N PARTICIPATE IN LAUGHTER
I STRUT ABOUT IN "IMPORTANT" MANNER
T SMIRK, SMILE OR WINK AT ANYONE
I DISCUSS CASE OR EXHIBITS WITH OUTSIDERS
T SPEAK TOO LOUDLY
 ANSWER QUESTION BEFORE OBJECTION
 ANSWER IN STEREOTYPED MANNER
 ARGUE WITH DEFENSE COUNSEL

DO



EXAMINE EXHIBITS



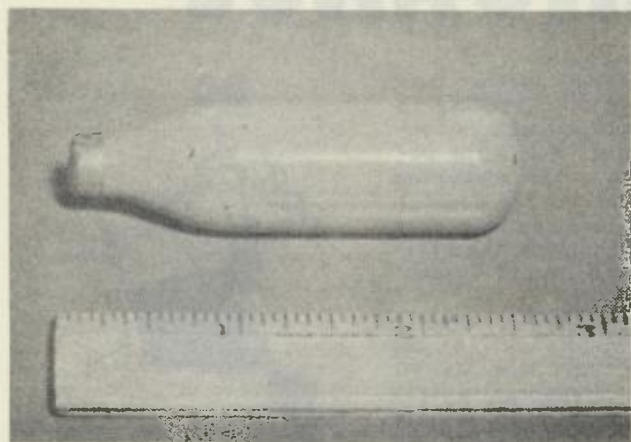
AVOID SLUMPING



LISTEN CAREFULLY

HOME MADE "BOMBS"

Sparklet Cartridges Utilized



Recently complaints were received by Norwalk Chief of Police Max Orlins that bombs were being discharged in a certain area of Norwalk and an investigation was instituted.

It was found that children were purchasing sparklet cartridges, which are used for vichy bottles and whipped cream, and the children found that by wrapping these cartridges in paper and lighting the paper, the heat would cause them to explode. Some of these cartridges were propelled as high as 25 feet in the air and could cause serious injury. The South Western Druggist Association at Chief Orlin's request issued a bulletin asking all druggists to refrain from selling the cartridges to children.

PUTTING POLICING ON
PROFESSIONAL PLANE

By
Capt. G. C. Kopp

Whenever a group of law enforcement officers get together the conversation will either start out about police work or will eventually turn into that vein. By their conversation you will know what kind of officers they are. If the conversation concerns police problems and intelligent approaches for solution you will not be mistaken if your verdict is

that these men are intelligent professional peace officers. On the other hand if the conversation concerns their sanction of unnecessary force in making arrest, of discourteous treatment and partiality toward certain groups, then your judgment will be correct if you place these officers in the category of the unintelligent drawbacks. These are of the era of a half a century ago when the most predominant method of policing was with brawn, not brains.

During the past twenty-five years there has been more and more talk of putting police work on a professional basis--of making a police officer a professional man. Suppose we make a check to see if such line of conversation could really materialize. Is it possible to professionalize law enforcement? It is your writer's point-of-view that it is possible.

Yes, it is possible to professionalize law enforcement but the road will undoubtedly be a rocky one.

Those of us who want to see law enforcement on a professional basis have a hard job ahead of us. First we must sell professional law enforcement to others by setting high standards and adhering to these standards. We must be honest and efficient. We must have pride in our work and be eager and willing to learn more about it. This technique is bound to win the confidence of the public who will then demand that their law enforcement agency be composed of professionals. They will demand the eradication of the crude nonprofessional.

It is almost certain that we will not completely annihilate the crude, unintelligent police officer. Every profession, law, medicine, teaching, even the ministry have scoundrels to rear their ugly heads from time to time. But these professions have engraved their codes of ethics so deeply in the mind of the public that when a member does deviate from the true course the profession is still unscathed.

We in law enforcement have our code of ethics. If the majority of us would read this code, impress it in our hearts and live by it we would be making great strides toward placing law enforcement on a professional basis. ---On Guard

Between



Ourselves

Vox-Cop

May - June, 1956

COORDINATED EFFORT IN AUTO THEFT PROBLEM



Every year since 1952, the FBI, in cooperation with local law enforcement agencies and other concerned individuals and groups, has held a series of nationwide conferences designed to discuss and obtain working solutions to various problems confronting law enforcement. The first conference of this type dealt with the problem of auto theft. This was followed by conferences on theft from interstate shipment, interstate transportation of stolen property, and bank robbery.

The topic chosen for 1956 is again auto theft. During the past several years an automobile has been stolen approximately every $2\frac{1}{2}$ minutes, and over 1 1/5 million car thefts have occurred since the beginning of 1950. Although 1954 witnessed a slight decline in the number of auto thefts, that violation still accounted for 52 percent of the value of all property stolen. This last statistic alone is sufficient reason for a concerted attack on these thieves. Although 94 percent of the stolen cars were recovered, the 12,956 unrecovered represent a loss of \$12 million.

That law enforcement consistently recovers a great percentage of the automobiles stolen is indeed encouraging. Consideration must be given, however, to the fact that making these recoveries consumes much valuable time and manpower. The incidence of car thievery must be reduced to lessen both the property loss to citizens and the manpower drain on law enforcement.

In addition, there are other factors to be considered--the strong possibility that the stolen car will be used in the

perpetration of a more serious crime, the possibility that the car thief in his anxiety to make a fast getaway might drive in such a manner as to jeopardize his own life and the lives of other motorists and pedestrians, and, of the utmost importance, the fact that experience has shown that many hardened criminals began their careers by stealing cars.

This problem, of course, is not a new one. True, in the very early years of the automobile age it was not a serious problem, chiefly because the automobiles were too slow and unpredictable to be attractive to potential thieves who would necessarily have to put considerable distance between themselves and the scene of their crimes. In the early 1900's, automobiles were so rare that to steal one would be to invite detection. By 1919, however, the situation had changed. The number of automobiles on the roads had greatly increased and the cars themselves were speedier and more dependable. Automobile thieves were now stealing cars and transporting them across State lines, beyond the jurisdiction of the officers in whose territory the crime was committed. This posed many problems for law enforcement authorities, with the major ones being locating and extraditing the thieves.

THE STATUTE

As an answer to those problems, Congress passed, on October 29, 1919, the National Motor Vehicle Theft Act. In 1945, this act was amended to include aircraft. Now known as the Interstate Transportation of Stolen Motor Vehicle

or Aircraft statute, this legislation, which is sometimes called the Dyer Act, provides a maximum penalty of \$5,000 fine and/or 5-years' imprisonment for persons found guilty of transporting a stolen motor vehicle or aircraft in interstate or foreign commerce with guilty knowledge of its stolen character and also for persons found guilty of receiving, concealing, storing, bartering, selling, or disposing of a stolen motor vehicle or aircraft which has been transported in interstate or foreign commerce with guilty knowledge of its stolen character. From 1919 when this act was passed, until June 30, 1955, there were 207,983 automobiles recovered in interstate car theft cases under the jurisdiction of the FBI, and 85,400 criminals convicted in connection with these thefts. These figures attest to the need for and effectiveness of this act.

AGES OF CAR THIEVES

A study of the Uniform Crime Reports reveals that most car thieves are quite young. In 1954, for example, data submitted to the FBI by law enforcement agencies in 1,389 cities (with populations totaling 38,642,183 in the 1950 census) reflected that persons under 18 years of age were involved in 57.6 percent of the auto theft arrests in those cities. In fact, almost one-half of the youngsters arrested for auto theft had not attained the age of 16, the age which must be reached before a driver's license can be obtained in most States. Only 499 women and girls were arrested for car theft as compared with 19,787 men and boys.

MOTIVES OF THIEVES

Many of these thieves, especially the younger ones, steal vehicles merely to go for a joyride or to obtain transportation desired at the moment. Many of these automobiles are abandoned once they have served their purpose, usually a short time after the theft. Some of these stolen cars, however, are found seriously damaged.

Another motive for automobile stealing is that of obtaining a getaway car to be used in other crimes, such as kid-

naping, armed robbery, bank robbery, and escape from custody. A recent survey of bank robberies, for example, showed that in a great number of the cases stolen cars were used as the getaway vehicles. Most of these were stolen in advance, but some bandits dashed out of the banks they had robbed and then looked frantically for getaway cars. One man admitted running from car to car along the street until he found one with the keys in the ignition.

Another common motive--and possibly the most important--is theft for resale. In this group are found professional car thieves who operate a business, who are equipped to steal in quantity, to rework the cars for resale, and, finally, to resell, either through unsuspecting legitimate channels or through cooperating illegitimate ones.

AUTO THEFT RINGS

It may be well to review here the basic scheme of auto theft rings--the professional car thieves who band together to ply their trade. Most of the larger police departments have special squads to combat automobile thieves. The officers assigned to such squads are, naturally, familiar with the methods of operation employed by car thieves, especially those who operate car theft rings. All auto theft rings, however, do not confine their activities to these larger communities. Some operate in rural or semirural areas. Even the operators of rings based in metropolitan areas sometimes extend their activities into smaller communities. Wherever there is a potential car purchaser, the professional car thief is ready to unload his stolen property. For this reason, officers in the smaller departments, as well as those in the larger ones, need to be familiar with the basic schemes of auto theft rings.

The members of these rings are "specialists." They are "specialists" in selecting cars which may be stolen with a minimum of risk. They are "specialists" in stealing these carefully selected cars. In fact, the ring members who do the actual stealing usually carry a collection of "master" keys or other tools with which to start cars. In case

the cars are locked, they often carry long, thin pieces of pliable plastic to insert in the crack between the side window and ventilator. A skilled operator can open a locked ventilator window in a matter of seconds or a very few minutes. After opening this window, it is a simple matter to open the door. The "specialist" then starts the car by using his master key or by "jumping" the ignition wires. To do this, he often uses a short piece of wire with a metal clip on each end. He sometimes uses an ordinary paper clip, part of an ordinary metal-type scrubbing pad, a silver quarter inserted in exactly the right place, or any other object that his practicing has proved to be effective.

Up to this point, an amateur possibly could have performed almost as well as the professional, but from this point on, specialization makes the difference. Whereas an amateur would either use the car for a short time and abandon it, wreck it, or sell it to the first available purchaser, the professional's work has just begun.

The stolen car must be made marketable. Mechanical and paper work must be done. For the mechanical work, garage space, either public or private--preferably private--has already been obtained, and the car is immediately driven there. Often the car is repainted, the seat covers changed, identifying dents removed, accessories added, changed, or removed, and the car minutely searched to be sure that no article is left in the glove compartment or elsewhere which might identify the car with its former owner. Some thieves change the motor and serial numbers by grinding off all or part of the numbers and replacing them with new numbers by the use of dies. Or perhaps the motor numbers from legitimately purchased wrecked cars are removed and welded onto the stolen cars. Many auto theft rings have followed this practice.

Fraudulent papers which appear authentic must be obtained. Titles, bills of sale, and registrations are a few of the documents the "specialist" may be required to produce. Different methods are used. He may print his own; he may hire a printer who is willing to print

and remain silent; or he may legitimately purchase junked cars and use the papers which accompanied these cars. In such cases, the junked cars must be purchased first and then the "spotter" who selects the cars to be stolen must choose cars of the same make and model as the salvaged cars purchased. Then the serial numbers of the salvaged cars are placed on the stolen cars, the papers are prepared to match, and the stage is set to sell the stolen car.

The auto theft rings, dealing in quantity, usually dispose of their "merchandise" through automobile auctions or through used-car dealers. The used-car dealer or the manager of the auction may or may not be aware of the fact that the cars are stolen. If he is aware of the fact, then he, too, is guilty of violating the law.

Most of the cars stolen by automobile theft rings are transported interstate. Stolen cars have been recovered in every State of the Union, in Alaska, Canada, Hawaii, Mexico, and Central and South America. One case resulted in the location of 15 stolen automobiles in Kuwait, Arabia, where they had been shipped by an innocent purchaser.

THE ACTUAL THEFT

A car theft may occur at any hour, but the majority occur at night. The cars may be parked at various places, with the street, public parking lots, automobile company parking lots, and the owner's yard leading the list. The majority are obtained by the thief's simply illegally entering a parked car and driving off. If the car is found unlocked with the key in the ignition, the thief's task is made easier. Some thieves, however, use ruses to obtain possession of the automobile. They may fail to return a car which they have legitimately rented or which they have obtained from a dealer for a road test. Some actually make a down payment on an automobile under an assumed name, disappear with the vehicle, and fail to return.

EDUCATION OF THE PUBLIC

One of the greatest weapons law enforcement has at its disposal in combat-

ing the car-theft problem is the cooperation of the public.

Officers should impress upon every car owner his responsibility to protect his own car--to avoid parking in unlighted areas, to remove the ignition key and to lock the car when leaving. From time to time, various newspapers and other publications throughout the country publish articles relating to the auto-theft problem. In general, the main purpose of these articles is to warn the drivers of the Nation to exercise every possible precaution to prevent their cars from being stolen.

Private citizens, garagemen, car dealers, and salvage men should be urged to check for authenticity of motor numbers and all papers exchanged in a car sale and to report to the local police any suspicious circumstances involving the attempted sale of a car.

Consideration must be given to educating juveniles and their parents as well that auto theft within itself is a serious offense and that, in addition, this crime often leads to more serious ones.

POLICE COOPERATION

Various police departments have found their own modus operandi files and those of other departments of great value on combating the auto thief--especially those who operate extensively or in gangs. When a thief finds what he considers an effective means of stealing a car, reworking it, and disposing of it, he usually sticks to the same pattern of operation. Even though he may "lie low" for a considerable length of time, when he resumes operation he usually falls back into his own routine. For this reason, police officers investigating his activities may find that their own modus operandi files or those of neighboring departments will point to his identity.

The Federal Bureau of Investigation should be notified immediately when there is evidence that a vehicle has been transported interstate so that its nationwide facilities can be set in motion.

Police officers also find of great value the various means of scientific crime detection at their disposal.

The fact that law enforcement offi-

cial and others vitally concerned with the problem are interested in cooperative efforts to combat car theft is evidenced by the interest shown in conferences such as those scheduled for 1956. Such meetings allow for a free exchange of ideas and experiences among the conferees, who include, in addition to law enforcement officers, representatives of State motor vehicle bureaus, the National Automobile Theft Bureau, and other concerned organizations.

Police departments throughout the country are exerting great effort to increase success in tracing and locating stolen cars, with the larger departments maintaining special squads for this purpose. Various organizations having a direct interest in the auto theft increase are also working effectively to combat this problem. With the continued cooperation of all, a great percentage of the cars stolen will continue to be recovered and individual and ring operators will continue to be convicted.

The major problem, however, is to reduce the occurrence of auto thievery. To this end, the nationwide 1956 law enforcement conferences are being directed.

These conferences are planned to allow for the optimum in group participation with a minimum amount of time devoted to classroom lectures as such. The major advantage of these open-forum conferences is the opportunity for every individual in attendance to participate actively. Each one can ask questions, introduce new ideas, and discuss successful and unsuccessful techniques of his own experience, as well as those presented by other individuals and groups. Such a free exchange of ideas and suggestions generates interest and will result in an increased understanding of the problem.

In accordance with results of past conferences of this nature, it is anticipated that the discussions of the experiences of conferees will prove to be beneficial to all concerned. The goal of the series of conferences will be to consolidate the efforts of the public, individual police organizations and other interested groups against the now lucrative and frequent crime of auto

thievery.

---FBI Law Enforcement Bulletin

"Are We After More Arrests
Or Fewer Accidents?"

CORY HITS UNMARKED POLICE CARS

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Spearheading the effort is E. Ray Cory, Association President and former chairman of the AAA Traffic and Safety Committee, who raises the question: "What are we really after--arrests or fewer accidents?"

In an editorial in SPARKS, its official publication, the Association points out that plainly marked police vehicles are a greater accident deterrent and preventative than unmarked cars.

"What do you do when you see a plainly marked patrol car?" asks the Association. "If you're an average driver, you unconsciously check your speedometer and your driving habits."

Mr. Cory, in a recent address to the Association's annual meeting in St. Paul, said his organization was not trying to defend the flagrant traffic law violator. To support his stand he quoted a well-known officer, as follows:

"Enforcement is at best a deterrent, not a compellent. There can never be enough enforcement to compel society to obey. In its broadest concept, enforcement is educational. It is intended to convert the driver to better driving and furnish an example to others."

FREQUENTLY SEEN

To which Mr. Cory added: "The greatest good accomplished by police highway patrols results from these patrols being frequently seen by large numbers of drivers."
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Killing time is not murder; it is suicide.

---Teamwork

UNMARKED POLICE CARS

"The effectiveness of unmarked cars in traffic enforcement work and accident prevention is apparent." So said John J. King, assistant chief inspector, New York City Police Department, at the NYU Conference on New York City's Traffic Problem. Inspector King added: "My personal observations indicate that there is a decided increase in driver obedience to traffic regulations, particularly those pertaining to speed, since these unmarked cars have been used for enforcement.

"There have been some remarks made that the use of unmarked cars is not 'sporting'. We of the police department do not make sport of acts that may result in death or maiming of human beings. We believe that the drinking driver, the speed-demon, and the fool who risks his own life and the lives of others does not belong behind the wheel. As far as it is humanly possible, the police department intends to see that such persons do not . . . menace the law abiding citizen who has respect for the regulations."

---Public Safety

ORDER TRAFFIC TASK FORCE ON 24-HOUR DUTY

Seventy unmarked police cars and 194 men have been ordered out as a task force to cut New York City's accident toll.

Police Commissioner Kennedy not only increased his special traffic force for the third time May 2, but put it on an around-the-clock basis seven days a week.

Heretofore 40 unmarked prowl cars were used but only on week-ends to arrest drunken drivers, speeders and other violators who cause the most accidents. There also will be 16 regular patrol cars in the task force.

The 116 extra men needed to man the cars will come from the rookies.

Kennedy said that the drive against traffic violators will continue until full public cooperation was obtained and

the city had the "greatest measure of protection humanly possible."

Announcement of plans came as the National Safety Council said in Chicago that a traffic accident emergency exists.

The number of deaths in March was 2,960, highest in history. If the trend continues, the council warned, the record of 39,969 deaths a year established, in 1941, will be surpassed in 1956.

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To criticisms that use of unmarked cars is "unsportsmanlike", some law enforcement chiefs reply, "Must we give people a 'sporting chance' to kill or injure themselves and others?"

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A cross-section of the State's residents showed 72 percent favored such legislation, 26 percent disapproved and 2 percent had no opinion. Approximately two-thirds of car owners and drivers were in favor of such legislation with about one-third disapproving. While 60 percent of the males favored such a rule, 84 percent of the women polled approved the proposal.

The Poll noted that Governor Ribicoff of Connecticut had asked all judges in that State to revoke the driving license for 30 days of all drivers convicted of speeding, and that recently New Jersey's Attorney General Grover C. Richman, Jr., had warned all drivers that they might be subject to license suspension for a single moving violation if the high traffic death toll continued.

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The restudy was ordered by the Governor who is spearheading an anti-speeding campaign throughout the State. There have been complaints against the Governor's campaign on the grounds that speed limits posted are outmoded and impractical in many instances.

Commissioner Argraves said that findings and recommendations for changes will be submitted to the State Traffic Commission which sets zone speed limits. The commission is composed of Motor Vehicle Commissioner John J. Tynan, State Police Commissioner John C. Kelly, and Mr. Argraves.

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"I Was Scared To

Give Blood!"

FROM THE TELEPHONE BULLETIN

I was scared to give blood!

Actually scared. Of what I wasn't sure.

It could have been the needle that was to go into my arm.

It could have been concern that maybe I didn't have enough to spare.

It could have been the thought it would take a long time and be a messy affair.

It could have been my thought, 'Oh, why bother? They can do without me.'

But I was wrong on all counts.

I gave my first pint a few weeks ago in Hamden. I went because a friend of mine had been operated on a few weeks before. He had suffered a peptic ulcer. One day he suddenly keeled over.

He was a young man with a responsible position, at which he works very hard. He'd been in perfect health, except that he was sometimes tired, which was expected with his work and his volunteer jobs.

He collapsed at the office one day. A couple of fellows who work with him rushed him to the hospital.

The doctors said he would need an immediate operation, and that he would need ten pints of blood just to get him ready.

When he told me that, I was stunned. Ten pints! I was told the Red Cross won't let a person give more than five pints a year. A two-year supply from one person was needed to save my friend!

His plight was something more than fright could contain. I decided to try to overcome my fear, and donate a pint of blood.

I'm embarrassed to report it was a cinch. The needle for my arm was in before I could take my eyes off the nurse's face. I didn't notice the blood being drawn. To test my blood, I was pricked on the index finger of my right hand. That tiny jab was the only thing approaching pain that happened.

My concern over not having enough blood was ridicu-

lous. The nurse told me my body holds 12-13 pints of blood. In fact, everybody's does. The liquid in the pint was back in my body in 24 hours. The quality took a few days more to return.

It certainly wasn't messy. A rolled-up sleeve was the only change. And it took less than a half-hour to fill the pint jar.

The other 20 minutes I spent having doughnuts and coffee "on the house," and talking to other donors.

That was something. One, a Methodist minister, had just given his eleventh pint. He said he'd give until there wasn't blood in his body because his mother had received 42 pints shortly before her death several years ago. The blood had kept her alive longer, and it hadn't cost a cent!

Another, one of the Wallingford toll-station attendants, had just given his 32nd pint since before World War II. A third, a pump operator for the water company, was working on his third gallon.

I was impressed. These fellows were all older. They were shorter, thinner, certainly less robust-looking. Yet, when it had counted, they were considerably stronger.

They weren't afraid to give of themselves for someone who can't. I was, but I'm not any more.

I'm just ashamed that I waited so long. But I won't next time.

EDITORS NOTE: This article was volunteered by a first-time blood donor to the Blood Bank. Because it is an honest, dramatic account of how one person felt, we want to share it with you.

PERSONS WHO HAVE AUTO ACCIDENTS

By Walter C. Alvarez

I am getting discouraged over the daily and hourly injunctions I hear over the radio to "drive carefully" so as to cut down on the number of fatal accidents. I should think the radio announcers would get discouraged, too, because their pleading is having so little effect. During the Christmas weekend over 500 men and women and children were killed, and I do not know how many more were maimed and disfigured and left handicapped for life.

Now I hear that last year 37,000 were killed on our highways. If we men and women were to see those 37,000 laid out, smashed-up, bloody and dead, on two or three football fields we could hardly stand it. If, during a war we were to hear that 37,000 of our boys had been killed in a battle, we would be appalled and angered, but because these auto deaths are taking place every day, and we individuals seldom see a fatal accident, we say nothing, and we do nothing really curative.

What is worse, if our judges were to get tough, if they were to take the license away from every repeatedly drunken or criminally negligent driver, and if they were to punish him severely when he comes in drunk again and driving without a license, we would not back up the judges. We would let some politician interfere and plead leniency for the driver. We would let the man get back in his car so as soon to kill someone else.

As I write this I hear over the radio of men being brought into court with records of several arrests for drunken driving. One such man had a pocketful of summonses for infractions of the laws of the road. He hadn't bothered to answer them. I was happy to see that this time the judge got angry and sent him to jail for a while but I think he left him his license so that when he gets out he can start wrecking cars again.

I think it is time that we in America stopped pleading with people who do not listen. Instead we should get busy on some constructive measures. First, we should realize that the people who need

most to reform are not of the type who will listen to our pleadings or will care a hoot about them. Let us get that clearly into our heads. The trouble with most of us in this world is that we were not trained to seek out the facts; then to face them resolutely.

What we need first is a diagnosis. What are the people like who are causing the accidents? Let us go with Dr. Alan Canty into the fine court in Detroit where often the judge asks a corps of trained psychiatrists to tell him what is wrong with the man who keeps coming back again and again with a ticket for speeding through the business district, going through a stop light, making a U-turn on a busy highway, or crashing into other cars.

The following sentence taken from an address by Dr. Canty tells us most what we need to know about the causes of our 37,000 deaths a year. As Canty said, "In one instance, an examination was ordered for a commercial driver who had been ticketed on more than 200 occasions. His operator's license had been suspended, he had been placed on probation, but continued to drive without a license."

What an indictment this is of the weakness and futility of some police courts! Did the judge really think that probation would interest in the slightest a man like that? Doubtless the kind judge did not want to take the man's livelihood away from him, but surely the people of Detroit had a right to be protected from his depredations. They had rights, too. More judges need to remember that our citizens have a right to be protected from the man who is a confirmed and habitual criminal and will never work at anything else.

As Dr. Canty said, much of the trouble starts when a man who should never drive is granted a license. Obviously, in large cities the men who grant licenses are not well qualified to examine into the fitness of prospective drivers, and they are not much interested in doing this. What has fascinated me is Dr. Canty's discovery that perhaps 11 per cent of traffic offenders are too feeble-minded to know what they are doing.

---New Haven Register

Safety minds

Vox-Cop

May - June, 1956

Address By Governor Abraham Ribicoff Eastern Regional Traffic Safety Conference

Atlantic City, New Jersey - May 1, 1956

Four months ago Connecticut launched an all-out campaign to reduce the needless slaughter on its highways. Since speed is the principal cause of serious accidents, we began suspending the licenses of every convicted speeder for a minimum period of 30 days. Second offenders get a minimum suspension of 60 days. There are no exceptions.

This is one of the most drastic crackdowns ever undertaken by any state.

Since this drive started, I've had some interesting letters and visitors.

One man wrote me: "You've just lost my vote!"

A town chairman asked: "What kind of a guy are you? It's the job of a politician to do favors for as many people as he can. If you don't do favors, you won't be governor long!"

Then there was the visit from a State Legislator--a man who had always supported my programs. He wanted the license of a friend who had been convicted of speeding reinstated.

I told him the answer was "no."

As he left the Legislator warned: "Next time, Abe, I won't vote for your bills."

I even get it when I go to the barber shop. The other morning my barber told me that one of his customers was infuriated with me.

"You and your friend, Ribicoff!" the customer had fumed. "I lost my license because of speeding, and now my wife has to drive me to work every day for the next month!"

My friends--including the barber--are worried over what effect this clamor will have on my political future. Politically, Connecticut has been a close

state. With many drivers losing their licenses and supposedly working up a high anger, my friends fear that the program could vote me out of office. Maybe they're right. They wonder why we do it.

The answer is very simple. The only way for a governor to handle a drive such as this--or any other decision, for that matter--is not to worry about the next election. Just do the right thing, and the election will take care of itself.

I'm convinced that trying to save lives is the right thing. If the program results in saving the life of even one unknown person, then it's a success. If a number of lives are saved, it would be a Godsend.

Each year millions of citizens give their time, their efforts, and their money to cancer drives, to heart drives, to polio drives, and to drives to fight all other killer diseases.

There is no limit to the work we will do, the courage we will show, and sacrifices we will make to save just one life.

Is it too much, then, to expect people to be courteous and to obey the motor vehicle laws and help save lives?

If an airplane crashes and kills 25 persons, it is banner headline news. If a child on his way home from school is slain in an insane crime, the nation is sickened and aroused. If a holdup man shoots a store clerk in a senseless murder, there is a loud demand for instant retribution.

This is the American concept--a concept that every life is precious.

Yet every day in the year an average

S A F E T Y M I N D S

of 105 persons are ruthlessly slain on our highways. These are the deaths of fathers and mothers; the college student and the serviceman; the store clerk; the neighbor next door; and little boys and girls who are too young to protect themselves from the dangers of the adult world.

This is an appalling waste of life. Even more appalling has been the failure of the United States to do something about it. We have become used to the ghastly blood-letting on our highways. Americans, who will move heaven and earth to save the life of one innocent man, stand idly by while innocent men, women and children are massacred in their automobiles.

This shameful toll of daily death and destruction does not result in headline news. The nation is not sickened and aroused. There is no loud demand for instant retribution. No one calls for a Congressional investigation. We have come to accept highway deaths as inevitable. And we say they are not inevitable at all.

Let me give you a brief idea of what we in Connecticut are doing in hopes of solving this problem.

The year 1955 was drawing to a close. Connecticut was about to chalk up a record number of highway deaths for the past decade. The Christmas and New Year's holidays were only a few turns away on the clock. It was the season of the year when we were all wishing one another good health and happiness and long life. Yet it also was the season of the year when the wishes of good health and long life would command respect on our highways.

State Motor Vehicles Commissioner John Tynan came to my office. He was worried over what the holiday traffic might bring. He thought we should take bold action. During the discussion it was agreed that the element of speed was the main cause of highway fatalities and serious accidents. Dealing with speeders would have to be the crux of any effective crackdown. We thought we had the answer. Did we have the courage to follow through? Could we take the pressures?

We opened a campaign against fast

drivers. We announced that the operating licenses of all convicted speeders would be suspended 30 days for the first offense, and 60 days for the second offense. The suspension policy would apply to both Connecticut and out-of-state drivers.

It was a shock announcement.

Under Connecticut law, this suspension power is delegated to the Motor Vehicles Department and not the courts. The previous policy of the Motor Vehicles Department for many years and by many administrators had been to handle speeding offenses on a discretionary basis. In most instances, there had been no suspensions. Now there was a hard and fast rule.

Simultaneously with the suspension announcement, we called on the local courts throughout the State to cooperate in this "get tough" campaign. Newspaper surveys had indicated that a disproportionate percentage of motor vehicle charges were being changed or thrown out of court, as they had been for many years. We put the judges on notice that when their terms expire next year, those who don't adopt a "no fix" policy won't be reappointed.

At the outset there was some misinterpretation of this plea to the courts.

There was a hue and cry that the Executive Branch of the Government was interfering with the Judicial Branch.

Actually, nothing of the sort took place. No one ordered judges to hand down a guilty finding in every speeding case. If a person wasn't guilty he should be found not guilty. The judges were simply asked to enforce the law. It was made plain that every case should be given a fair hearing and decisions should be based on judicial principles. But there was no excuse for widespread dismissal and quashing of warrants, and we frankly said so.

We have made one thing crystal clear from the start of this drive: Connecticut is not interested in piling up a long list of convictions and suspensions. Our goal is to slow drivers down and keep them alive. We won't consider the program a success until traffic slows down to the point where no arrests have to be made. Connecticut has never

operated a "speed trap" and we're not going to start now.

It has been especially important, therefore, to give out-of-state motorists as much notice as possible of the Connecticut program. Many of them learned about the drive through the extensive news coverage it received. In addition, we sent full information on the program to the motor vehicle commissioners throughout the East and in Eastern Canada. Then at the 34 main highways leading into Connecticut, we erected large four feet by eight feet signs announcing:

DON'T SPEED
CONVICTION MEANS LOSS OF LICENSE.

Connecticut is a bridge state. It carries a tremendous volume of traffic between New York State and the other New England states. This through traffic must be slowed down just as we are slowing down the intra-state traffic. With the suspension program applying to both Connecticut and out-of-state drivers, it is only natural that many non-Connecticut motorists are among those being convicted of speeding.

We have a reciprocal agreement with other states on the enforcement of motor vehicles violations. In some cases the agreement covers the suspension of licenses for speeding; in other cases it does not. Where it doesn't, we can at least suspend the right of those drivers to operate in Connecticut.

It is unfortunate that one or two of our neighboring states, although large numbers of their motorists drive in Connecticut, do not go along with us on the suspension program. After all, these states have as big a stake in this as we do. The lives of their motorists also will be saved if the drive is successful.

This is a problem that the delegates to this Conference might very well give some thought to. Because in this motor- ing age of today, there is no room for an insular attitude. No one state can consider itself aloof from the highway problems of its neighbors and the nation. The automobile doesn't heed a state line.

Two other major moves have been made

in the Connecticut program.

When the crackdown started, our Highway Safety Commission called attention to the fact that some of the posted speed limits in Connecticut were not realistic for present day use.

We want to encourage respect for the law and to obtain compliance with the law. Such a situation demanded remedial action. So we immediately undertook a restudy of the speed limits on the 3,000 miles of roadways in the state highway system. By adding extra crews, we expect to complete the resurvey by the end of the year. One of the first roads studied was the heavily-traveled Boston to New York route, a distance of 116 miles. The posted limit on one sizeable section of this highway was raised five miles an hour. This will provide a uniform speed of 55 miles an hour for most of the route from the New York State line to the Massachusetts border.

We also are in the midst of a reorganization of the Motor Vehicles Department. This is one of the biggest and busiest departments in the State Government. It has a mountain of detail to handle each day. If our highway safety program is to be effective, the Motor Vehicles Department must function at top efficiency. It must have standard policies and procedures.

The first major accomplishment in this reorganization is the adoption of a specific policy for handling the suspension and reinstatement of Connecticut drivers. A new manual for hearings officers has been drawn up. The manual lists the various offenses for which licenses shall be suspended, the lengths of suspension, and the conditions and methods of hearings. Our intention is to provide equal treatment for all drivers whose licenses are suspended.

No one action, of course, will provide highway safety in Connecticut or in any other state. The various facets of the program must be integrated. We started off with the measures that would bring the best results--the suspension of licenses, stricter enforcement, the "get tough" policy in the courts, a uniform procedure in the hearings for reinstatement, and the resurvey of the speed limits. We will make other refinements

and additions to the program as time goes on. But the big steps have been taken.

What have been the results? What accomplishments can we point to?

During the first quarter of 1956, there have been 10 fewer fatalities than there were in the same period a year ago. This is a decrease of 14 per cent.

The number of accidents and personal injuries has dropped slightly.

These improvements have been made in the face of a substantial increase in the volume of traffic. We now have nearly 100,000 more drivers and nearly 70,000 more licensed vehicles on the road than we did a year ago. These are increases of approximately ten per cent.

The Connecticut results become even more pronounced when compared with the nationwide experience. For the first quarter of 1956, there were 11 per cent more automobile fatalities in the United States than there were in the corresponding period a year ago. For each of the last 13 consecutive months, there have been more highway deaths in the United States than in the same month of the preceding year.

Thus we have the picture of an increase in the nation as a whole--and a decrease in Connecticut. Whether this trend will continue is difficult to say--we hope for the best.

There is still another encouraging development in Connecticut. It is reflected in a report I received just this morning from Connecticut State Police Commissioner John Kelly. Commissioner Kelly tells me that during the past four months there has been a sharp drop in the number of arrests and warnings for speeding as well as all other operating offenses. This has taken place despite the fact there are still as many State Police on the road as there were a year ago. The State Police feel that the decrease in arrests and warnings shows that drivers not only are slowing down, but are driving better. It also demonstrates to the country that we are not operating a speed trap.

Commissioner Kelly made the following comment in this report and I quote:

"This is the most effective crackdown I've known in my 35 years as a police-

man. The large scale suspension of licenses is a great deterrent to speeding. My officers report from all over the State that there is a noticeable slowing down of traffic. People are driving more carefully. And with drivers slowing down and using greater caution, there is a reduction in serious accidents."

Commissioner Kelly also told me a little story that illustrates his point. In a 50-mile drive up the Connecticut parkways the other morning, he held his unmarked automobile right on the speed limit. He passed numerous cars. Only four cars passed him. Prior to the drive, the situation would have been reversed--most of the cars would have passed him.

Commissioner Kelly said he is driving slower now, too. He doesn't want anyone reporting his license plate as a speeder!

We have made an ironic discovery in this drive. The great mass of motorists won't heed an appeal to slow down to save their own lives or the lives of their families; but they will slow down to save their licenses!

So we are turning our drive to this theme. The bit signs at the state lines which I mentioned to you before warn that a speeding conviction means loss of license. We have equipped the 3,000 Connecticut state vehicles with bumper strips carrying the reminder:

"DON'T SPEED--SAVE YOUR LICENSE."

We keep this thought in the forefront at all times.

We have felt from the beginning of this campaign that when the people of Connecticut understand our objectives and realize that we mean business--that our traffic laws are going to be strictly enforced and that conviction will result in license suspension--they will obey the traffic laws. The number of accidents and the death rate will decline.

We can't succeed, of course, without citizen support. Government only expresses the will of the people. People must want traffic safety. They must look on good driving and safe driving as a desirable end. They must want traffic safety bad enough so that it becomes a part of their personal, ethical and mor-

al code in addition to statutory law. They must be willing to pay the penalty of losing their licenses. They must be willing to accept equal treatment for all.

It won't do any good for suspended drivers to grumble and get mad. Instead, they've got to admit they are unhappy, that it's all very inconvenient, but they've learned a lesson. This is the selfless approach. But it won't be an easy adjustment to make, because over the years the "fix" and the "political nod" and the "favor" have been the common, notorious practice.

Many persons think of traffic safety as the job of public officials. Let the police do it. Let the Legislature do it. Let the courts do it. Anyone but me.

It's not as simple as that. There is an individual responsibility to be assumed. Organizations have a responsibility too. There must be citizen understanding and citizen support.

Because there's a constant sniping at a traffic safety program such as we have in Connecticut. There are too many selfish interests ready to tear it down. There are too many toes that have to be stepped on when strict law enforcement is the key to a drive. The mettle of public officials is tested severely as they try to stick to their guns. They can't stand alone. They've got to have public support behind them.

When our drive started it was apparent to me, from long experience in public life, that the crackdown was not going to meet with universal approval or acclaim. We expected the brickbats and we are getting them.

I am criticized by some members of the opposing political party. I get it from some of my own party, too. I am criticized by some of my former fellow lawyers who are angry. I am criticized by some of the people who are losing their licenses.

This is only part of the continuing attack.

Every day attempts are made to get around our suspension order. Every persuasive, heart-rending argument in the book has been thrown at us.

A former judge wanted the program limited to weekend suspensions. He was

thinking of suspended drivers who use their cars in connection with their work.

A young man convicted of speeding complained that the only reason he drove fast was to get his mother home quickly. She had a headache.

Then there was the visit I had last week from a trucking firm executive and the business agent of a truckers' union. They spoke for a large union and a firm with 600 trucks. A couple of their drivers had been suspended. They wanted the program limited to pleasure cars. It is hard to say no to these pleas.

But in every case our answer has to be the same.

"No exceptions."

You get your strength, and your courage and your determination to carry on from the belief that the great numbers of people are law-abiding and feel this is the right thing. You can tell by their letters. You can tell by their conversations with you and the way they accept their suspensions.

Take the letter from the Baby Battalion, a club of mothers in the town of Torrington, Connecticut. They thanked us because the drive "won't be too late" for their children. The letter was signed by 75 mothers.

A prominent friend of mine confided that he is using the drive to reassert his parental authority. His son has often been arrested for motor vehicle violations, and the father always took the ticket in hand. When our drive started, the son went to his father and asked: "What will we do now, Dad?" If I'm arrested for speeding, I'll take my punishment," the father said. "You do the same."

A supervisor for a chain of Connecticut stores is on the road much of the day. His duties take him from town to town.

"I used to drive like a wild man," he told me. "Now I stay within the speed limits. For the first time I realize what Connecticut looks like. I never could see it before for the blur!"

From other letters and comments you sense that many persons are aware of the deep personal tragedies involved in highway fatalities. They want the sit-

uation corrected.

A mother who lost two daughters in separate auto accidents wrote; "Keep this heartbreak from other homes."

An arrested speeder declared: "I endorse every action taken to kill speeding instead of people."

A mother whose child was struck and thrown 70 feet by a speeding car said: "It's far better to jail reckless drivers than send innocent victims to cemeteries."

A widow whose husband was killed in an automobile accident one day before our drive started wrote me this letter, and I quote:

"Don't relax the campaign, even though it came one day too late for us. I have an answer for those who speak of the 'unbearable hardship' that a suspension imposes on persons whose cars are essential to their jobs. If a man takes a chance on losing his license, when his way of making a living depends on having it, he is an irresponsible driver. The highways are best rid of him. The violent way my husband died and the pain he suffered was 'unbearable'. I also find it 'hard' to make a living without my husband. My two boys and I didn't get a 30-day suspension. Ours is a life-time sentence."

There has been other citizen support, too.

The Independent Order of Odd Fellows of Connecticut, with 20,000 members, has volunteered its full cooperation to the drive. The members of the Order are signing safe driving pledges. Special highway safety bumper strips are being distributed by the Order for use on members' cars.

Seven local courts in towns adjacent to Hartford are considering plans for running a Teen-Age Traffic School. In certain cases where teen-agers are found guilty of traffic violations, the judges would withhold implementing any penalty until the youths completed a six-week course in the Traffic School. After that the violator would come back before the judge, who would then decide whether or not to revoke the penalty.

We also have had practically unanimous support in Connecticut from the press, the radio and television. They

have given large amounts of space and time to informing the public of what the drive is all about. The editorial comment has been responsible and constructive. The letters to the editors columns have carried comment pro and con.

The most important element of all, however, is still citizen support. A traffic safety program in Connecticut or any other state will be effective only if public opinion understands the problem and actively supports the remedial measures. It is a question of educating the public; of constantly pushing the program.

Safety groups and safety leaders such as we have gathered here today can take the lead. You can show the initiative; you can offer the encouragement. You are the people who have been ahead of your time in recognizing how critical the highway danger is. You are the people who have realized that the brakes must be applied to this headlong race to death and destruction.

Historically, customarily, and politically there has always been a great deal of indifference to the enforcement of motor vehicle laws. So many people drive automobiles, and so many people are guilty of automobile violations, that this has always been one of the main sources of the "fix" and the "favor". If a law is unpopular, if a law doesn't have public support, public officials will not press for its enforcement.

It is up to you people to impress on your families, on your neighbors, and on your communities the need for strict enforcement. Take home to them the self-evident truths. I am sure they will be receptive to your message. Because the overwhelming number of Americans have a respect for law. The overwhelming number of Americans are against the "fix" and the "favor". They want equal treatment for everybody under the laws of our State and our nation.

Public officials can do only so much by themselves. We know the course that has to be followed if the catastrophic loss of life on our highways is to be curbed. We can't do the job without citizen support. It is up to you people to marshal that support, and galvanize

it into life-saving action.

This conference can be an education and help to all of us. We of Connecticut have come here to learn. We have outlined our program, not in a sense of presenting a panacea for curing our highway ills, but to invite your comments and suggestions. We want to profit from your knowledge and your experience. We want you to profit from our work and experience.

Connecticut is determined to face up to this problem and solve it. Our delegates want to go home better prepared to do the job that remains to be done.

Let us all hope this conference will generate sufficient wisdom and enthusiasm to make our highways a path of life and enjoyment instead of a road to death and tragedy.

CHIEFS OF POLICE RECOMMEND ABSOLUTE SPEED LIMIT FOR CONN.

The traffic safety committee of the Connecticut Chiefs of Police Assn. wants the legislature to junk Connecticut's current speeding law and impose an "absolute speed limit" instead, the Connecticut Safety Commission reports.

Connecticut's law requires motorists to maintain a speed that is safe and prudent under existing conditions. Signs posted along the highway give what the Safety Commission considered the maximum speed which is safe and prudent under normal conditions.

Since the start of the year a speeding conviction automatically has meant a 30-day license suspension, and many motorists arrested for traveling faster than the posted limit have invoked the "safe and prudent" clause in the law in an effort to win acquittal.

Chief Walter A. Sandstrom of West Hartford, traffic safety committee chairman, said in a report to the safety commission:

"Most chief law enforcement officers in states now having numerical statewide speed limits consider such regulation had advantages over 'reasonable and proper' limits. There is a trend nationwide toward 'absolute limits.' I am in-

formed that recent survey of police chiefs indicates that in nine out of ten states now having prima facie numerical limits, the enforcement head would prefer absolute maximum speed regulation.

"High speed unquestionably governs collision severity. While the percentage of drivers moving at reckless high rates may be small, the number is too great and menaces all highway users. We believe definitely in a fixed top maximum speed without allowance margin and, of course, such lower posted speeds as the state traffic commission deems required by type and use of individual highways and, in urban areas, streets."

In recommending an absolute speed limit, Sandstrom said, the committee took into consideration today's "high-powered cars, mechanical improvements, ease of handling, smoother operating mechanisms and effortless quick pickup of practically all late model motor vehicles."

He also commented that there is "over-emphasis" on the horsepower of automobiles, on their high "cruising range" and on their ability to accelerate quickly to 60 miles an hour from a standing start.

JIM SAYS TRAFFIC VIOLATORS ARE 'CAN'TS', 'DON'TS' AND 'WON'TS'

"Traffic violators can be described as either 'can't', 'don't', or 'won't' drivers," James P. Economos, director of the traffic court program of the American Bar Association, says.

Addressing a two-day traffic court conference in Utah, Mr. Economos explained:

The "Can'ts" are the drivers with physical or mental defects. If the defect is not correctable, the offender in this category should be banned from use of the highways.

The "Don'ts" are those who lack knowledge in one of three respects: rules of the road, ordinary driving skill, or driving experience. "Jail sentences and fines will have an inadequate corrective effect," he said, and suggested traffic schools, writing of essays, additional

drivers' safety education to eliminate the underlying effect.

Characterizing the "Won'ts" as those who because of faulty attitude refuse to accept personal responsibility for obeying traffic laws, he said repeaters fall in this group, for which he advocated fines, jail sentences, and license suspensions, as well as driver education.

To deal with individual offenders on this basis, Mr. Economos said, will require more personal attention to each case, and obviously more judges and prosecutors in some jurisdictions. He stressed the importance of better administration of justice by traffic courts.

---AAMVA Bulletin

CHEMICAL TESTS PROVIDE ONLY ONE ELEMENT OF DWI OFFENSE

The essential feature of a prosecution for a motor vehicle violation is the violation itself. This can generally be proved only by evidence acquired in the field because of the nature of the offense. The purpose of chemical sobriety tests is to assist the field officer in arriving at a just and equitable charge, to support and strengthen his beliefs, and to furnish him with additional information in doubtful cases. The emphasis is on supporting thorough and accurate police field work, not on replacing it. The philosophical objective of the field officer should be to regard chemical sobriety tests as supportive and corroborative evidence and hence to attempt to build as complete a case as possible from field observations. It is important to realize in this connection that chemical tests will provide information concerning only one of the elements of the offense. Consequently, the other elements must be proved by separately acquired information.

(Kurt M. Dubowski, PH.D. Member,
Committee on Tests for Intoxication)

---Test Talk

Everything comes to him who hustles while he waits.

---Supervision

CHRISTMAS 1956

WHAT ABOUT IT? WHY BRING IT UP NOW?

We call it to your attention because we are taking a leaf out of the business men's sales promotion book. Every year merchants across the nation advise the buying public to do their Christmas shopping early. While we have no way of knowing how many follow their advice, we do know that each year there is a wonderful report of advance sales.

According to financial reports the December 1955 Christmas sales were the best ever. If obedience to the admonition, "Do Your Christmas Shopping Early" can keep you out of the holiday rush, heavy traffic and possible accidents, why not adopt an advance slogan for your driving--"Do Your Christmas Driving Early and Carefully."

Last Christmas week-end, 609 persons were killed in traffic accidents. It is possible some were late shoppers and others were celebrants.

The throttle and the bottle were the big reasons for this terrible catastrophe. Speed and drinking had an effect during the Christmas Weekend almost three times greater than normal, according to the National Safety Council. Driving too fast for conditions or in excess of the speed limit was a factor in 85% of the fatal accidents compared with an annual average of 35%. Drinking drivers were involved in 55% of the fatal accidents according to reports which definitely stated whether or not speed and drinking were factors.

Despite the heavy influence of speed and drinking, chiefly to blame for boosting the Christmas toll 50% higher than any other December Weekend, the Council found that accident types and people involved were much the same as usual.

The surprise was however, when the accidents happened. Fifty-eight per cent occurred in the first thirty hours of the 78 hour weekend which began at 6:00 P. M. Friday and ended midnight Monday.

In fact as many accidents took place in the first six hours (6 P.M. to Midnight Friday) as happened all day on

Monday (the final 24 hours of the holiday period).

For pedestrian accidents alone, 70% occurred in the first thirty hours. More pedestrians were killed in the six hours Friday Night (21 per cent) than all day Sunday (18 per cent) or all day Monday (13 per cent).

Other facts shown in the National Safety Council report were:

1. More accidents occurred between 6 p.m. and 9 p.m. than any other three-hour period. The hours between noon and 3 p.m. were the safest.

2. Seventy-five per cent of the accidents happened during dark hours--5 p.m. to 7 a.m. Even eliminating the six additional dark hours on Friday night, the ratio was still 70 per cent.

3. The most common type of accident was collision between two or more cars. Next in order were non-collision, pedestrian and fixed object collisions.

4. In 90 per cent of the accidents only one person was killed. The most serious accident killed four persons.

5. Rural accidents were fewer than normal in relation to urban accidents.

6. The ages of drivers were not much different from the normal pattern. Driver ages in the Christmas study ranged from 13 to 87. Six were under 16, and six over 75.

7. Males were driving in 94 per cent of the fatal accidents, only slightly higher than the annual average of 92 per cent.

8. Victims were about the same ages as usual, too, with one-third aged 25-44 and one-fourth aged 15-24. Almost four out of five victims were males, and these were mostly drivers.

9. The most common driver action contributing to fatal accidents was driving on wrong side of road or in center of road. Failure to observe a signal or stop sign was second. In only four of the fatal accidents was a mechanical failure or tire blowout mentioned.

10. Pedestrian victims were principally older people--4 out of 10 were 65 years of age or older. In one third of the cases, the pedestrian contributed to the accident by crossing between intersections, stepping from behind a parked car, or walking on a roadway. In two

cases, pedestrians were changing tires, and in one he was filling a gas tank when struck.

What a record for a Holy Holiday weekend!

The admonition, "Do Your Christmas Shopping Early," or the salutation, "Merry Christmas" had nothing to do with these killings. Most of them were careless suicides and murders without premeditation or malice aforethought. Failure or deliberate neglect on the part of drivers to accept their responsibility on the highways.

Safety is more than a slogan. It is an attitude of mind and a way of life. And as the road of all virtues is strewn with temptations, so is the path of safety. We call them fatal fallacies. The following are a few of the deadliest.

Pitting speed of reflexes against the modern automobile's super-horsepower.

Feeling free to "pour it on" on the straightaway, no matter how clear the day, how dry the road, how straight or wide the highway.

Driving while intoxicated or weary in the vain hope that the homing instinct will assure safe arrival.

Reliance on built-in safety features to compensate for lack of care.

Believing, with the supreme confidence born of experience, that rules of the road are meant for beginners.

These are just some of the fatal fallacies which caused grievous death and injury on the highways of America in 1955. More than 80% of all casualties occurred in accidents where there was some driving violation.

This leads to the inescapable conclusion that accidents do not "just happen." And to believe that avoidance in the past means immunity in the future is the most fatal fallacy of all.

---R.I. Traffic Safety Reporter

Although most people assume that the auto is the killer when it comes to a chance meeting with a pedestrian, it is estimated that unknown hundreds of motorists give up their lives each year to avoid maiming or killing pedestrians.

New Ranch Wagons On Parkway Patrol

Four gleaming new ranch wagons began traveling the 120 mile length of Route 15 from the New York to the Massachusetts state line May 11, on a new type of State Police patrol.

Each vehicle carries a stretcher, a first aid kit, an inhalator, a hydraulic jack and a variety of other emergency equipment that includes a hack saw, pinch bars, a crow bar, asbestos gloves, sheets and blankets.

These special patrol vehicles are being used for the dual purpose of patrolling and enforcement of all state laws, and to render emergency assistance to persons in distress.

Officers are assigned to patrol and subject to call for emergency purposes in any part of the state by the executive in charge at headquarters.

Sergeants received instruction in the use of the special equipment carried by these vehicles and in turn instructed

and advised the officers assigned to the patrol.

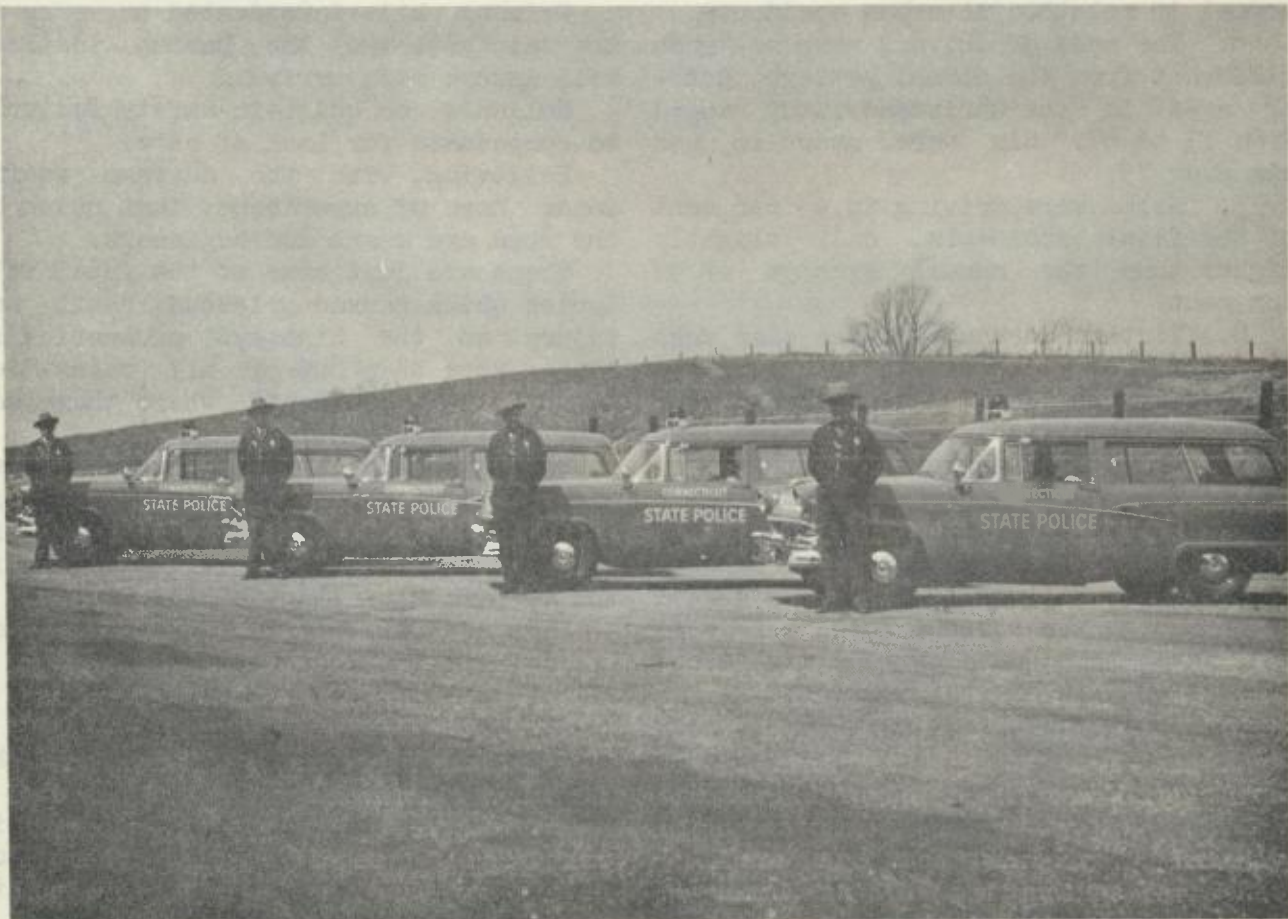
The ranch wagons operate from the four State Police barracks charged with patrolling Route 15, which is made up of the Merritt and Wilbur Cross Parkways, the Berlin Turnpike and the Wilbur Cross Highway.

These are the Westport, Bethany, Hartford and Stafford Springs barracks.

A major purpose of the new patrol is to enable state policemen to provide a maximum of emergency assistance in dealing with bad accidents.

Since they are always among the first to arrive at the scene, it is important for them to have the equipment that enables them now to start work immediately in extricating injured passengers from cars and giving first aid.

This has not always been possible in the past, since often passengers were pinned in damaged vehicles in such a way



that the arrival of wreckers and other emergency equipment had to be awaited.

The station wagons are not designed to replace the use of ambulances in taking the injured to hospitals although they may be used as auxiliary ambulances when the occasion demands.

They can also be used as personnel carriers if the emergency equipment is removed and replaced with seats.

The station wagons will patrol Route 15 on an around-the-clock schedule.

Hospital, May 13, with injuries suffered in a motorcycle accident on Crystal Lake Road near his home.

Hospital authorities said his condition was not serious. He suffered multiple contusions, abrasions and road burns, they said.

Rancourt is the first person to be taken to the hospital in the new State Police ranch wagon which was put into service at Stafford Springs Barracks May 11.

State Policeman Robert J. Hetherman of Stafford Springs Barracks said Rancourt was riding his motorcycle south on Crystal Lake Road about 12:41 p.m. when he lost control and was thrown to the highway.

The ranch wagon was in charge of State Policeman William Tomlin. Hetherman radioed to Tomlin for assistance.

**ACCIDENT VICTIM AIDED
BY SPECIAL PATROL UNIT**

Victor Rancourt, 22, of Route 30, Tolland, was taken to Rockville City



Lieut. Michael Smith, Commanding Officer of the Emergency Division demonstrates to Off. James McGrath, the use of the emergency equipment carried in the new ranch wagons.

SPEEDING IN CONNECTICUT

Gov. Abraham A. Ribicoff's campaign against speeding in Connecticut appears to be getting results, and that is always the ultimate test of any campaign to make the roads safe. The Connecticut plan is both severe and simple. A first offender is liable to have his license suspended for thirty days and a second offender is barred from driving for sixty days. This is a penalty that strikes home with more effect than a fine, for an astounding number of motorists apparently are willing to take the chance of giving up \$10 or \$20 for the privilege of racing along the roads. Being deprived of the use of their autos for a stated period seems to make them think twice, however.

In any case, it is remarkable that the Connecticut traffic death toll should have gone down 14 per cent in the first quarter of this year while it was going up 11 per cent on a nation-wide basis. Statistics aside, a good deal more circumspection than usual on the part of Connecticut drivers these days may be observed by any one who takes a drive through the state.

Governor Ribicoff's complaint that neighboring states, notably New York, have failed to co-operate in the campaign is understandable. Obviously if an out-of-state driver isn't subject to the same penalty as a Connecticut motorist he may be less sensitive to the speed limits on the Merritt Parkway. This is a matter that might well engage the serious consideration of Connecticut's neighbors. As a matter of fact, if further experience continues to demonstrate that the Connecticut practice of suspending speeders' licenses really saves lives on the highways, New York and other states might well consider following the same practice in dealing with their own speed demons.

---N.Y. Herald Tribune

Be careful about calling yourself an "expert". One definition is that an "ex" is a has-been, and a "spurt" is a drip under pressure.

POLICE ARE NOT REQUIRED TO ANNOUNCE THEIR PRESENCE

The law says that a motorist shall proceed at a specified and/or a reasonable rate of speed. It doesn't say that he shall do so only when he knows a policeman is watching him. A police officer is no more required to announce his presence on the highway to motorists than he is required to sound the siren on his car when he approaches a building in which burglars are operating. It may provide better traffic control to keep police cars out in plain sight on the streets and highways, but that is a matter of policy that police commanders can decide. No right of motorists is involved. All this talk about radar speed measurements and unmarked police cars constituting entrapment is nonsense, and the sooner it is forgotten the safer our highways will become.

---Wisconsin Traffic News

ABSOLUTE SPEED LIMITS FAVORED BY STATE POLICE HEADS--SURVEY

Most chief law enforcement officers in 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, conducted under the direction of Commissioner Joseph A. Childs.

Replies were received from 36 States having State-wide numerical speed limits and from 7 states having "reasonable and proper" limits.

There is a trend toward absolute limits, replies to the survey indicate. Enforcement chiefs of 10 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. With one exception, enforcement chiefs of all States now having "reasonable and proper" limits believe State-wide numerical limits would have advantages over their present laws.

AROUND THE CIRCUIT

Vox-Cop

May - June, 1956

Farewell Party



On May 25, 1956, fellow employees honored Miss Alfreda Wilcox who left the department after 14 years of service. We all wish her well in her new field of endeavor. Shown in photo left to right seated are: Mrs. Esther McManus, Miss Ida Epstein, Mrs. Alice Davis and Miss Anne Hagarty. Left to right standing are: Mrs. Mildred Lovell, Mrs. Rita Brown, Mrs. Phyllis Bagnaschi, Mrs. Jeanette Ertel, Miss Paula Lichanec, Miss Alfreda Wilcox, Miss Jean Redente, Miss Anna Reardon, Miss Arlene Gomez and Miss Jean Geithner.

STATION "B", CANAAN

MEMORABLE INVESTIGATION

If you're headed through Norfolk on a balmy summer night and a deer should suddenly peek out from the top of a blossoming Dogwood tree, don't rush home to take the pledge, it's only a mantle piece, one of many such stolen from a Norfolk home.

The complainant in this instance was naturally quite concerned for the possessions of his employer and his concern, plus a call to Chief Edwin Masters of Norfolk, led Officer Toomey and the chief on an investigation which will long remain fresh in their memories.

They walked through dense wooded areas with an "ear to the ground" and an eye on every four legged creature roaming about. The search became so arduous, we understand, that Officer Toomey mistook an aging St. Bernard for the deer and started out in pursuit only to stop when he noticed that the animal ran under, instead of over, every fence he came to.

To date, one deer head has been found in a tree and we rather imagine there are a few more peeking down through the blossoms. Who knows, perhaps there's a reason for a general slow-down in Norfolk's Package Store business despite the good season.

THEFT SIMPLE; ELUDING CAPTURE OTHERWISE

A fourteen year old Bristol boy has learned that stealing a car can be simple but keeping it out of sight may prove difficult, especially when an alert officer suddenly appears.

Leo Turcotte's apprehension of car and culprit can be attributed to that "sixth sense", so essential to any phase of good police work.

OVER-ZEALOUS SALESMEN CURBED

With Spring come the flowers and the usual influx of young and over enthusiastic magazine salesmen. The flowers are always welcome but the persistence shown by the vendors has become increasingly annoying, to a point where numerous complaints are entered concerning

their department.

The recent arrest of two such men in New Hartford and their detention at our barracks, pending bond, should prove that people will not willingly become the objects of "pressure tactics."

New Hartford's ordinance requiring permits for solicitors was the means of convicting those involved in this case.

BEHIND THE SCENES

"Assistance--Stolen Car," usually means little on the white complaint form but a quick glance at the story itself often reveals the combination of alert thinking, courage, and determination. All three ingredients were ample for Chief Masters' request for assistance in the search for a thief and a stolen car.

Officers Rust and Prindle hastened to Norfolk and to the vacant home where the thief was supposedly hiding. Aware, himself, that he was being pursued, the youngster headed off into a neighboring wooded area, was chased by the officers and cornered not far from the immediate scene, after a warning shot had been fired.

And so, "Assistance rendered," finished a story of determination which has its full explanation under a case number--back in a metal file.

SPEAKERS POPULAR

Our ever increasing public speaking requests seem ample proof that our neighbors are interested in police activity when explained from the point of view of those experienced in its many details.

LIEUT. OBSERVES QUIET BIRTHDAY

Lieutenant Menser spent a quiet May 5th birthday with the homefolks--perhaps at a television set cheering for the Red Sox.

LURE OF LITCHFIELD HILLS

When we speak of the beauty of the Litchfield Hills, many get the impression we're trying to lure away the city population: not so with Officer Labreche however, he's convinced that our sun is brighter, the flowers larger, and the mountains more inviting. In fact, he'll begin the life of country squire

as soon as his rent is ready.

To home owner Officer Lawson we say, "You've improved the general landscaping of Falls Village with that beautiful new residence--many happy days."

ANYTHING TO GET RESULTS

When Officer Chapman speaks of "joints," he doesn't mean to infer that a tavern can't be respectable: rather, he's "boning" up on the plumber's vernacular in the hope of acquainting himself with the character who removed the fixtures from our local outdoor theater.

TOLLAND COUNTY TALES

RETIREMENT

Sgt. Thomas Duma, who came to us from Station "I" a few months ago, is retiring from the department within a few days. We understand that he has accepted a position as Safety and Personnel Director of the Frouge Construction Company, Bridgeport. We are sorry to have him leave but wish him the best in his new endeavor.

NEW ARRIVAL

Officer and Mrs. John Fersch are the proud parents of a son, Jon, born recently at Hartford, Conn.

THE BLUEBIRD

The parkway is now being patrolled by officers from this station in a new ranch wagon, blue, equipped with emergency equipment and known as "The Bluebird". Already many favorable comments have been received about it and it has been used at several accidents.

MANY BREAKS AND THEFTS SOLVED

With the apprehension of James Fagan, age 28, of East Hartford, Conn., over seventy-five unsolved cases involving breaks and thefts in many Connecticut towns have been solved and much of the stolen property recovered. While being chased by the Enfield Police after breaking into a place in Enfield, Fagan's car became involved in an accident

in Ellington. While searching through his car, Officer William E. Doyle, Jr., came across a chest of drawers, bed spread and drapes and burglar tools.

Further investigation revealed that Fagan had been operating for a period of over six years throughout northern and eastern Connecticut.

Three truck loads of new and used articles were taken from his home. The articles ranged from clothing for all ages, household appliances, radios, recorders, records, dishes, lamps, furniture and linens to golf clubs, golf balls, shoes, tires, school equipment and money. In a record book, he had recorded the breaks in code and estimated that the goods and money amounted to over \$12,000. Officer Fersch assisted Bill with the case.

MORE FATALS

We seem to get more than our share of fatals. The latest one involved only one car and two young people lost their lives with a third one seriously injured. Liquor and speed seemed to be the contributing factors. The operator, a twenty-year-old girl, was within a mile of home on a road well known to her. Officer William J. Doyle investigated the accident.

SIGNS OF SPRING

Pappy Furness really believes that Spring is here. This past week he has been removing the storm windows and installing the screens on the barracks. However, we wonder if Spring is here with the thermometer going down to the low thirties about every night.

STATION "D", DANIELSON

SPRING REVERIE

Though the rumor is unfounded and it seems that the calendar is lying, Spring---has come to the Danielson barracks.

The signs are unmistakable: BILL PELZER is still talking about getting married...MERIL JOHNSON, as if he knows,

is trying to point out the pitfalls of the life of a benedict....JIM HUNTER taking the leap next month....JOE HART is talking about a new car....OTTO HAFERSAT is pouring over the trailer and boat mags....SGT. O'BRIEN is looking for recruits for the landscaping detail around the "D" ranch, and getting them too....NICK WOYK, our custodian, is brushing up the screens, but still hangs onto the storm windows....SUE KENYON oiling up her skiing equipment and putting it on ice, or rather in moth balls....THE LIEUTENANT discussing the relative merits of a brick or wooden garage....BOB MANSHIP finally moving into his new house....Yes, we have passed the vernal equinox in spite of the fact that the temperature at Danielson was a cool 24° this morning.

The trees have begun to bud and from every rock the regular seasonal worms have begun to crawl.

CON MEN NABBED

Breaking reluctantly from our Spring reverie and down to cases, a couple of big city characters from New Haven crawled up for a visit on May Day and they performed quite a dance after stealing radios from two appliance stores in the Borough of Danielson. One would engage the clerk in conversation while the other slipped a table model radio under his arm and then they would fade out of the store. However, in the second store, a sharp girl clerk smelled a rat and after a quick inventory found one radio was missing from stock. A call to the barracks and in eight minutes Officer James Hunter had the two handcuffed and on the way to "D". The radios had been thrown out of the car used by the men, but a housewife looking for her children wondered about the strange action of the two men throwing two perfectly good radios away. The clerk of the first store visited was not aware of the theft until notified by Chief Gardner of the Danielson Police. Officer Hunter and Chief Gardner were assisted by Officer Joseph Fitzgibbons and with their combined efforts the two men are now awaiting trial in Superior Court as third offenders, as this is not the first time the men have been caught at

this game.

RESEARCH

Officer Gail Smith has been delving into the law, especially those statutes concerning the safe operation of school buses and what constitutes a violation on the part of a motorist when passing a bus. After an intensive study, he passed this information on to Officer Merrill Johnson whose appreciation was touching.

MIGRATING "BIRDS" RETURNED

We enjoy the climate up here in spite of the hard winter and we cannot understand why anyone would want to leave. But alas, there are some people who think the grass is greener on the other side of the fence. Armond Cote and Reginald Cone, both inmates of the Windham County Jail, apparently felt this way on April 22nd because they just up and left the jail and headed west. They traveled slowly and were only as far as Hampton when Officer Joseph Donovan picked up the two and returned them east. It appears that after the regular Superior Court session, the two will have to spend time in our State in spite of their feelings on the matter.

WIRE THEFT WRAPPED UP

Officer Joseph Hart, back from a three-week military leave with the Navy, picked up the threads of the investigation of the theft of copper wire in the Town of Griswold. In spite of a devious pattern set by two Rhode Island youths in evading extradition, Joe was successful in his quiet way and not only sewed up these two, but also wrapped up the whole sack by getting two other thieves. He used a "Singer" no doubt.

CORA BROWNE RETURNS FROM PARIS

Mademoiselle Cora Browne returned to the fold, but her heart is still in Gay Paree. She has it all figured out that by saving only \$120.00 a year for the next ten, she can do it all over again. It must have been quite a trip, but Cora is not saying too much about it at this time and we understand that she is going to give a series of lectures on continental travel. Maybe this is part of her scheme to get that \$120.00 for 1956. We

are planning to attend them all--Nous verrons ce que nous verrons. There are a few open dates for any organization interested. (Translation for those who do not know French: "We shall see what we shall see").

NEW OFFICER DISPLAYS TALENT

Our Freshman--Officer Donald Nurse--came to Station D and got right into step. He has appeared in several of the courts and has already passed the test with the conviction of his first drunken driver. A word of caution to members of the United Services New England Tournament Shooting Team: look to your laurels because this boy can shoot--we saw him.

COURTESY

Sgt. Thomas M. O'Brien can testify that Officer Merrill Johnson is very courteous to the motoring public when he stops them for a routine check.

STATION "E", GROTON

CUPID ON TARGET

In the last issue we told how Cupid was hovering about and had shot a bullseye when he sighted Officer Leitkowski. Since then Officer Larizzo and Dispatcher Joseph Jankowski have fallen prey to his arrows. Perhaps this being Leap Year has some bearing on the subject. We all wish you both success in your new venture.

HAROLD BARRON PINCH HITS

Chef Barron ably substituted for Chef Girotti while he was on vacation.

"IGNORANCE" NO EXCUSE

Off. Corcoran made an unusual arrest. The operator of an auto refused to let an ambulance, on an emergency run, pass his car. The accused used the "alibi" he didn't know what an ambulance was, or it's purpose.

EAST LYME HAS OWN RESIDENT OFFICER

Resident Officer Cable is now in

charge of East Lyme having been relieved of the Town of Old Lyme. Prior to the change the resident officer had both towns under his jurisdiction.

LOCAL BREAKS SOLVED

Officer Hickey investigated a case in which several men were arrested for theft of cable. They were also charged with a half dozen breaks in various places in different localities.

OFF. LARIZZO ON SHOOTING TEAM

Officer Larizzo has been chosen to participate in the United Services of New England shooting contest at Wakefield, Mass.

RESUSCITATOR USE DEMONSTRATED

Det. Sgt. Goodale demonstrated the handling of a resuscitator at a first aid class. The class was composed of auxiliary junior firemen's company, a branch of the Niantic Volunteer Fire Co.

OPERATOR SOUNDS ALARM

Officer Elton was attracted by a noisy muffler and stopped the operator for a routine check. Beside having a defective muffler the car also had a defective operator who was charged with drunken driving.

OUT OF COURT SETTLEMENT FAILS

Officer Douglas investigated an accident involving two cars. One of the operators had a dental plate cracked with a couple of teeth snapped off. This was caused by the other operator. No, not by his car but by his fists. You see, they tried to settle the case out of court.

FALSE COMPLAINT

Officer Bellefleur was working in conjunction with the FBI on a case in which a man was arrested on Federal and State charges mainly "perpetrating a fraud against the government and making a false complaint to the State Police." The accused claimed he was kidnapped in this state, transported against his will through several states, beaten and robbed by two boys and a girl. He was found lying alongside a road in Arkansas.

STRONG WIND CLAIMS OPERATOR

Officer Anderson made an arrest in which the operator of a car had side-swiped some fence posts before stopping against a tree. The driver claims the wind blew the car against the fence. Oh well, its an ill wind that blows no good.

COLD TRAIL

Sgt. Leighton and Officer Larizzo are investigating a skull found at Long Pond in the Lantern Hill section of Ledyard. The skull estimated to have been there for about 20 years presumably belonged to a person 50 years of age.

TIMELY SUGGESTION

Lieut. Avery spoke at a father and son banquet in New London in which he suggested Dad's spend more time with their sons.

VANDALS APPREHENDED

Det. Murphy and the local town PD solved a case in which many buildings were damaged. Two boys were caught chopping porches of homes to pieces. A very unusual pastime, John declares.

STATION "F", WESTBROOK

**BILL YOUNG TO RETIRE FROM C.S.P.:
RECALLS 30 YEARS IN NAVY**

The time approaches when William A. Young, our chef, will hang up his apron for the last time and put in his retirement papers for a well earned rest. Bill started here at Westbrook on May 1, 1936, and except for service in the Navy during World War II, served continuously since that date.

Bill's quiet demeanor and unassuming manner belies the adventurous life he led while serving in the U.S. Navy. He is carried on their records as W. A. Young, Chief Boatswains Mate, Retired.

The "White Fleet" had just returned from its trip around the world in 1910 when 17-year-old William A. Young enlisted on May 21, 1910. He later was to serve aboard the U.S.S. Constellation,

Virginia, Wheeling, Hubbard, Sierra, South Dakota, Utah, Wyoming and California.

Bill was in the Navy when their ships changed from coal to oil for fuel, and remembers when the Battleship Delaware was dispatched to England on the occasion of the coronation in 1912. It anchored in the Thames River, and when the ash lighters came alongside to remove the ashes as was the custom in those days, it flew the "no ashes" flag, much to the bewilderment of the British. When it later set sail for home a British Cruiser followed her out, to see if she would dump her ashes at sea, but the Delaware had already been converted to use oil.

Some of Bill's service was shore duty, when he served as an expert rifleman in Mexico, during the turbulent days when the Presidents Diaz, Huerto, Caranza and O'Briengon overthrew each other in succession. Bill informs that the name O'Briengon was the Mexican equivalent of "O'Brien".

In 1912 he served with a detachment of Marines and Sailors pursuing the Soldier of Fortune Jean Christmas (an ex-Mayor of New Orleans) who was supplying arms to the rebels. During this campaign he sustained a bullet wound in the right leg. (He also received another wound, but considers it so negligible that he gives no details of it.)

In World War I he saw duty aboard a mine sweeper off the coast of France. His enlistment expired in Aug. 1918, and as no enlisted man could re-enlist abroad, he returned to the States, re-enlisted and was assigned to a troop transport, and made 19 round trips with troops both ways. In 1919 he was ordered to Siberia for special service and spent three winters there. Later, after cruising oriental waters, he was assigned as an instructor at Newport.

Bill retired on April 1, 1927 and was transferred to the reserve list, and on October 1, 1940 he had rounded out 30 yrs. in the active and inactive service.

When World War II came, Bill waited impatiently for his recall to active duty. It came on June 2, 1942 and he served until August 1945 when he was transferred to the retired list.

We all extend to Bill our heartiest wishes for a happy, healthy retirement, and extend to him a cordial invitation to have dinner with us and enjoy a meal at Westbrook which he does not have to prepare.

FAST SERVICE

An example of prompt efficient police service was given recently in Old Lyme when 5 minutes after receiving a complaint of a man annoying youngsters, Sergt. Boyington and Officers Nichol and Cable had apprehended and received an admission from the responsible person. Other examples of efficient police service were the prompt solving of 3 hit and run accidents in Essex by Officers Palin and Haxton.

14 CARAT ARREST

Recently a local Veteran's Club was invaded by a stranger who informed one and all that he was a "14 carat 4Fer and proud of it". He singled out the Senior Vice Commander and called him a "14 carat banana". When he directed a worse invective at the bartender, the club called the barracks for reinforcements, which were promptly furnished in the person of Off. Theodore Haxton, who arrested the man and locked him up in our cell block, which although its bars are not 14 carat, is extremely durable.

"OLD COUNTRY" CUSTOM OUT

When Off. Jepson observed a car proceeding down the middle of the road, he overtook and stopped it. The operator explained in a thick Irish brogue, that inasmuch as he had always driven that way in the 'old country' there was no reason why he couldn't do it here. A summons issued by Off. Jepson convinced him that the motor vehicle laws of Connecticut are different from those of Eire.

A delegation of American super-salesmen may visit Russia. They will demonstrate how, with things like singing commercials, you can torture people into what you want without actually using violence.

---Fleet Supervisor

STATION "G", WESTPORT

POLICEWOMEN'S ASSOC. ELECTS OFFICERS

At the recent meeting of the Connecticut State Policewomen's Association held at the House of Good Shepherd in Hartford, our policewoman, Theresa Petrini, was elected president of the group. Serving as Vice-President will be Miss Marie Higgins of Middletown and State Policewoman Lois Miller was elected to serve as Secretary and Treasurer. Congratulations to you all!

PERSONNEL CHANGES

We are missing the smiling face of William Shafer, who left us on May 1, 1956 to work with the Greenwich Trust Company. A party was held in his honor at the Turf Club in Fairfield and he was pleasantly surprised with two very useful gifts.

Our Sergeant George Ferris has left to take a post as acting commander of the Ridgefield Barracks. Good luck, Sergeant and we hope we'll be calling you "Lieutenant" soon.

We welcome a new addition to the station personnel in none other than Officer Joseph Oliva, who was recently graduated from our State Police Academy. We hope he enjoys working with us, as much as we are glad to welcome him.

FLORIDA VACATIONIST

Sgt. Jerome Smith is sporting a brand-new Florida tan. He tells us he had a very beneficial vacation with his charming wife and daughter, staying in some of the nicest places and enjoying that wonderful Florida weather.

OFFICERS TRY MODELING

Officer Martin and Officer Raineault recently turned "glamour boys" posing for pictures taken for the Ford Magazine with a new 1956 Ford and the new "Bluebird Special", our new station wagon.

"BLUEBIRD" PATROL INAUGURATED

Incidentally, the station wagon had traveled 999 miles, less than 48 hours after its being placed on patrol in this station area.

AROUND THE CIRCUIT

FLY BOYS GROUNDED

Officer Demlong recently arrested two young operators that were racing at 100 miles per hour. They said they were going to catch a plane and were told, "maybe you better wait for it to land!"

SORROWFUL PARTING

Our Officer George Raiselis is very sad, now that he has "given-up" that black and white car.

AUXIES CONTINUE TRAINING

Auxiliary Personnel Officer George Boston has been doing a splendid job at the auxiliary training sessions where the average attendance has been around 100 at each session. The staff of training officers has included Lieut. Louis Marchese, Sgt. Frank Bennett and Officer Ben Davis.

OFF. MARTIN ELOQUENT SPEAKER

Officer Martin represented our station at the Norwalk Police Department "Look Magazine" award dinner, held at Charpentier's Restaurant. All were amazed with his fluency while giving his talk.

LAWBREAKER'S NEMESIS

Officer McDonald still continued as Station "G"'s most active officer. Keep up the good work Mac!

DRIVE ON HITCHHIKERS SUCCESSFUL

Station G's pedestrian-control program on the Merritt Parkway has been a huge success. It is now necessary to use a microscope to find a hitchhiker on the Merritt Parkway.

TRY SWEETENING THE POT SERGT.

We hear some talk about Sgt. Murphy, our perennial coffee drinker, being fresh out of percolators and now he is trying to buy Officer Seres' wedding present. Mrs. Seres says no dice!

HOME OWNERS CORNER

Sgt. Bennett is proving he is worthy of the title of "gentleman farmer", now that he can boast of his lovely home and he is featuring fruit trees.

Officer George Boston finally invited "some of the boys" to his new home and

Sgt. Murphy was helpful at the house warming by embibing in some of his refreshments.

Officer Robert Krysiak has moved to a new home in Stratford. Good luck and we hope you and your family enjoy it for many years to come!

Resident Officer William Quaintance is still looking for volunteers to help him with his new lawn.

RESURRECTION

Officer William Unger is now known as the gentleman who made a "wet" recovery. Some have been heard asking, "How does it feel to be resurrected?"

AL KOSLOFFSKY PROUD POP

Officer Alfred Kosloffsky now has a "brand-new" son, who arrived recently, to join a family of two daughters, who are proud of their baby brother. Congratulations to you and the Mrs.!

RADAR EQUIPMENT INSTALLED

Our "electric eye" has arrived and it is interesting to note how the volume of traffic and its speed is recorded instantaneously.

HORTICULTURE

Our amicable gardener, John Palmieri, has been doing wonderful work all over the lawn and we note a predominance of "yellow flowers."

STATION "I", BETHANY

NEWLY BORN POINT TOWARDS MUSICAL CAREERS

Off. McGrath, is to be congratulated, as his wife bore him a bouncing baby girl just recently. He has informed us that he thinks the girl is going to be an opera singer when she gets older as she always decides to sing just when everyone goes to bed for the night.

Congratulations are also in order for our custodian "Dick" Quarry, whose wife bore him a baby boy just recently. He stated that he is teaching the child already to sing his famous song "Dungalee Doll."

NEW SCALE HOUSE OPENS

The new scale house on Rt. 8, at the Beacon Falls-Naugatuck town line has been officially opened and the commercial vehicles of the area are getting a thorough checking over these days, with many warnings and overweight arrests being made. We note that Off. Menard, under the direction of Lieut. O'Brien, has installed writing benches and lights on the side walls for more efficient handling of the paper work necessary at the scale house.

BEAU BRUMMEL

Our well dressed Sgt. Doyle, had his feelings hurt the other day, by our number one custodian, when he was informed the latest thing to wear now was a "charcoal grey" shirt with a loud yellow tie for a beautiful conflicting harmony. Don't feel bad Sarge, we are sure that you will rectify this lack of up-to-date refinery in the very near future and uphold your title as the best dressed investigator of the State Police detective division.

A POLICEMAN'S LIFE

It is not very often that the duty of the policeman in the field is set to prose, but in glancing through a well known magazine the other day we found the following verse which we think that all who work on the side of law and order will appreciate, to wit:

I have been sitting here and thinking of the things we've left behind,
And would hate to put in writing what is running through my mind.

We wonder if appreciated the kind and gentle way,
We handle the school children, and send them on their way.

We wonder if the motorist that goes by every day,
Appreciates the policeman that tries to give him the right of way.

We wonder if the taxpayers appreciate the cop,
That's trying to protect him and, all the complaining lot.

We wonder if it pays, being courteous and polite,
Avoiding all arguments which may lead to a fight.

We wonder if the people who make complaints in here,
Appreciate the fact that a policeman is always near.

We've even given guys breaks, how many would be hard to tell,
So our place must be in heaven, for we've spent our time in hell.

But when we all retire and lay aside life's cares,
We know we've done our duty, going up the golden stairs.

The angels will welcome us and harps will gaily play,
For we've taken all the criticism without our getting grey.

'Tis in heaven where we will hear St. Peter greet us loudly with a yell,
"Take your seats up front policeman for you've done your time in hell."

AROUND THE CIRCUIT

ANYHOW, IT'S SPRING

Getting away from thoughts of our coming reward in heaven, we notice that there seems to be dreamy looks in the eyes of both "Marge" Paike and "Gert" Noonan these days--could it be that there is a romance in the offing or could we blame it on the spring weather which has finally "sprung".

KNIFING QUICKLY CRACKED

A recent stabbing which took place in Cheshire, was quickly cleaned up after a hurry-up call for assistance from Chief McNamara, when the assailant got away in the woods. A detail under Lieut. O'Brien and Sgt. Doyle hurried to the scene and in a short while with the assistance of our K-9 Corps, the culprit was apprehended by Off. Tripp on the Daigle Farm.

RESIDENT OFFICER MAKES IMPRESSION

Reports from the rural area of Southbury, indicate that Off. John Lombardo, Resident Officer, is keeping things under control in that area with many favorable comments being made by the local citizenry as to the good police work being done there. Congrats John.

BETTER THAN A DIET

We note with pride that many of the men about the barracks who used to have extra avoirdupois about the waistline have slimmed down a great deal. Could this be the result of laying trails for "Barks" Anderson and his famous State Police hounds?

HIKING ENTHUSIAST

We hear from Off. Ferguson that the best exercise in the world for you is walking. Maybe this will explain the large size blister which he has been sporting recently on the bunion part of his right foot, or could this be gotten from another favorite pastime.

AUXIES HAVE EXAM

Examinations were held for all the Auxiliaries stationed at this barracks during the meeting of May 1, 1956, and we are sure that we have the smartest and best trained group in the State bar none, judging from the exams which are

being corrected at this time and which incidentally are putting a few more grey hairs atop Personnel Officer Menard's head while he is decoding some of the answers.

SPRING CLEANING

It is said that in the Spring a young man's fancy turns to thoughts of love--but in the case of Station "I" it turned to a general clean-up of the whole barracks and its vast area under the capable direction of Sgts. Panciera and Bonuomo. The station is so shiny now that it seems almost a shame to use it. We are sure that the good Captain Clarke will at least give us all "A" for effort in our clean-up campaign.

STATION MEETING

A station meeting was held by Lieut. O'Brien and the men informed as to what was expected of them and what the Commissioner would like to have the men do in the field. We believe the meeting did the men a world of good as shown by the spirit of willingness and co-operation which has been in evidence since.

NEW CARS INDUCE YEARNING

Seen the other day in the back yard of the barracks, Off. Joe Sullivan gazing with longing eyes at some of the new 1956 patrol cars which have been issued lately. Don't feel bad Joe, we are sure that the Major hasn't forgotten you.

NEW CRUISER MEETS WITH APPROBATION

The new Ranch Wagon cruiser stationed here is doing a fine job on the Parkway, and, judging by the amount of good comments heard from the motoring public, it was worth the expense to place them on the parkways for added protection to the motoring public.

"NEEDLE" SEASON IN FULL SWING

Now that the baseball season is in full swing, we feel that it won't be long before Off. Campbell will be getting another ulcer while he keeps track of his very favorite team, the Boston Red Sox. More so when he sees the satisfied grin on Sgt. Panciera's face when

the famous "Yankees" beat his "Red Sox".

JAKE "WANDERS"; WE PONDER

We wonder how our chef, "Jake" Demos made out that time he drove over the white line on his way home from his vacation; in the Lincoln Tunnel, they tell us, there is a solid white line about a foot wide and you are not supposed to go over same. Now how could our "Jake" do a thing like that with a brand new Chrysler which has all kinds of radar equipment for keeping it on a straight and sure course, eh??

STATION "K", COLCHESTER

NOTES AND QUOTES BY EDGAR GROSCH

First comes Captain Rundle
We know when he's around;
And when he says he's going to see that
guy,
He really goes to town.

No more coffin nails for Sgt. McAuliffe,
He gave up smoking as you know
He claims he's feeling better,
But, when's it going to start to
show?

You all know Andreoli
Our new Sergeant, but alas,
If he doesn't get you for your leather,
He'll get you for your brass.

Mechanic Chappell is never in a hurry
He knows what he is doing and why
And when he is finished with a job,
You never hear him cry.

To see a fingerprint man in action,
One who's really on the ball,
See our ace Officer Gauthier,
By then you've seen it all.

To be a paper hanger
You've got to know your stuff;
Just ask Officer Haberstroh,
He's finished, and boy, claims it's
tough.

You all know Dispatcher Berube
The fellows all call him "Red"
Yet nothing you ever tell him,
Seems to go to his head.

Next time you get a haircut,
Don't just sit back and relax
Or you'll come out of the shop as Leo
did
Must have got his with an axe.

Mac - why did you pick up Terry?
He has such a tough time getting
bail,
And especially in this nice warm weath-
er,
It's a shame to keep him in jail.

We can't all be mechanics like Harvey
Although we wish that we could
As it often gets kind of embarrassing
To be caught beneath the hood.

The grass is always greener
The other side of the fence they say
Just ask Dispatcher Adams
As we think he's here to stay.

Now you take Officer Tasker
He's rated as one of the best;
But leave him alone in the office
And he blows his top like the rest.

Then take Clerk Tasker
She does her very best
Except every so often,
She has to take a rest.

The grass is getting greener
And growing very fast
"Don't kill the job", says Charlie,
"You've got to make it last."

Officer Angell's building a house
We wish him the very best;
Let's hope he builds it big enough
In case future Angells stop to rest.

There's a new man - Officer Stecko
He's really on the beam
His leather and brass are always shined
You ought to see him gleam.

Officer Bombard has a new TV
We want you all to know;
And you're invited over anytime,

AROUND THE CIRCUIT

To see the best of shows.

Officer Kelley bought some candy
His wife then lost a tooth
The thought was there behind it,
But he almost got the noose.

Frank Pisch is growing apple trees
At least he's hoping so,
So in the future for your cider,
You know just where to go.

Officer Avery's doing fine
Though he hasn't been here long;
Give him a little more time though
And he'll breeze through the job with
a song.

It does seem mighty quiet
Now Cludinski's not around,
But wait a few days more and
He'll be back with plenty of sound.

There's nothing like planting grass seed
And feeding the birds, you know
As Officer Powers is doing,
Hoping the lawn will grow.

As she keeps filling the sand box
Her son keeps throwing it out
The only thing Lois is hoping for
Is that her back doesn't give out.

We don't see much of Mansfield,
Who writes those flowery reports,
Yet he's around we know - How?
The Sergeant told us so.

Officer Sikorski just back from vacation
Really locks in the pink
He's right on the ball again now,
At least that's what we think.

When Officer Ackerman answers the phone,
It's said there's such a din
Of kiddies voices in the back
You sometimes just can't win.

It's hard to keep in touch with 64 HQ
As he is always on the road
One of these days we'll catch up with
him.
But when, nobody knows.

We don't see much of Pilkin
His gripes are mighty few

He's not afraid to give a blast though,
To either me or you.

Brescia keeps busy with his Auxies,
They say he has a good crew;
Let's hope he's trained them well enough
To see the Summer through.

Of the boat Bob's always talking,
Now that Summer is here again;
But it's never where we're going,
It's always where he's been.

Clerk Biondi as you know,
Is easy on the eyes;
She's a credit to the office,
And we know that she is wise.

The views above are those as seen
By Edgar Grosch, it's true.
His theory is, and we agree,
See yourself as others see you.

STATION "L", LITCHFIELD

VACATIONISTS

The vacation schedule here at "L" is in full swing. Clara Toce, our Clerk, has just returned from two weeks at Lido Beach, Florida. She spent a good deal of time on the fairway getting the eyes and arms in condition for the Conn. golf season.

Disp. Marjorie Grohs left the middle of May to spend her vacation in California. This year Marge won't have to wait until July for that annual sun tan.

Houseman John Tobin visited Disp. Meeker who was vacationing early in May. John says that Dave "talked" such a good job on the wall he wants to build, I just had to see it. When he saw the boulders the only suggestion John had was "Get a bulldozer". The wall still isn't built.

Off. Fuessenich is spending his "vacation"? commuting between his home and Philadelphia on a civil case.

Off. John J. Kenny started a weeks vacation May 7, and Officers Neville,

Connor and Falvey will soon be on theirs.

SPECIAL EVENTS

The personnel at Station "L" are anxiously awaiting for the exciting news from "Thrashing Rock Road", Warren, that Lieut. Casey's mare has presented him with a colt. The blessed event is expected any day now.

Det. "Commodore" Waltz is anxiously awaiting the day to launch his new fourteen foot Thompson cruiser at Lake Candlewood. When is the christening Bob?

If certain of the personnel at this station are as lucky as they are hopeful and excited about some of the newspaper and magazine contests currently offered, there will be some happy days in store.

AUXILIARY ITEMS

During the month of March a group of about 25 Station "L" Auxies journeyed to Waterbury where they were taken on a tour of the Waterbury Republican and American newspaper plant. The group was shown the making up of an edition of the morning paper, from reporters desk to the folded paper ready for the street. Off Alden Thompson was in charge of the group making the tour.

On Saturday night April 7th, the group held a "Talent Nite", in which about 20 of the children of the Auxiliaries entertained their parents and other relatives and friends with various acts. The youngsters did a great job and all without any rehearsals, and kept the "OLD" folks entertained for an hour or so. About 100 persons attended the event which was M'CD. by eight-year-old Kenneth Duren, son of Sgt. & Mrs. Frank Duren.

In addition to their regular monthly program the group is making plans for their "2nd annual" outing in July in which their entire families will join.

"But Officer, you can't arrest me. I come from one of the finest families in Colorado."

"That's all right, buddy, I'm arresting you for speeding--not breeding purposes."

LIEUTENANT RIVERS RETIRES



Lieut. Albert E. Rivers retired recently after more than a quarter century of service with the State Police Department. He was honored at a testimonial dinner in his honor at the Hotel Green, Danbury, May 8.

Recently commanding officer at Station A, Ridgefield, Lt. Rivers was appointed to the Department Aug. 28, 1930.

Lt. Rivers' police work has included participation in investigations of murders at Canaan, Putnam, and Portland. In the Putnam case, the officer captured a man accused of murdering his own parents.

Assignment to duty at Headquarters at Hartford in 1930 was followed by his transfer in 1935 to Canaan, where he stayed until December, 1938. Appointed sergeant while he served at Colchester, he returned to Canaan, serving there until transfer to Westport. In 1945 he was promoted to his present grade and assigned duties as commanding officer at Colchester Barracks. He was later transferred to command of Danielson Barracks.

Following his return to Westport Barracks, he was detailed as commanding officer at Ridgefield, July 11, 1955.

Lt. Rivers attended several special classes in studies at Harvard University.

He plans on entering private industry at Webster, Mass., after retirement.

WILTON'S ONE-MAN POLICE FORCE FINDS POISON IVY IS JOB HAZARD

TROOPER IS ON DUTY 24 HOURS A DAY
PATROLLING ROADS, CURBING TEEN-AGERS

By Richard H. Parke

Bill Quaintance has just finished his first six months as the one-man police department of this fashionable Fairfield County commuter town, Wilton.

"One thing about his job," he says reflectively, "is that you can't be allergic to poison ivy."

He made the remark the other day as he emerged from deep underbrush in which he had been searching for parts of a wrecked car that had caromed off a dusty, rural road.

Poison ivy is really the least of Bill's problems. As one of Connecticut's fifteen resident state troopers, he is stationed permanently here and is responsible for protecting the lives and property of 7,000 residents in a thirty-eight-square-mile area.

Under state law, a community that cannot afford a full-time police force may petition for a "resident trooper." Wilton did just that last year. In November it got Mr. Quaintance on a two-year contract that can be renewed indefinitely. The town pays half of the \$8,000 that it costs each year for his salary and maintenance.

On the roster at the near-by Westport Barracks, Mr. Quaintance is listed as William G., age 38. But everyone calls him Bill. He and his wife Abbie and their son Donald, 13, have become a part of the community.

He is on duty twenty-four hours a day, six days out of seven. He gets a replacement on the seventh. The three-way radio in his car and the phone in his neat, five-room home keep him in constant touch with problems ranging from lost boys to teen-age shooting frays.

Mr. Quaintance patrols twenty-two miles of state highway and eighty-four miles of town roads. These include a nine-mile stretch of busy Route 7, which runs north through Wilton from the Merritt Parkway.

Route 7 is his biggest headache.

There are speeders to catch and overloaded trucks to check, and to make matters worse, in his opinion, seventeen antique shops.

"On the week-ends those antique shops can create terrific traffic congestion," he explained. "People leave their cars all over the road while they're hunting for bargains, or they just slow up and gawk."

Last February Mr. Quaintance had to break up a teenage gang war, in which shots were fired. He rounded up eleven youngsters, some from well-to-do homes. The parents of a few of the arrested boys tried to make trouble for him. But thanks to the backing of First Selectman Harry Marhoffer, Mr. Quaintance prevailed in the resulting controversy.

At the moment, the trooper has two unsolved cases. One is the robbery of \$2,000 in cash and stamps from the Wilton Post Office on May 27. The other, earlier this spring, involved the theft of a mink coat and stole from a private home.

---New York Times

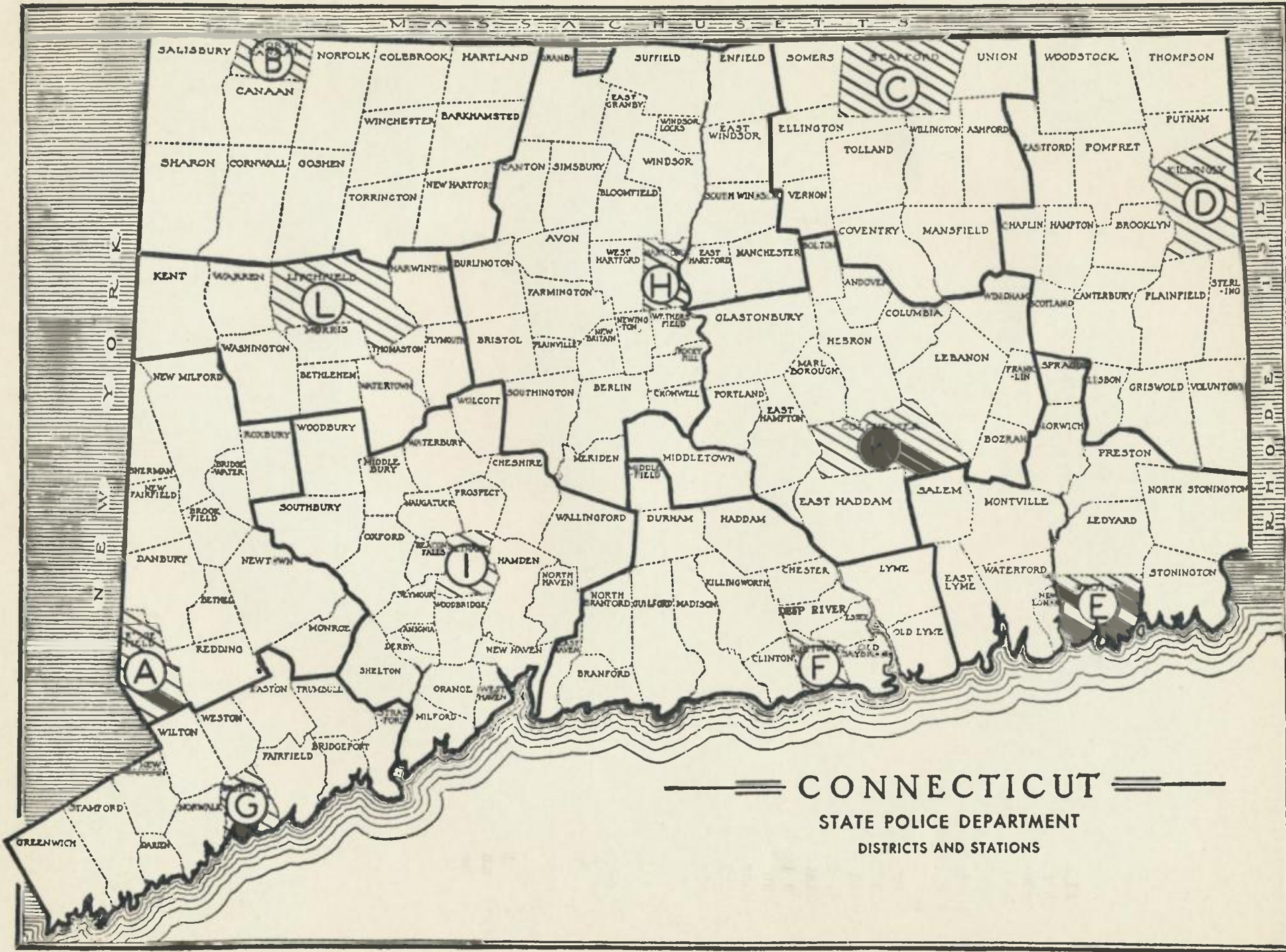
SLEEP TROUBLE

An elderly hillbilly was in for a checkup. "Do you sleep okay?", the doctor asked.

"Well," the hillbilly drawled, "I sleep good at night, and I sleep good in the morning, but in the afternoon I just seem to twist and turn."

The wife of a farmer sold her surplus butter to a grocer in a nearby town. One Saturday morning the grocer told her, "Your butter was underweight last week."

"Now, ain't that something," said the woman, "I was unable to locate my weight for the scale that day, so I used the pound of liver you sold me."



CONNECTICUT
STATE POLICE DEPARTMENT
DISTRICTS AND STATIONS