

# Vox-Cop

Vol. 11

ISSUED BY THE

No. 5

## CONNECTICUT STATE POLICE DEPARTMENT



STATION H, HARTFORD

JULY - AUGUST, 1956

Code of Honor  
of the  
Connecticut State Police

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

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

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

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

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



JOHN C. KELLY  
Commissioner



# BY THE Yankee Clipper

Vox-Cop

July - August, 1956

## Meriden Police Department Renders Many Diverse Services To Citizens

When Meriden marked its centennial 50 years ago, the Police Department was composed of 18 men. During the succeeding half-century, the department has kept pace with the growth of the population and progress of the city. Today, the department consists of 88 superiors and patrolmen, 25 active supernumeraries, and modern facilities for maintaining law and order.

The Police Department is commanded by Chief Michael B. Carroll, who became chief on August 1, 1932. This was during the administration of the late Francis T. Maloney, mayor, who later became a U.S. Senator.

The creation of the Police Department occurred in September of 1868, when the Common Council, with Mayor Charles Parker at the head, voted to replace the constabulary with a permanent and regularly paid force to "meet the growing demands for better police protection." This official department consisted of a chief and three patrolmen.

William Hagadon was the first chief appointed. He was made chief on September 28, 1868. Roger M. Ford, George Van Nostrand and Samuel N. Beach were the three patrolmen.

Chief Carroll is the 12th chief to head the department since its creation. The present chief recalls that when he took command of the department in 1932, there were no police cars, teletype machine, no radio system, and only three telephones.

Chief Carroll was captain of detectives when he was appointed to head the Police Department. He took command of a force of 38 officers and patrolmen and 15 supernumeraries. Chief Carroll succeeded Chief James H. Burke, who was retired on pension in 1932.

Today the department has seven police cars, of which one is used by the chief and another by the Detective Bureau, which is headed by Captain Walter L. Kurcon. Captain Kurcon is also the deputy chief.

There are nine telephones, a teletype machine, and a radio system in the department. An important phase of police work is fingerprinting. The National Bureau of Identification was started in 1928, and the department became a contributing member.

In 1928, when automobile traffic became a very serious problem motorcycles and automobiles were made part of the equipment of the department. Today the department has a meter division which includes a station wagon for the collection of coins from the parking meters and three three-wheel motorcycles to check on parking violators.

The Police and Fire Signal Department is headed by Captain Charles Zimmer, and the work of this department includes the installation and maintenance of traffic lights, the signal system and road signs.

A recent creation within the Police Department is the Records Division, headed by Lt. Lewis V. Aloia as Superintendent of Records. The department also has two female secretaries.

The Police Department today is engaged in a multitude of functions, and a variety at that. The activities of the department are too numerous to list in full, and a few will suffice: traffic control, investigation of complaints of major and minor crimes and even nuisances, school patrol duty, policing fires, investigation of traffic accidents, accidental deaths and suicides, escort duty, search for missing persons, se-



curing doctors in emergencies, and testifying in court whenever necessary.

The present chief was born in Middlefield on October 8, 1882--74 years ago. He is a big man, tall, military in carriage, and a respected disciplinarian. He is on duty daily.

Back around 1906 the department was considered one of the best in the state, and its maintenance cost the city \$20,000 a year. The department can still be considered one of the best, but because of its size and many activities its budget runs in the six figures. Appropriations for running the department this year total \$475,019.

The department now conducts a Police School for the orientation of new policemen. The nucleus of the Police School idea originated under Chief Carroll's predecessor, Chief Burke, in 1931. At that Police School amounted to the calling in of two outside law enforcement officers to instruct the men.

Today the school operates under the supervision of Chief Carroll, assisted by several of his men, and lectures on many legal aspects of police work are given by local authorities, such as the judges and prosecutors, in addition by members of the FBI and State Police.

The Gamewell Signal System, whereby patrolmen on beats come into contact with headquarters periodically, was installed in 1890. This was considered a very important improvement in police work. Until the introduction of this system, a patrolman went out on his beat and heard no more of headquarters until his day was over, unless, of course, he had made an arrest.

The fingerprint system for the identification of criminals was inaugurated in 1911. At that time the system was laughed at and its proponents were called visionary. But it has become an indispensable factor in police work.

Following the creation of the Meriden Police Department, the second man to become chief was Samuel N. Beach, appointed to that position on June 21, 1869. He was chief until January 10, 1876. Appointed chief to succeed Beach was Albert I. Otis, who commanded the department until January 15, 1878. Next

came Frank G. Bolles as chief. He resigned from the department February 5, 1883.

Bolles' successor was Roger M. Ford, who took the reins on February 5, 1883. Ford, like Beach, was one of the first paid patrolmen. Ford reigned as chief until he retired on April 18, 1898

On April 30, 1898, Captain George Van Nostrand, another first paid patrolman when the department was created, was promoted to succeed Ford. Under Van Nostrand, it was soon brought to a high standard of efficiency. Chief Van Nostrand resigned February 1, 1906, and he was succeeded by Charles B. Bowen, who was given the post of chief on March 1 in that year.

On April 11, 1920, the department fell under the command of James J. Landrigan, who remained chief until he died on August 25, 1926. Landrigan's post was filled by John J. McGovern, who was the oldest police officer in years of service in the State of Connecticut.

McGovern resigned and retired on pension on February 2, 1927. The following day William D. Thayer became the chief. He also resigned and retired on pension, his severance with the department occurring on May 1, 1930.

Thayer's place was filled by Burke, who resigned and retired on pension two years later. As pointed out earlier in the story, the present chief, Michael B. Carroll, stepped into Burke's post.

When the Police Department was created in 1868, the department at first had no particular headquarters. The lock-up was in the basement of the town hall and was a large plank box affair. The chief was on duty from 6 a.m. to 6 p.m. and the patrolmen from 6 p.m. to 6 a.m.

At the beginning the men wore badges but they had no uniforms and were distinguished by hats with flaring brims, upturned at the side. These first of Meriden's "Finest" carried a club, revolver and twisters of catgut and wood. A little later uniforms were donned. The chief received \$2.75 per day and the men \$2.50.

Today policemen are on a 40 hour week schedule and the weekly pay for patrolmen runs over \$70.

In 1869, soon after the appointment



of Beach as chief, the department was transferred to a city building on Pratt Street, where the fire department also had headquarters. When 1883 rolled around, the police headquarters were moved to a room in the Rogers Block at the corner of East Main and South Colony Street.

About four years later, headquarters was established in comfortable quarters in the remodeled town hall.

In the year 1868, all police work was done on foot at a maximum of about four miles per hour. A few years later horses and patrol wagons were added, bringing the average speed up to about 15 miles per hour. The advent of automobiles increased the speed many times and brought about the faster apprehension of criminals.

Since the early 1900's the department has had a police matron and a janitor. The present policewoman is Mrs. Eileen Hall. The task of keeping Headquarters clean belongs to Elmer Wilkinson.

The services of the Police Department are many and available to the citizens 24 hours a day. It's an efficient organization--Meriden's "Finest."

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#### BUSES BARRED ON PARKWAY

Citing abuses by bus drivers, the Merritt Parkway Commission has adopted a resolution prohibiting the use of the Merritt Parkway by buses of any kind.

In other business at its meeting recently in the parkway information booth, the commission re-elected William Gaxton of Stamford as its chairman. Charles Baldwin Vose of Westport was re-elected secretary.

Commenting on the bus ban, Mr. Vose disclosed the resolution was passed after the commissioners agreed that special privileges granted bus operators had been abused. He said there have been instances when bus drivers were arrested for speeding on the parkway.

Previously, buses had been able to use the parkway providing special permission was granted by State Police Commissioner John C. Kelly

#### WEARY MOTORISTS CAN GET LIFT FROM TURNPIKE OXYGEN MACHINE

Motorists driving on the Pennsylvania Turnpike can get a lift from newly installed coin machines that dispense fatigue-relieving oxygen.

A national restaurant chain has installed the machines--oxymeters--at two service stations on the toll road. The service stations are located two miles east of the Bedford interchange.

A spokesman for the restaurant firm said the oxymeters were installed with the approval of the Turnpike Commission. The spokesman said oxygen is supposed to improve mental awareness, body vitality and perception.

Capt. Singleton Shaeffer, head of the State Police turnpike detail, said neither the police nor the Turnpike Commission has endorsed the oxymeters but he added:

"We hope they are a success."

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#### PET PEEVES

Drivers of delivery trucks who run their apparent immunity into the ground when they double park where there is ample space to park properly. Bus drivers who angle to a stop, forcing other drivers to stop or leave their lanes, when there is space for parallel parking. Drivers who, not having the right of way, dash up to the intersection you are entering and slam on their brakes at the last split second. Drivers who see a dangerous situation developing before them but who merely sit on their horns without slackening their speeds. Drivers who blast away on their horns when they see you're confused, as when looking for a street sign; when they see you've made a mistake but it is apparent you realize it, as entering a one-way street, and when it's obvious you're parking. ---Virginia Traffic Safety News

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EVERYBODY IS ABLE TO GIVE PLEASURE IN SOME WAY. One person may do it by coming into a room, another by going out.



## A MAN DEDICATED TO DUTY:

# Minor Cases Often Prove Satisfying To Law Soldier

By Joseph A. Owens



LIEUT. HARRY TAYLOR

Beneath the gold badge is a heart.

To Lt. Harry Taylor, Commanding Officer of the State Police Barracks at Stafford Springs, law breakers are human beings--nothing less. That is why an accused finds the atmosphere in Taylor's office conducive to confession. Whatever fear of police interrogation he may have harbored is dispelled when the brown-eyed, heavy set officer looks across his desk and in a quiet even tone of voice starts the conversation.

His formula for getting the suspect to admit the charges against him is summed up in one word--logic. Explaining his philosophy the 18 year-veteran of the department said, "A suspect, if his intelligence is not sub-normal, can be reasoned with. I have found that by confronting an individual with the evidence and our conclusions it acts as a challenge to his logic.

"A person with small intelligence will deny guilt despite proof of it. Those who fall into this category do not realize how foolish they appear to the authorities."

Realizing the public may be receiving a distorted version of how teenagers behave in the presence of enforcement officials by movies, radio and television, Taylor, the father of four children, declared, "There are those who think they scare or gain respect from police by acting sassy and making such remarks as, 'I want to see a mouthpiece.' However this element is far from being in the majority."

### Statistics Misleading

Authoritatively discussing the number of juvenile crimes, which when boiled down to cold statistics alarm the public, Lt. Taylor offered his opinion on the causes of the acts and their true proportion.

Conceding there has been a rebellion against authority--to some degree, he insisted, "Youthful lawbreakers generally have the feeling they have acquired certain knowledge unknown to their elders. If they are at odds with people the tendency for them is to commit a crime."

To bring his point home Taylor continued, "All of us at one time or another have looked back at a situation and thought, 'How foolishly we acted.'" Rhetorically, he followed up his observation and asked, "Isn't a crime a foolish act?"

Still on the subject of teenage law violations, the round-faced police officer who commands 29 troopers and one policewoman at Station C brought out that though police records may include a greater number of young people than ever



before, these files are kept more accurately than in the past. The population increase was also noted as a factor in the rise, but he reserved a seldom mentioned cause for last.

"People have been educated to notify the police whenever trouble arises or is suspected. We get calls from farmers on the theft of a few apples from an orchard. Years ago a farmer would catch the young culprit himself and perhaps warm the seat of his pants. I am not criticizing anyone, but merely pointing out that statistics can be misleading."

#### No Normal Period

Likening the impulsive tendencies of today's youths with those of their predecessors the Andover resident reminded, "Years ago fellows joined the Navy just to get away from home. Others went out West and up to Alaska. They weren't called juvenile delinquents, but if they lived in this era they would wear the tag."

With a pleasing smile he rebuked the efforts of those who attempt to compare crime rates, either for youths or for adults, in one era with another. "There is no such thing as a period which is not normal. Things may be unusual, but police have to expect anything at any time.

"Human nature, being what it is, affects the type of police complaints and may create a pattern. During a period of prosperity it is likely there will be more crimes against persons than property. If we are experiencing a financial recession more breaks and robberies are apt to occur. The reasoning is, fewer people are without money and luxuries during good times and don't resort to theft."

#### Real Satisfaction

Through the years Lt. Taylor has had his share of big cases and important assignments but he is quick to point out that real satisfaction comes to a trooper many times in solving a case which merits little play in newspapers.

One such incident took place during his early days with the department. A grill had been broken into and several bottles of liquor were taken along with

a small amount of cash and other merchandise.

Taylor's first suspect was a man who lived near a dump. The aspiring young policeman spent several hours in the dump picking up liquor bottles. He checked the legible numbers on the seals and returned to the grill where he found bottles bearing serial numbers slightly lower and higher than those he had found discarded. He deduced all were purchased at the same time and with this fragment of evidence broke the case.

"Returning a lost child to his parents gives you an unexplainable rewarding feeling. Yes, police work is much more than murders and violence. We are in close touch with people constantly. One day a trooper might be investigating a highway fatality and the next escorting royalty," Taylor asserted.

#### Wins Fellowship

Though he has run the gauntlet in police work, Taylor has remained close to traffic problems and is considered a safety specialist. As early as 1940 he was assigned to State Police Headquarters to help make a survey to determine the cause of highway accidents. Later that year he was sent to Northwestern University to take a 3-week course in traffic administration.

Within five years his knowledge of highway traffic progressed to the point where he was awarded an Automotive Safety Foundation Fellowship for five months of intensive study on traffic and allied subjects at Northwestern University. Upon his return to duty Taylor was elevated to the rank of sergeant.

After his first hitch at the Stafford Springs Barracks he was returned to the Traffic Division at Headquarters and assigned by the late Commissioner Edward J. Hickey to head the eastern section of the State Safety Patrol Division, which was being organized at the time.

He assigned patrol cars to areas where traffic was the heaviest and accidents prevalent.

#### Loaned to Agency

Taylor's knack for being able to keep things moving smoothly is not limited to the highway. During the winter of 1949-



50, the days of the critical fuel oil shortage, he was loaned by the State Police to the Oil Administrator's Office and worked under Charles Mitchell, administrator. Taylor's job, he recalled, "Was to see the oil was distributed according to Hoyle."

This office became acquainted with his efficiency during World War II. At that time he served as special liaison officer for the State Police to the War Council, headed by Col. Samuel Fisher and was located in the State Armory at Hartford.

He was made a lieutenant July 15, 1950 and on Oct. 2 of that year was appointed officer-in-charge of the Stafford Springs Barracks. Since then the work of policing Vernon, Mansfield, Union, Coventry, Stafford, Somers, Tolland, Willington, Ellington and Ashford has steadily increased.

This year, in Lt. Taylor's terms, "we are 150 case cards ahead of last year at this time and last year we finished 100 case cards ahead of the previous year. And remember," he hastened to add, "we don't make out case cards on speeding arrests."

Another indication of the immensity of covering these 10 towns which includes a large portion of the heavily traveled Rt. 15 is the number of miles traveled monthly by the cruisers. Last month an estimated 70,000 miles were recorded on the speedometers.

The officer-in-charge is responsible for the upkeep of the vehicles and must be a good administrator since this is but one of several duties not immediately recognized by the public. Three meals are served each weekday at the barracks and two on Saturday and Sunday. Lt. Taylor requisitions the food and all other needed supplies monthly.

#### Genuine Interest

Despite the pressure of these chores Taylor keeps abreast of every investigation and takes a genuine interest in the personal problems of his men who look to him not only as a superior, but an advisor.

This dedicated soldier of the law was among the first group to take the merit entrance examination for appointment to

the department. Nearly 10,000 men took the test and when the results were tabulated Harry Taylor had finished third.

The young man who left a position in the State Labor Department to wear the uniform of a policeman had all the earmarks then of becoming leader and he has not disappointed the seers.

Though his worth has been clearly seen by the public through the publicity given such disasters as floods and hurricanes, as well as investigations of national interest, Lt. Harry Taylor's true measure is secreted in his daily dedication to duty.

---Manchester Evening Herald

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#### POLICE CHIEF FORESEES TV SPOTTING VIOLATORS

Those roadside conversations between motorists and policemen that usually begin "where's the fire, buddy?" may some day be a thing of the past.

Los Angeles Police Chief, William H. Parker, predicted recently that personal contact between officers and motorists will be eliminated in the future, with closed circuit television spotting and photographing traffic violations.

The photographs would be mailed to the offender and to the traffic court, he told a meeting at which Los Angeles received a national safety award.

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#### NATION'S FIRST SPEED LAW

Connecticut passed this nation's first automobile speed law in 1901, allowing a motor vehicle to travel 12 miles an hour within city limits and 15 miles an hour in country areas. This law was introduced into the State Legislature by Representative Robert Woodruff of Orange, one of many legislators "alarmed" by the hazards of speeding automobiles, particularly when the horseless carriages frightened horses and thus endangered horse-drawn vehicles. It also provided that automobiles must slow down or stop completely if they annoyed horses anywhere near them.



## THE BOSTON POST ROAD - AN EARLY HISTORY

Levi Pease, born in Enfield, Conn., has been called the "Father of the Turnpike."

In 1784 his tavern, known as Pease Tavern on Kings Highway, (which later became part of the Post Road) in Shrewsbury, Massachusetts became the stopping place for the night at the end of the first day's stage. He was one of the earliest and most untiring promoters of the Turnpike road and was largely responsible for coaching roads and stage coaches in America. The stage coach was abandoned with the advent of the railroad, thus changing many modes of that day.

Because so much of the land in Connecticut is within easy distance of salt water many of the towns were settled at an early date. So many roads existed in all directions, connecting neighboring towns, that there was little room left for a new turnpike. Between 1795 and 1853 there were 121 franchised grants for turnpike improvements. Nearly all the turnpike charters granted were for the improvement of roads already in existence. It was difficult to determine the turnpike system at times because many of the turnpike roads followed the old roads.

The method of Charles II for maintaining roads was tried, without much success. This method provided that those who used the roads should maintain them. Later, funds were sought from toll gates in sufficient amounts to make annual repairs to roads. This method was later abandoned except on the Mohegan Road in New London. Later the method of the private corporation was adopted but without success. This failure was caused by the turnpike companies who wanted towns through which the roads passed to pay for their own land, roads and bridges. Naturally this caused much hostility against the turnpike companies and strained town budgets.

The Connecticut Turnpike Company was chartered in May 1806 to build a road as closely as possible to the shore as the coast line would allow. This road was the mail route to Boston, better known

as the Boston Post Road or Kings Highway.

The first toll gate built in October 1792 was on this road. It was the third in America and was located in Greenwich, west of Horse Neck Brook and halfway up the hill which to this day is known as Tollgate Hill.

The first section of this road was from the Byram River at the New York state line to the Jonathan Sturges house in Fairfield. There were four toll gates on this section including the one at Saugatuck Bridge. There was another in Stamford "at least eighty rods west of Noroton River" and one in Fairfield between Mill River and the old road from Greenwich.

The idea of a turnpike was received with much dissatisfaction in all towns along the route except Stamford. Apparently the people of Stamford were unaware of the turnpike methods. They welcomed the improvement until they realized the road was to be straightened. This meant dividing their cemetery and cutting through the center of town.

Following the first day of grading operations in the cemetery, the townspeople, under cover of darkness, piled rocks in the opening at each end, blocking the entrance. The workmen would appear the next day, remove the rocks and continue working. This went on for several days until monetary power prevailed. It is said, so many people were overwrought by the invasion of their sacred precincts that they refused to walk on that portion of road, which today is Main Street.

Years ago the stage coach would take the road out by Dumpling Pond enroute from Greenwich to Stamford. When the trolley car appeared, the route was made more direct, saving much time by bridging various inlets along the Sound.

In some cases a new turnpike was laid out upon the petition of local residents. In this instance a committee would be appointed by the assembly to view the route and lay out the road, recommending methods of building it with their report. If the report was accepted by the assembly, the road was laid out as a public highway "subject to a bill," that is, the layout could not become ef-



fective until a turnpike corporation was formed and construction started. When a layout covered more than a turnpike company was willing to assume, often two corporations would have to account for one committee's actions.

When a group of investors selected a route for a new road, the above procedure would follow. A committee would be appointed to lay out a road and advise on the number of toll gates and their locations, when the investors filed a petition. The corporation was usually formed immediately following the report.

When a group of turnpike promoters selected an old road on which they wished to make an investment, they would petition the assembly, asking for the road and the privilege of collecting tolls for all traveling over it, in return for the advancement of money to put it in repair. If a road was laid out as a properly recorded highway, the charter of the new company would describe it as it appeared on the record and then declare it discontinued as a public highway. The next step was to form a corporation for the purpose of reconstructing the route, opening the turnpike and operating it thereafter. A bond was usually required to guarantee the good faith of the promoters to carry out the purposes of their incorporation.

When an old road was so winding that a new location was required to make a direct route, the county court and sometimes the assembly would make the layout, describing the new route and declaring it a public highway. The assembly would undo the public dedication, say the road was discontinued and give it to the turnpike company.

There were no general laws for the organization of turnpike corporations nor to simplify their incorporation. There were however early acts to establish laws for the government of companies operating roads.

The first law enacted in 1803 was experimental, for a period of three years. With slight modifications, it was renewed and made permanent.

In 1835 more laws for turnpikes were enacted. Among these was the provision for any corporation to enter adjoining land for the purpose of making necessary

drains to keep roadbeds dry. Contracts with frequent or heavy travelers were allowed, as mutually agreed. Double tolls might be collected from anyone evading payment and if a case was brought to court, double court fees were also allowed.

In 1837 it was provided that toll gates and turnpike companies in debt, should have a creditor collect the tolls until the debt was paid.

A further law of 1844 provided that any town, upon the neglect of a corporation, could keep its own roads in repair and collect for such repairs from the corporation. To hasten payment, no tolls were allowed until such debts were paid.

In 1854 another law was passed enabling corporations to abandon their roads to the towns traversed. Forfeiture of franchise as penalty for neglect of repairs was also passed at this time. Many modifications of this law appeared for twenty years thereafter.

The Post Road continued to pass through the center of the many towns and cities.

The New Haven and Milford Turnpike Company was formed in May 1802 for the purpose of building a road from the courthouse in New Haven to the meeting house in Milford.

The assembly of October 1804 designated that part of the turnpike in New Haven as the old road, from the West River Bridge to the southerly end of Church Street where the market then stood.

The turnpike company made a friendly arrangement with New Haven in 1836, exchanging the turnpike west of the hospital for a city street on the east side of the hospital.

Anyone traveling this road today, which is still the most direct route between the two cities, will find numerous changes. Many of the old houses have disappeared, farming along the route is practically extinct and the old familiar landmarks are giving way.

This is still familiarly called the "Milford Pike."

The Connecticut Turnpike will run parallel in some places with the Boston Post Road and cross it in other places. (J.E.L.) ---Cuts and Fills



# COMPLIMENTS

Vox-Cop

July - August, 1956

COUNCIL  
MANAGER  
GOVERNMENT

POLICE DEPARTMENT  
155 MORGAN ST., HARTFORD 4, CONN.

August 9th, 1956

## CITY of HARTFORD

RE: Case No. M 5395

**JAMES J. CARRONA**  
Murder

John C. Kelly, Commissioner  
Connecticut State Police  
100 Washington Street  
Hartford, Connecticut

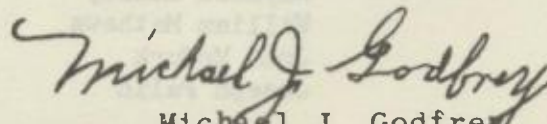
Dear Commissioner:

On July 23rd, 1956, at approximately 9:30 AM, Marion Hierl Carrona was shot and fatally wounded on Maple Avenue in the vicinity of Goodwin Park. The assailant, after shooting her, fled into the wooded section of the Park.

Officer Frank Cassello of your department, was traveling south on Maple Avenue and was hailed by a citizen who made him aware of the shooting. The officer summoned assistance, went to see if he could render any first aid and at this time noticed the assailant emerging from Goodwin Park with the gun in his hand. Officer Cassello drew his gun, approached this man, ordering him to drop his weapon and surrender. He then quickly and efficiently apprehended Carrona and restrained him until the arrival of the Hartford Police and then transported him in the company of the Hartford Police to the Detective Division of this department.

We are indeed fortunate to be associated with your department and the fine officers and men of your organization, especially such as Officer Frank Cassello whose devotion to duty are constantly adding chapters to the already overflowing book of services to the citizens of our great state.

Sincerely yours,

  
Michael J. Godfrey  
Chief of Police



C O M P L I M E N T S

JUSTICE COURT OF ESSEX  
Essex, Connecticut

TOWN COURT OF HAMDEN  
Hamden, Connecticut

July 31, 1956

July 16, 1956

Dear Lt. Mangan:

Dear Commissioner Kelly:

We wish to advise you that we feel that Officer Morton Denerstein, #323, under your command, should be commended for his recent testimony given in our court on a driving under the influence case. In all the years we have been associated with the court we have never heard an officer give more convincing testimony. The defendant had refused to submit to a blood test but Officer Denerstein's testimony was sufficient to sustain a conviction. Without interrogation he testified to the defendant's action from the time he first saw him until he was put into the cell at the barracks. There was no reason to ask questions regarding the mental, nervous or physical processes of the defendant.

We have recently completed prosecution of two bookmakers in the Town of Hamden. During the investigation and the trial of the case, it has been my pleasure to work closely with two men presently assigned to the Bethany Barracks as detectives.

We have heard compliments also relative to the courteous manner in which Officer Denerstein has handled complaints and arrests.

I wish to express my admiration and thanks for the efforts of Warren French and Joseph Jasonis and to let you know that I believe that we would not have been able to obtain a conviction without their assistance, hard work, and knowledge of their job.

As you know we do not hand out compliments promiscuously, but we do feel that in this case a compliment is due Officer Denerstein.

On behalf of the Court, I wish to comment that the conduct of these two officers during the entire case was in keeping with the tradition of efficient honest law enforcement which has characterized our State Police Department in the past. Your department is to be commended for the selection and placement of these individuals in the responsible positions which they both presently occupy. I am writing you directly so that you will be aware of the excellent cooperation which was extended us.

Sincerely yours,

Very truly yours,

George I. Lancraft, Trial Justice  
Alfred W. Griswold, Prosecutor

Dennis N. Garvey  
Prosecuting Attorney

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Patrolmen who were the subject of letters of commendation between the period of June 19 to August 23 were:

Everett Anderson  
William Bellefleur  
William Burke  
Frank Cassello  
Edward Collins  
Robert Connor  
Morton Denerstein  
William Gerard

Harold Greenberg  
Paul Hickey  
Donald Kelley  
Albert Kruzshak  
Joseph LaFramboise  
Raymond Lilley  
William Mathews  
John McGurk  
Joseph Palin

Raymond Piascik  
Robert Plitt  
George Potter  
John Raineault  
Joseph Sikorski  
Thomas G. Smith  
Joseph Suchanek  
Ralph Waterman

Also the subject of commendatory letters were Detectives Warren French and Joseph Jasonis.



*Between*



*Ourselves*

Vox-Cop

July - August, 1956

## Marked or Unmarked

Reprinted from American Municipal News

With the nationwide traffic death toll reaching the all-time disgraceful peak of 38,300, one question certain to be asked with increasing frequency in months ahead is, "Should the traffic police of a community use unmarked vehicles as an aid to strict enforcement of traffic laws?"

Expert opinion is divided on the question, as is public opinion. Outspoken against the use of unmarked cars is the American Automobile Association. In addressing the group's 53rd annual meeting, President Andrew Sardonì expressed concern over the spirit of "crackdown" prevailing among certain law enforcement agencies. The Wisconsin division of the AAA has urged the increased patrolling of our highways, but insists that such patrolling should be in plainly marked cars. The motor club contends that the presence of clearly visible squad cars, with the posting of adequate radar warning signs, "will do more to obtain the voluntary cooperation of motorists than will unmarked patrol cars, which can only arouse public indignation."

Such states as Connecticut, New Jersey and Washington are using unmarked cars on rural highways. More than 65 per cent of New Jersey's state police cars, it is reported are unmarked. In New York City recently, the police commissioner appeared before a committee of the City Council, opposing a resolution calling on him to quit using unmarked cars manned by uniformed officers trying to catch traffic law violators. City councilmen who drafted the resolution contended that motorists might become panicky because of fear of holdups and it was feared that the result might be a

race between cars. The commissioner defended his use of unmarked cars by stating that they were assigned to areas where there had been a high incidence of accidents. Sizeable reduction in the accident toll followed.

How does the general public feel about this question? The Minneapolis Tribune recently conducted a survey throughout Minnesota, questioning adults of both sexes. The interviewers asked this question: "Sometimes state and local police are criticized for using unmarked cars in their work of enforcing traffic laws and arresting violators. How do you feel about this; do you think unmarked cars should or should not be used?" Seventy-five per cent of those questioned approved of the procedure, 21 per cent were opposed to it and the rest expressed no opinions. Those in favor of unmarked cars gave these principal reasons: people will be more cautious; more violators will be caught; the law should be obeyed at all times and if a motorist is abiding by the law it makes no difference. Persons opposed said that this policy would mean being sneaky and underhanded; a motorist would not know whether he were being stopped by police or a bandit; people drive more cautiously when they are watching for marked patrol cars; in case of emergency it is easier to find an officer if you can look for a clearly visible squad car.

The Minnesota poll brought out that use of unmarked patrol cars is favored by 79 per cent of the farmers questioned, 75 per cent of city folks questioned and 72 per cent of town and village residents interviewed.



SHOULD POLICE CARS  
BE MARKED OR NOT?

The public and police officials still disagree on whether police cars should be clearly marked or whether they should be inconspicuous.

The American Municipal Association said a spot check of current opinion on the issue disclosed the following:

In Chicago, new painting for 448 squad cars was ordered with a view to making them more conspicuous to deter criminals. Previously the cars were black.

The new design will feature a white top and "Police" in large white letters on the black sides of the car.

But Chicago police plan to keep 75 detective bureau cars and 17 cars of the stolen automobile detail in black.

For No Marking

In New York City, council members discussed forbidding the police to use unmarked cars. But the head of the police force defended their use. He said they were assigned to areas where there had been numerous accidents, and that they helped bring about sizable cuts in the accident rate.

The City Council feared that motorists, on being approached by an unmarked car, might think they were being held up, and that a race might ensue.

Connecticut, New Jersey and Washington use unmarked cars on rural highways. The American Automobile Association opposes the practice, contending that clearly marked squad cars and adequate radar warning signs will secure voluntary cooperation from motorists.

In a poll of Minnesota residents, The Minneapolis Tribune found that more than 70 per cent approved the use of unmarked cars in police work. ---U. P.

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The world's first successful pneumatic tires for automobiles were made in Connecticut in 1895. They were produced by the erstwhile Hartford Rubber Works, a branch of the Pope Manufacturing Company, of Hartford, pioneer automobile and bicycle builders.

EMBEZZLEMENTS INCREASE

Inflationary periods cause strange reactions in a nation, both economically and morally, as American law enforcement officers have become sadly aware over the past ten years. There is more money in circulation, in the United States today than ever before in its history, and there is also more being stolen.

Two of the most dangerous cliques of criminals in this country today, from the standpoint of the nation's businesses, are the bank robbers and the embezzlers. Both are increasing in numbers and in loot stolen so rapidly that they threaten to overtake losses by fire, flood and other natural disasters as the number one hazard to business.

While both bank robbing and embezzling have increased at an alarming rate since the end of World War II, the latter has expanded so rapidly it is now the number one form of thievery.

Since 1944, embezzling has increased 400 per cent and in 1955 reached the unbelievable figure of \$500 million. To break this down from a nebulous to a more practical sum, this amounts to \$2 million every working day. Not only is thievery one of the oldest forms of crime, but today it is giving competition to the largest corporations for the highest dollar income.

Because many embezzlements are not uncovered until years after discovered or not reported, the annual "take" of embezzlers is probably much more than the \$500 million figure. But whatever the final figure, it has obviously reached such proportions that only an all out drive by employers and business leaders to protect themselves can effect a downward trend.

It is not pleasant for an employer to contemplate the possibility of a person on his payroll stealing from him, but it is certainly far better to prepare oneself for such an emergency than to assume it cannot happen. After all, it took quite a few employees from all types of industries to accumulate \$500 million, and the loss of that sum represents the ruination of many small, and some not so small, businesses.

---The Torrington Register



WHAT IS THE UNIFORM VEHICLE CODE?

The need for uniform traffic legislation had its first formal recognition in 1924, when the Secretary of Commerce, Herbert Hoover, called the first National Conference on Street and Highway Safety. That Conference appointed a committee on uniform laws and ordinances. During 1925 and 1926 the committee drafted the Uniform Vehicle Code in cooperation with the National Conference of Commissioners on Uniform Laws.

The Uniform Vehicle Code was developed after a study of the statutes of all of the States. Judges, prosecutors, lawyers, police officials, motor vehicle administrators, educators, safety specialists, traffic engineers, business people and others participated in discussions of its provisions. As a result, the Code is a distillation of the best traffic laws of the several States. Its adoption by all States has been recommended by every President's Highway Safety Conference from 1946 to 1952 and by the White House Conference on Highway Safety in 1954, by the American Association of Motor Vehicle Administrators, the International Association of Chiefs of Police, the American Bar Association, the Commissioners on Uniform State Laws, the National Safety Council, and myriad professional and nonprofessional groups throughout the Nation. Indeed, it has taken on the character of an international model code since it is the basis of a great deal of motor vehicle legislation in the Canadian Provinces and in many other countries.

The National Committee on Uniform Traffic Laws and Ordinances, an affiliate of the President's Highway Safety Conference, makes revisions in the Code as necessary to keep it up to date. As a result it meets changing needs, improved techniques, and advances in the design and construction of highways and vehicles. The Committee is composed of more than 100 members from all sections of the country.

The Code consists of 19 Chapters and contains carefully considered provisions relating to:

1. Definitions of words and phrases used in the act.

2. State departments of motor vehicles.
3. Registration of vehicles and certificates of title.
4. Anti-theft laws.
5. Dealers and wreckers.
6. Operators' and chauffeurs' licenses.
7. Financial responsibility.
8. Owners of for-rent vehicles.
9. Civil liability.
10. Accidents and accident records.
11. RULES OF THE ROAD, including articles on--
  - Obedience to and effect of traffic laws.
  - Traffic signs, signals and markings.
  - Driving on right side of road, overtaking and passing, etc.
  - Right of way.
  - Pedestrians' rights and duties.
  - Turning and starting, and signals on stopping and turning.
  - Special stops required.
  - Speed restrictions.
  - Reckless driving, driving while intoxicated, and negligent homicide.
  - Miscellaneous rules.
  - Operation of bicycles and play vehicles.
  - Streetcars and safety zones.
12. Equipment of vehicles.
13. Inspection of vehicles.
14. Size, weight and load.
15. Respective powers of State and local authorities.
16. Parties and procedure upon arrest.
17. Penalties and disposition of fines and forfeitures.
18. Records and reports of convictions.
19. Effect and short title of act.

The language of the Code is clear. It can be understood by the motorist, pedestrian and policeman as well as the judge, lawyer, and juror.

The Uniform Vehicle Code forms a sound and practical basis for the enactment of laws by States and Provinces, and the companion Model Traffic Ordinance serves as a similar guide for municipalities.



**SUPT. ROACH RE-ELECTED  
AT SPAC CONVENTION**

Police Supt. William J. Roach was re-elected president of the State Police Association of Connecticut at the annual convention July 25 at Lake Quassapaug, Middlebury.

Only change in the organization's administrative structure was in the executive committee where former Chief Edmund Crowley of Bristol was replaced by present Chief Thomas McCarthy of Bristol.

Others re-elected are: First vice-president, Chief Michael Godfrey of Hartford; second vice-president, State Police Comsr. John C. Kelly; secretary, Supt. John A. Lyddy, Bridgeport; and treasurer, Sgt. Howard McInnis, Hartford.

The convention was largely an informal affair made colorful by the music of the Fulton-American Band, and highlighted by the appearance of Gov. Abraham A. Ribicoff.

The governor discussed his campaign against speeders and reiterated his belief that accident and fatality rates are directly due to high-speed driving.

During the association's business meeting a resolution was carried in support of the governor's policy. It was resolved that all efforts will be continued to make this policy a success.

The convention began at 11 a.m. after coffee and rolls were served at 10:30 a.m. Dinner was served at 1 p.m. and the afternoon and evening was given over to swimming, boating, sports, and band music.

Detective Lt. Joseph Dunphy was chairman of arrangements, and Capt. James Magner was co-chairman for the affair, held with the Waterbury Police Department as host for the first time since 1947.

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**STORY ON FRED INBAU**

A Traffic Institute instructor who is an expert at making murderers confess has revealed his key trade secret.

Sympathy is what does it, according to an article on Prof. Fred E. Inbau of

the Northwestern University School of Law, in an issue of the Saturday Evening Post.

Inbau is one of the nation's top authorities on interrogation techniques, and his textbook on the subject is standard in most police training schools. He was director for many years of the Chicago Police Scientific Crime Laboratory, and today he often is called in on "hopeless" cases when murderers refuse to confess.

The rubber hose is impractical as well as immoral, says Inbau, who utilizes the polygraph and psychology.

The article tells how he obtained a confession from the Oregon, Ill., wife murderer Guy Talmadge. "I can remember the times I have been infuriated at home," Inbau told Talmadge, patting him on the shoulder. "I know how you feel. It finally got the better of you. All this was pent up in you for years. Then it let loose, all at once."

Talmadge broke into tears and told all.

But knowing Inbau's secret won't help you if you're ever called in for questioning. The article tells how Inbau used sympathy to get a confession from a Chicago policeman who had gotten drunk and beat up a teen-age boy.

Four weeks earlier the patrolman had been a student in one of Inbau's police lecture courses on interrogation techniques.

---Traffic Digest & Review

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**THE CONCERNED MOTORIST**

Show us the motorist who will not attempt a passing operation around any kind of fairly busy curve unless he can first see far enough around that curve to be sure that the path ahead is clear for the minimum distance necessary:

There, if you ask us, is a motorist who is 'concerned.'

Concerned with the law? No, not necessarily.

Concerned for the other fellow? No, not necessarily.

Concerned for his own neck?

Yes, necessarily.

---Bridgeport Post



# STYLES IN CRIME

Vox-Cop

July - August, 1956

## DEADLIER THAN THE MALE . . .

By

Leslie Wacha

"Poison is a woman's weapon" is a stock phrase in detective literature, and when a woman does take it up, she often wipes out platoons of people before she gets her come-uppance.

Such a woman was Gesina Gottfried of Germany 150 years ago. Gesina was plump, pretty and bright. She came from a poor family but, much to the amusement of her friends, always said she would marry only a rich man.

At length along came Herr Miltonberg. He had a small business, was rumored to have a large bank account and was ambitious enough to suit Gesina. She was married at seventeen and by the time she was twenty she had two children.

By now, she knew the truth about Miltonberg. He was an improvident drunkard and a wife beater, but Gesina's pride made her keep these unpleasant facts to herself.

After four years of misery with Miltonberg, Gesina went home to visit her parents. She found her mother fighting an invasion of mice with a white powder purchased at the chemist's. Gesina watched her mother and thought to herself that it was too bad husbands could not be taken care of as mice were. While she thought, Gesina absent-mindedly placed her handkerchief on the table, poured a heap of the white powder into it and then placed the bulging hanky in her purse.

Back home, Miltonberg came home drunk again. Gesina poured him a glass of beer--not poisoned as she still wasn't sure what she was going to do. Then, at that propitious moment, a bachelor neighbor named Hans dropped in to pay a social call. Hans had previously made it plain he admired Gesina, and she yearned for him. Into Miltonberg's beer went some white powder. When the doctor was called, he readily stated

Milt had died of natural causes.

Now Gesina was determined to marry Hans. However, her parents objected violently and in those days even a widow did not marry without papa's consent. After wrangling for a few days with her parents, Gesina bought a new supply of white powder, and a few days later, Mama and Papa Gottfried were dead--again of "natural causes."

Then Gesina went to Hans, whose ardor had cooled considerably. He claimed he wanted to marry Gesina but was too poor to support her two children. Hans did not see Gesina after that for two weeks, at which time she came to him and announced, "My children have died. They had convulsions and just passed away."

By now, with five poisonings to her credit, Gesina had learned a lot about the powder of arsenic. She decided that the best way to get Hans married to her was just to make him ill, but not kill him. Accordingly, she began slipping him measured amounts of her powder. Hans became ill, and as he grew weaker, he grew more affectionate toward his solicitous nurse. Eventually it was evident he was dying and he asked Gesina, as a special favor to marry him. Gesina told her minister a sad story about "easing Hans' last hours," and the good man performed the marriage. Twenty minutes after the minister left the house, Gesina was a widow.

Next, a prosperous merchant caught Gesina's roving eye. She met him at Hans' funeral and he went home with her to comfort her. During the following weeks, the merchant proceeded to court a willing Gesina. The only fly in the ointment was Gesina's long-missing and hard-drinking brother who had turned up and moved in on Gesina, to her extreme annoyance. One night her brother drank too much beer seasoned with too much



arsenic and died.

A date was fixed for the marriage of Gesina and the merchant, but a few days before the scheduled ceremony, the merchant became ill--the same symptoms as poor Hans. When the merchant was dying, Gesina prevailed upon him to make a will in her favor. Subsequently, the merchant died and Gesina netted about fifteen thousand dollars.

A year later, Gesina was engaged again. And again, the prospective bridegroom became ill, made a will in Gesina's favor and died. When she inquired about her inheritance a few days later, she found she had been hoaxed--the man had left nothing but debts. On such a cad she had wasted valuable arsenic.

On one occasion, Gesina borrowed fifteen dollars from a casual lady acquaintance, and when the lady asked for her money back a few weeks later over a cup of tea, Gesina served arsenic and liquidated a creditor.

All of these murders, of course, did not take place in one town. Gesina moved frequently--otherwise she probably would have been caught long before she was.

As the next few years went by, Gesina had many more suitors. She was frequently rumored about to be married--but something always happened. Some of the bridegrooms died of arsenic poisoning, and sometimes Gesina just decided not to bother and moved to another place.

She was short of money at this time, having lived too high for her means. Her landlord, Herr Rumf, came one day to evict her from her living quarters to Bremen. She wept and he was touched--so much that he hired her as his housekeeper. One of Gesina's duties was to attend Mrs. Rumf and the Rumf's newly-born daughter. Under Gesina's care, the baby died, and a few days later, so did Mrs. Rumf.

This left Gesina with the five older Rumf children to care for--a task not to Gesina's liking. Accordingly, one by one, over a period of only a few weeks the Rumf children became ill and died. With seven deaths in his immediate family in such a short period, Mr. Rumf was not even suspicious.

Then Herr Rumf, himself, began to be unwell--unable to retain food and wasting away. One day during his illness--at a time when Gesina was by chance away shopping--Herr Rumf ordered a servant to kill a pig and prepare the meat for him. Gesina knew nothing of this so had no opportunity to doctor the pork. Herr Rumf ate the pork and found it agreed with him--in fact, he felt better for the first time in days. He had the servant hang the rest of the pig in the larder and determined to eat nothing else until he recovered. Every day, Herr Rumf got out of bed and went to check on the condition of his therapeutic pig. Gesina, meanwhile, could not understand what had happened to the power of her arsenic.

After a few days, she chanced to see the pig hanging in the larder and, knowing nothing of Herr Rumf's interest in it, decided it would be as good as anything to dose with arsenic. She sprinkled it thoroughly with the white powder.

In the afternoon, Gesina went marketing and Herr Rumf got out of bed and went to have his daily life-giving portion of pork. Right away, he noticed that it hung in a different position than that in which he had left it the day before, and then he saw the white powder.

The powder looked familiar and Herr Rumf thought and thought before he remembered where he had seen it before--on a salad Gesina had fixed for him just before he became ill. Thoroughly suspicious for the first time, he took his pork and went to the Bremen police. The police doctor verified that the powder was indeed arsenic.

Gesina was arrested and readily and unemotionally admitted her many murders, several of them not even detailed in this story. She went on trial in 1828, was convicted and sentenced to death. Through the whole thing, she expressed regret about only one thing--through the notoriety and newspaper coverage brought on by the trial, the public learned that Gesina wore false teeth, a fact she had successfully concealed all her adult life. Such a monster was Gesina.





# the Spotlight

Vox-Cop

July - August, 1956

## OFFICER HAILED AS HERO BY WITNESS TO HOMICIDE



OFF. FRANK M. CASSELLO

An eyewitness to Monday's (July 23) homicide in Hartford hailed as a hero the state policeman who captured the gun-wielding culprit without firing a shot.

Rudolph Sladyk, 596 Nott St., Wethersfield, a carpenter, said he happened on the scene in his car just as the fatal events reached a climax when James J. Carrona, 29, of New Britain, repeatedly shot his divorced wife, Mrs. Marion Hierl Carrona, 24, of Berlin, as she sat in her mother's car on Maple Ave. near the entrance to Goodwin Park.

State Policeman Frank M. Cassello of Wallingford, driving from the Hartford Barracks to New Britain on police business, drove up just after Carrona reached the park.

Mr. Sladyk said that but for the efficient way the lone state policeman disarmed Carrona minutes later there might have been a mass tragedy.

Mr. Sladyk said that after the shooting he saw a State Police car coming south on Maple Avenue.

"I ran in front of him and stopped him. I told him a woman had been shot. The policeman radioed for an ambulance and got out of his cruiser.

"He asked who shot the woman and I told him a man had done it and run into the park. The state policeman immediately pulled his revolver out of his holster and started to walk into the park. I was beside him.

"Somebody yelled, 'He is by his car!' We turned and saw him. He was about 75 feet away. He had the gun in his right hand and was pointing it at the officer.

"There must have been 15 or 20 people standing nearby by that time. We could hear children playing close by in the park. There were cars coming and going on Maple Ave. People were coming out of the houses and running toward us. A shot could have easily hit some of these people.

"The state policeman very calmly moved his gun until it was pointing at the man. I don't know why he didn't shoot. He had every right in the world to shoot. It's good that he didn't though. There could have been a lot more killed.

"In a loud voice but very calmly the state policeman said to the man, 'Drop the gun!' The man hesitated. The officer then said, 'Put the gun on the fender of the car or I'll shoot.' The man did as he was told.

"The officer then ordered the man to



move forward with his hands over his head. He searched him very cautiously for other weapons. Then he marched the man to his cruiser.

"An ambulance arrived about that time and took the two women away. By the time the Hartford police arrived it was all over.

"I think the state policeman did a wonderful job handling the situation all by himself. He was very brave in facing the man, risking his own life.

"He didn't let anything bother him. The dead woman's mother was hysterical and kept screaming for somebody to get an ambulance.

"The officer didn't let this excite him. He told her there was an ambulance on the way and kept on after the man with the gun. I think the officer should be given the highest honors the department can give him."

---Hartford Times

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## STATE POLICEMAN TELLS HOW HE MADE CAPTURE



OFF. WILLIAM CORCORAN, JR.

"Sure, I went to bed. But I didn't sleep very well....I kept seeing a pair of eyes."

So said State Policeman William Corcoran, Jr. who, with his pistol still in his holster, "stared down" Everett Cooley, 24, self-styled "Russian airman," August 11.

Cooley confessed to the murder July 28 of John H. Davis, 22, of Durham. His

brother, Milton Leroy Cooley, 28, of Guilford also is implicated.

Officer Corcoran arrested Cooley about 2 p.m. after he was found under a bush in North Branford with Mrs. Grace Drepperd, 29.

Officers said Cooley shot Sgt. Albert W. Drepperd August 10, then escaped into the woods with Mrs. Drepperd as his hostage.

Reported Officer Corcoran:

"A volunteer fireman (Sherman Reiner of Ledyard) first saw two woman's legs sticking from under a bush. He called me.

"I thought he'd found a body. I never thought Cooley'd still be there.

"I was accompanied by Auxiliary Off. Hubert Sexton from our Groton Station, who was also at the scene.

"I lifted a branch of the bush and saw Cooley and Mrs. Drepperd. He was lying with back against the bush, holding a gun to her back.

"When I saw the gun, I waved everybody back. I was the only one armed and my gun was still in the holster.

"Then you might say I stared him down. Anyway, he threw the gun out and didn't offer any resistance when I arrested him."

The officer returned him to the Drepperd house in North Branford, from which he was taken to the Westbrook State Police Barracks.

---Hartford Courant



THE POLICE DID THEIR JOB

Top public attention was naturally focused recently on the North Branford shooting of an armed services sergeant and the gun-point abduction of his young wife.

Now that the wife has been found and her purported abductor captured and a claimed-link between this crime and the July 28th slaying of a young Durham man and the wounding of his fiancée established, the concerned public can only conclude that State and County police and other enforcement agencies involved did their job--and did it thoroughly.

In consequence citizens will be correct in entertaining the feeling that their protection and safety lies in capable hands.

From time to time, in cases of this or similar nature, the public is confronted with illustrations of brilliant police work.

Because they are spectacular, they capture far more than ordinary attention and comment.

There is nothing wrong with this and nothing to be criticized.

From the crime angle this case was more bizarre than spectacular.

The police handling of it was, from start to current development, less brilliant than dogged, determined and unceasing and unrelenting.

Large bodies of police, and large bodies of volunteers, were put with no loss of time and no lost motion to the rather needle-in-the-haystack task of seeking out the abducted wife and her assumed captor.

They found them.

In the searching and in the finding there was drama, there was suspense and there was danger.

But the job was carried through to success and there is honor and glory for all who took part. The plaudits that have gone to those who participated were much-deserved.

Solid, if not spectacular, police work was exhibited in the subsequent steps by which authorities established an alleged connection between this shooting-kidnaping and the earlier Durham killing.

The purported weapon has been unearthed and the chain of connecting evidence built up.

Now, as the public awaits subsequent developments as the case moves into and through the courts, a citizen-expressed "Well done" to the police is merited--and well earned.

---New Haven Evening Register

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MARCEL L. SIMON PROMOTED;  
TRANSFERRED TO STATION "C"

State Policeman Marcel L. Simon, of 10 Highview Rd., Simsbury, was promoted to rank of Sergeant by Commissioner John C. Kelly, July 1. Sergeant Simon left his assignment at the Hartford Barracks and took up new duties at the Stafford Springs unit on that date.

Sergeant Simon entered the State Police Training School at Ridgefield August 15, 1940 and after graduation from the three months' training course was originally assigned to the Stafford Springs Barracks. In 1941 he was transferred to Westbrook and in 1942 served at the Hartford Barracks until he took military leave to enter the U. S. Coast Guard in April, 1942.

After his return from Coast Guard Service in 1945, Sergeant Simon, except for a brief period as a member of the State Police Special Traffic Squad in 1948, served continuously at Hartford.

A departmental citation for bravery was awarded to Sergeant Simon for his action on February 14, 1947 when he entered a burning dwelling on Woodchuck Hill Rd., Simsbury, and rescued the home-owner who was unconscious on his bed as a fire, believed to have started from a dropped cigarette, raged around him.

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NORWICH APPOINTS FIRST POLICEWOMAN

Norwich got a policewoman, July 24--it's first.

Mrs. Donna Sandberg, 28, was appointed by Police Chief Joseph L. Gendron. She was assigned to the Detective Bureau.



# . JUVENILES .

Vox-Cop

July - August, 1956

## HERE'S THE TEEN-AGER VIEWPOINT ON WHY THEY GET INTO TROUBLE

Teen-agers get into trouble because of parental indifference, lack of recreation, wanting to appear older than they are and being misunderstood, say students at Lincoln Junior High School.

Students give their views on the problem in the June issue of the Lincoln Log, the school's magazine. They speak in answer to the inquiring reporter who asks, "Why do some teenagers act as they do."

Ross Rowley says he thinks "the root of the problem is the parents."

He goes on to say: "Most fathers and many mothers are so concerned with making more money and getting ahead that they neglect their children. Many people will say, "My boy was all right until he began hanging around with the wrong crowd," but if the parents of the boy in the wrong crowd had paid more attention to their children, there wouldn't be any wrong kind of crowd. Parents should be more concerned with their children than with their financial or social position. Children think if their parents neglect them, they don't care what they do."

Arlene Sherman thinks if a group of teen-agers got together and did something, others would follow. This is called 'Follow the Crowd,' a very popular slogan of teen-agers.

An optimistic view was voiced by Carolyn Holland. "As a whole, I do not think teen-agers are so bad as people think. It is only a few who give a bad impression and spoil it for the rest," she said.

"Today's teen-ager problems, like most things, begin in the home," said James Tomassetti. He advises joining clubs and engaging in projects. "If you are busy, you are less apt to be on the streets getting into trouble," he explained.

Judy Ives says, "I think some teen-agers act as they do because they want people to pay attention to them, so they

smoke, show off or act big in front of people."

Upbringing and the influence of friends are responsible, according to Barbara Zietz. "Some teen-agers behave well and others don't," she said. "I would say it depends upon upbringing. Types of people you associate with are influential too."

Teen-agers need an outlet for their emotions, states Judy Rochette. These emotions should be channeled through organized recreation, she said.

"They want to be noticed or act older than they really are," is the reply of Vennie Lee Mangiaracina.

It is a transitional phase of life which is bound to be explosive, believes Dianne Robinson.

"Teen-agers act the way they do," says Dianne, "mostly because they are going through a stage of life when they are moody and sometimes violent. Some act the way they do because of their home life, school life or friends. What ever people say, they must remember, just because one or two teen-agers turn out badly, that doesn't mean we all will."

"Because they do not come from a good home" or being "bored with nothing to do" were the reasons given by Jacquelyn Taylor. Getting "mixed up with the wrong crowds" is another factor.

Linda Carnot gives many reasons, of which some are "parents, friends, places they go, people around them and their thoughts, both good and bad."

"There aren't enough places of amusement in Meriden," according to Carol Bohack. "I think if these teen-agers had some place to go, they would not do the things they are doing now."

Jenne LeHoulier thinks teen-agers want to be different from their friends. "They all want to appear different from each other," she said, and sometimes they are misunderstood. When "parents do not understand their ways, the teen-agers are more or less unhappy and try to do things differently," she added.

---Meriden Journal



# IN-SERVICE STUDIES

Vox-Cop

July - August, 1956

## The TACHOGRAPH

With the increased use of the Tachograph on our large freight-hauling vehicles, it is well that we should avail ourselves of the information contained in these units.

Should a vehicle so equipped become involved in a serious or even fatal collision this unit would be a silent witness to the movements of the vehicle before, during, and even after the impact.

The Tachograph is a recording speedometer that makes an accurate daily record of all the movements of a truck. This record appears on a paper chart which shows: when the engine started; how long the engine idled; when the truck started to move; how fast it traveled; when it stopped; and the distance traveled between stops.

At the top of the Tachograph is a precise, easy-to-see speedometer that shows speed, either in miles per hours or, on some models, in engine revolutions per minute.

The clock, with its illuminated dial on the face of the Tachograph, gives the exact time day or night. It's built to stay accurate and to keep running in spite of the pounding it must take.

The red light warning signal, at the upper right of the Tachograph, flashes whenever the set speed limit, chosen by a company, is exceeded.

The Tachograph chart shows exactly when the trip was started; when check stops were made; the duration of stops; loading and unloading time--all with a continuous running record of miles covered on each trip. The chart shows the speed at which the vehicle traveled at any given time. If a vehicle operator is accused of speeding or involved in an accident, his exact speed can be determined. The chart is the witness and has been admitted as evidence in court cases.



The operation of the Tachograph is completely automatic. It is mounted on the instrument panel, replacing the speedometer, and is connected to the original speedometer cable.

Inside the Tachograph case is a 36-hour clock, which can be wound and set only when the door is unlocked and open. The chart, which is mounted inside the door, revolves with the hands of this clock. Recording starts when the door is closed.

The chart is made of red paper, coated with very white wax, on which the chart face is printed. Recording on the chart is done by three needle-like points (each called a "stylus") which scratch the wax and leave red lines on the face of the chart.

One of these points moves when the ignition is turned on, and vibrates to indicate when the truck is moving over the road. The other two points are driven by the speedometer cable. One records the number of miles traveled, the other records the speed of the vehicle. As these three points move over the face of the revolving chart the record is made.



# STANDARD DESCRIPTIONS OF PERSONS

## START

1. NAME
2. SEX
3. RACE
  
4. AGE
5. HEIGHT
6. WEIGHT
  
7. CLR. HAIR
8. CLR. EYES
9. COMPLEXION
  
10. PHYSICAL  
MARKS, SCARS,  
LIMP, ETC.

## FINISH

- II. CLOTHING  
HEAD TO FOOT
  
- A. CAP<sup>OR</sup> HAT
  
- B. JACKET<sup>OR</sup>  
COAT
  
- C. DRESS<sup>OR</sup>  
TROUSERS



JOHN DOE



# Safety mind S

Vox-Cop

July - August, 1956

## CONN. SAFETY COMMISSION HEAD RETIRES FROM SERVICE

Executive Director William M. Greene, Connecticut Safety Commission, announced recently that he will retire August 31st from state employment with a service credit of 25 years about equally divided between the Safety Commission and State Department of Motor Vehicles. Mr. Greene stated that he planned to enter private industry upon severing connections with the state.

Prior to assuming staff directorship of the Safety Commission in March, 1944, Mr. Greene served for about 12 years as Director of Traffic Safety for the Department of Motor Vehicles. He is now serving his second term on the board of directors of the National Safety Council. He served as president of the National Conference of State Safety Coordinators 1954 and 1955, presently being a member of the executive committee. He is a past general chairman of the Traffic Section, National Safety Council, and has served as chairman or member of many committees of that organization, as well as the American Association of Motor Vehicle Administrators, Eastern Conference of Motor Vehicle Administrators, the Northeastern Conference on Street and Highway Safety and other traffic safety groups.

In recognition of years of support for expanding traffic enforcement, Mr. Greene is an honorary member of the New England Police Chiefs Association and Connecticut Chiefs of Police Association. Over the years Mr. Greene has figured prominently in program planning for many traffic safety events at municipal, state and national levels, participating in all Washington conferences since 1946, and annual Safety Congresses of the National Safety Council since 1935.

## 1956 PEDESTRIAN FATALITIES

Hartford, Aug. 11--In a facetious vein the Connecticut Safety Commission observes that it used to be, "Why does a chicken cross the street." Now it's "How?"

That sums up the 1956 traffic story with which Connecticut foot traffic apparently has learned to cope. There are many reasons for fatality-free pedestrian movement - crossing at intersections, obeying traffic signs, signals and enforcement officers, wearing something light, preferably white, at night, looking to right and left and at turning traffic, walking on left side of road facing traffic where there are no sidewalks, and many others - - all of which have the same common denominator - ATTITUDE.

"The proper attitude of the man on foot, when, for example, a driver does not give him the right of way to which he is entitled, can save his life. Insistence on right of way has often resulted in winding up on a hospital bed instead of arriving at destination," says the Connecticut Safety Commission.

During the first seven months of 1956 there were 36 pedestrian fatalities. This is the lowest pedestrian experience for this period in twenty years, including 1954, a 75-case year for pedestrian phase, lowest in statistical history. That year there were 38 deaths charged the first seven months. Highest toll for comparable period was 118 pedestrian fatalities charged 1937.

Twenty-six of the 36 cases charged first seven months of 1956 occurred in congested area - the 44 largest towns in the state; three occurred in the next population group, and seven were scattered in 94 out of the 100 towns under 5,000 population. One hundred and forty-four towns were not charged with a single pedestrian death during the period studied.



Perhaps the most interesting fact to be gleaned from statistics cited is that the 36 cases charged pedestrian phase is 21.4% of toll of 168 traffic fatalities of all types charged the state as of August first. A far cry from 1946, for example, when the 110 pedestrian fatalities for the year represented almost half - 45% of 244 cases of all types.

"Sheer fancy," says the Commission, "but the thought is a happy one. If the situation prevailed today - i.e. if all traffic fatalities were in proportion to pedestrian phase, there would have been 80 traffic deaths for the first seven months of 1956 instead of 168; a toll of 180 last year instead of 320."

---Connecticut Safety Commission

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### TWENTY COMMUNITIES CITED FOR SAFETY

National Safety Council awards for achievement in traffic safety were presented recently to 20 Connecticut communities and to the state itself. The ceremonies took place in the Hartford Club.

The state, six times winner of the grand award in the national traffic safety contest, received two certificates, one for public safety education, the other for organization. The grand award was not presented this year, and only one state, Minnesota, scored 70 per cent or better in all safety phases.

Last year, the National Safety Council recognized the activities of only two Connecticut communities. This year it paid tribute to nine.

Bridgeport was recognized for improvement in accident records. Waterbury was cited for its school traffic education program. Danbury, Manchester and West Hartford were honored for reduction of accidents. Greenwich, Norwalk and Norwich were praised for public safety education, and New London was singled out for reduction of traffic deaths.

In the field of long-term, nonfatality records, Derby was cited for six consecutive years without a traffic fatality; East Haven was recognized for two straight fatality-free years, and Ver-

non, Watertown and Winsted won honors for being free of traffic deaths in 1955.

Towns under 10,000 population earning certificates for fatality-free years were Bethel, Bloomfield, Cheshire, Glastonbury, New Milford and Plymouth.

On the state level, the Connecticut Safety Commission, represented by Robert I. Catlin, chairman, presented the Governor's award to Hartford, for having the best over-all safety program among cities of 75,000 and over. This award considers enforcement, education and safety engineering. Donald J. Vaughan, chairman of the Hartford Traffic Safety Committee, received it.

Norwalk received the Connecticut Safety Commission's safety award for cities 10,000 to 75,000 for what the commission called "an outstanding, all-year program."

On behalf of the Automobile Association of America, the Hartford Automobile Club presented the AAA first-place award to Connecticut, tied this year with the state of Washington. Willard J. Drummond made the award.

All National Safety Council awards were presented by James K. Williams, New England field representative of the national council. ---Hartford Times

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### BENNIE'S GONE HERE, BUT NOT EVERYWHERE

The Food and Drug Administration has reported that its crackdown in illegal sales of amphetamine "stay awake" pills to truck drivers is apparently meeting with success. Reports by inspectors who have attempted to buy the drugs in the same localities where prosecutions were started last year, indicate that the drugs are not readily available now. Reports from the industry show that drivers have quit taking the pills after being warned against the dangers of their use. These warnings have been widely distributed by the ATA Department of Safety to ATA-affiliated state trucking associations for handouts to drivers.

---Motor Transport Assoc. Bulletin



### VIOLENT DEATH RATE LOW

At the halfway, the 389 violent deaths charged the state is third lowest toll in statistical history, comparing well with 370 cases charged 1949, a year when all deaths by violent adventure dipped to an unprecedented low, and exceeding only by two cases the six-months toll of 1951, second lowest year on record, according to statistics furnished the Connecticut Safety Commission by the Bureau of Vital Statistics, State Department of Health.

"Statistically this is excellent," states the Safety Commission, "and if the element of Fate is strongly on our side, Connecticut's 1956 violent death toll may be second best to date. "Fate" encompasses such unforeseen happenings as hurricanes, floods, tornadoes - circumstances over which no accident prevention program has any control."

By category, Home phase continues to show satisfactory drop over last three years. There were 164 deaths due to home accidents for the first six months of 1956, as compared with 206 last year, 239 in 1954 and 213 in 1953. "This is significant and highly encouraging," says the Connecticut Safety Commission, "because almost half of the accidental deaths charged Connecticut in the past decade occurred in the home where safety, which cannot be legislated, is largely the responsibility of individuals living there."

Motor Vehicle deaths, which include those occurring on public and private roads, as differentiated from those caused on publicways and charged Traffic category, recorded a drop of 13 cases, at close of six months period, over last year. Toll in this category of 143 cases compares less favorably with 1954 when 124 motor vehicle deaths occurred during first six months, and is only 7-case improvement over 1953 toll for the same period.

In Public category there were 58 deaths compared with 82 last year, a marked drop, approximately same experience as 1954 when there were 57 cases and a highly satisfactory reduction of 22 cases over 1953 when 80 cases were charged this category.

There were 8 unclassified cases both this year and last as compared with 6 in 1954 and 11 in 1953.

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### STOP SIGN VIOLATORS BEWARE

Motor Vehicle Commissioner Tynan has taken a long-needed step that should help our highway safety program.

Starting in July the Commissioner announced that five penalty points will be added to the records of drivers convicted of passing stop signs and signal lights.

Operators who accumulate seven penalty points over a five year period are called to the Motor Vehicle Department for a hearing. Licenses are suspended if the penalty point total reaches ten.

The fact that the Commissioner is more than doubling the penalty for sign and light passing clearly indicates how serious he considers the offense.

What particularly disturbs the Commissioner is what he has termed almost wholesale violations in certain localities. He points out that many lives are endangered by this practice.

There is absolutely no excuse for the willful violation of stop signs and signal lights. The Commissioner is taking highly commendable action in upping the penalty for violations.

Far too many operators engage in the dangerous practice of trying to "beat the lights." Then there is another "character" who considers the "rolling stop" or the "almost stop" to be just as good as obeying the law.

Commissioner Tynan is making a significant contribution to the over-all highway safety drive that will pay worthwhile dividends.

Under the new plan it shouldn't take too long to catch up with the habitual offender and separate him from his operator's license. ---Hartford Times

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Holding your abilities in high esteem is all right as long as you remember that not since Adam has there been an indispensable man.



**CONNECTICUT REQUESTS NEW YORK  
TO SUSPEND SPEEDERS' LICENSES**

Governor Ribicoff of Connecticut recently sent a letter to Governor Harriman of New York urging enactment in the latter State of legislation that would provide for automatic suspension in New York of the licenses of New York drivers convicted of speeding in Connecticut.

The Connecticut Governor pointed out that about 40 percent of the drivers arrested for speeding in Connecticut are New Yorkers. The Connecticut Motor Vehicles Department, he noted, has been suspending for 30 days the licenses of Connecticut drivers found guilty of speeding, with second offenders getting 60-day suspensions.

Governor Harriman replied he would give "full consideration" to the request but that it had come too late for 1956 New York legislative action.

Regarding the proposal for a reciprocal agreement to aid in Connecticut's speed crackdown, Governor Harriman pointed out that New York law does not require suspension of a driver's license for a first speeding offense. "Obviously," he continued, "we cannot impose greater penalties on New York drivers for conviction in another State than would be imposed for conviction of the same offense in New York."

The question of whether New York's law should be amended was "a serious one" that "should be determined only after careful consideration and a public hearing", Governor Harriman said.

---AAMVA Bulletin

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**N. J. MAN DRIVES 20 YEARS  
WITHOUT LICENSE**

"No one ever stopped me," said 37-year-old Bernie Johnson, of Asbury Park, N. J., explaining how he managed to drive 20 years without an operator's license.

His dereliction was discovered when police stopped him recently for a wrong turn. He paid a \$30 fine in traffic court at Elizabeth, N. J.

---AAMVA Bulletin

**RIBICOFF HAILS CARTOONS  
OF DRIVING LAMPOONER**

Governor Ribicoff recently cited C. D. Batchelor, chief editorial cartoonist of the New York Daily News, for his work in aiding the cause of good driving.

Batchelor, a resident of Deep River, for years had done a weekly cartoon, "Inviting the Undertaker," calling attention to unsafe driving practices.

Several of his safety cartoons have appeared in Vox-Cop over the years as well as a cartoon he once drew especially for a Christmas party for children given by the personnel of the Westbrook Barracks when Capt. Carroll E. Shaw was in command at that area.

In short ceremonies at the Capitol, George L. Marchant, B. F. Goodrich district manager, presented the Governor with a charter membership in the Goodrich Safe Drivers League.

Governor Ribicoff commended the Goodrich Company for the effort to reduce the nationwide accident toll and presented the citation to Mr. Batchelor.

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**SIGNALLING**

A recent court case in Minnesota has created a problem in regard to truck drivers signalling motorists to pass. A newspaper account states as follows: "A jury verdict awarding \$58,000 to a man and wife injured in a traffic accident may set a statewide legal precedent, District Judge Roe E. Barron stated here. The sum was awarded to Mr. & Mrs. E. J. Thelen, Staples, Minnesota, who were injured in July, 1954 near Staples while passing a truck whose driver had signalled them to pass. The Thelen car collided with one coming toward them as they passed the truck. The truck driver stated he signalled Thelen to pass because the on-coming car did not have its lights on and he did not see it." The case is now being appealed and if the lower court is upheld, all states will look to this case as a precedent. It is well to reconsider the practice of such signalling.

---MTA Bulletin



## SERGEANT BOHMAN WRITES ARTICLE FOR ASSOCIATION NEWS LETTER

Sgt. Robert Bohman, Stafford Springs Station, was recently requested by the President of the Crescent Lake Association to write a short article for inclusion in the Association's news letter. This is what "Bob" wrote:

"I wish I could convey to you the sick feeling you get in your stomach when you arrive at the scene of an accident to find the broken body of a 12 year old child. You try to find a pulse --but the glassy stare in her eyes tells you already it's no use. Bystanders try to tell you she is still alive, because someone saw her flinch a moment ago--but this little girl feels no pain, as the doctor who comes up beside you verifies.

"You turn, then, to a little boy who is moaning. He's unconscious, but the blood from his cuts running into his mouth and nose produces a weird, gurgling sound--one you will hear for many nights later.

"You get the injured into ambulances and off to the hospital. Then you hear the pleas of the driver responsible for all this--but all you can think of is the little girl on the way to the funeral home, and the parents who have just arrived and whom you must drive there. I can't describe their anguish: I'm not a writer. I only know how sore my throat feels from trying to hold back my own tears!

"Finally the scene is cleared and, riding back to the barracks, you wonder what this world is all about. I don't profess to be religious, but death certainly brings you closer to God.

"You're pretty mad at the driver who was responsible, aren't you? But as you look at yourself, can't you remember when you've done something reckless--only lucky for you, there wasn't a child in the road, or another car at the intersection, when you had just one too many, or just went faster than you should, or ran through a STOP sign? So, offer a prayer to God to forgive him... but as I think of that child's broken body, I wonder if He will. Only,

please--let's not let it happen here--ever."

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## VISIBILITY

Pet peeves are not usually aired in editorial columns of magazines and newspapers--such things being relegated to Letters to the Editors but when we see automobile accidents being caused by our pet peeve and see distinct possibility of many more the thought leaves the realm of pet peeves and becomes an item of general interest.

A motorist recently backed out of his driveway onto busy Route 2 in Massachusetts...and right into the side of another car stopped at a traffic light. The conversation that followed (and hot it was) included "I just didn't see you" from the culprit. And no wonder!

The rear and side-rear windows of the car which backed out of the driveway looked like the walls of a travel agency office. Yellowstone National Park, Garden of the Gods, Crater Lake, Salt Lake City, Grand Canyon, Vancouver, B.C., were all there on stickers along with a few dozen more. He surely had done some travelling--but who cares? Certainly the fellow he ran into doesn't.

Americans are great collectors. They collect sea shells, stamps, old cars, bric-a-brac, furniture...and travel stickers. Any or all of these things makes an interesting hobby and, we'll admit, the fun in any hobby is in showing what you have to someone else. But the windows of an automobile make a mighty dangerous place to show off your hobby.

Today, more than any other time, driving requires not only your own wits but every other safety advantage you can obtain as well. And perhaps the most important of these advantages is being able to see, not just to the front but to the back and sides also.

---The Automobilist

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IF AT FIRST YOU DON'T SUCCEED--You're running about average.



## LET'S ADD THE 4TH E--EXAMPLE

By Norman Damon, Vice President  
Automotive Safety Foundation

Over the years, much has been said and written about the evils of bad driving--and rightly so. However, not enough emphasis has been placed on the positive side--the lasting and more constructive example set by the really good and safe driver who knows how to stay out of trouble; who puts his knowledge and skill to work for his own safety and that of others.

Throughout life, much of our learning stems from the experience of others. Traffic safety, certainly, is no exception.

Most of us are familiar with the three, universally accepted "E's" of traffic safety--EDUCATION, ENFORCEMENT and ENGINEERING. I want to propose that we add a fourth "E" for EXAMPLE--to the accepted three, so that each of us may become aware of the need to set an example in our own driving and walking.

Among the safety slogans seen is the one that asserts, "Courtesy is Contagious." This is true anywhere, but in traffic, lack of courtesy can have life-or-death consequences.

Should we fail in an act of common courtesy, the only hurt may be the ruffled feelings of the one offended. But, when we're behind the wheel, lack of courtesy could cause an accident, and accidents usually hurt more than someone's feelings.

The "Ladies Home Journal" has a slogan, "Never Underestimate the Power of a Woman." This has been paraphrased a thousand ways, but in traffic, "Never Underestimate the Power of Example."

Add the Fourth "E" to safety and we turn the spotlight on ourselves--and upon others who would join us.

It would be a good idea to have one day set aside as "E" DAY. On that day, we would lean over backwards to set the best possible example in both driving and walking. Observance of an "E" Day, and the publicity it would engender, certainly would do much to implant the idea of adding the Fourth "E"--(Example) in the minds of many people.

All of us are pleasantly aware of the occasional driver who yields the right-of-way and motions you through ahead of him. His code of the road is courtesy. You feel warm inside when your paths cross, and consequently become just a little more courteous--for a while, at least--after you meet him.

Pedestrians sometimes change personalities behind the wheel of a car. Such people are personality chameleons when they shift from walking to driving. They are consistent only in their selfish insistence on what they consider to be their personal rights. Whether their inferiority complex is the result of a disagreement with the boss, a spat with the wife, or anger over the discourtesy of another, makes little difference. Maybe they were born that way and never grew up.

How can we add the fourth "E" to our driving and walking habits? Let's be practical about it by looking at some of the wrong things that happen.

Let's take the case of a young man applying for a taxi operator's license. Not long before, he had been in a fist fight with another motorist who pulled away from a stop sign faster than he. This was a plain case of bad temper, resulting from the bullheadedness that all of us feel sometimes but which most of us control. He didn't get the license.

Another evil is a lack of consideration for the rights--and the needs--of others. An example of this occurred recently on the Washington-Baltimore Parkway, when four different cars ran over the same prostrate pedestrian. Two of the drivers failed to stop. The third halted but left the scene almost immediately. Only one of the four tried to assist the victim.

It is relatively simple to keep your car in its proper position on the road. After all, we are sharing the highway with others. One of the many things admired about the professional driver is that he gives advance warning about his movements to other motorists--not only by proper signaling--but also by staying in or maneuvering to the proper lane--maintaining correct position in the traffic stream, and anticipating turns and other movements far enough ahead for



others to understand his intent.

All of us are potential accident statistics. Accidents don't happen just to the other guy. They can happen to us.

A first principle of traffic safety is to set an example--to drive and walk as we think others should. This is our duty as good drivers. We can't in good conscience, "let George do it."

Leadership in the nation's organized fight to reduce traffic accidents and deaths is provided by the President's Committee for Traffic Safety.

Recently a statement issued by the Business Group of the President's Committee said:

"Businessmen have a three-fold interest in traffic safety--humanitarian, economic and civic leadership.

"The leadership and resources of businessmen are being applied more and more to the state and community traffic problems which add up to the national problem. This is as it should be. It was well expressed in a business journal:

"No man will ever be classified as distinguished unless he practices good citizenship. A man's community activities demonstrate his cognizance of his civic responsibilities. These are the activities that show he has placed his special skills, the attributes that have brought him business success, at the service of the broader needs of the nation."

Let's accept the challenge of safety on our streets and highways to strengthen the kind of citizen understanding and support for safety that we need in local communities.

Such work will enrich us--in personal growth and satisfaction, in individual accomplishment, in citizenship, and in the certain knowledge of a positive and useful contribution to the lives of others.

---Public Safety

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Most drivers were going too fast for traffic conditions when they were involved in the 31,280 Connecticut traffic accidents that killed 320 human beings and injured 17,913 other men, women and children during 1955.

"THE KID BEHIND THE WHEEL"

How many of you when driving upon the roads today

Meet the kid behind the wheel, going along your way?

How many of you have blamed him, for the reckless way he drives

And say he is responsible, for the needless waste of lives?

How many of you have gone so far, as to curse and with a frown

Say for a Driver's License, they should have turned him down?

Well let me tell you something, about the kid behind the wheel

The habits he now practices, he did not have to steal

Where did he get the idea, that it's smart to drive that way?

He probably learned it from his Pop, who drives the same today

But Pop does not believe this, he does not want to feel

That he's to blame for the actions, of the kid behind the wheel

Where did he learn to drink and drive?, perhaps it was from Pop

When on a trip at every joint, the "old boy" had to stop

To talk a while and get a brew, then drive the road like mad

Passing cars on hills and curves, was this good for the lad?

More and more I think of this, and the more it makes me feel

That Pop is just as dangerous, as the kid behind the wheel

Just when are all the parents, going to smarten up and see?

For their kids to be safe drivers, they themselves must be

Safe and considerate drivers, a good example for their son

And never will they be sorry, for something he has done

So let us set the right example, they will live more happily

And have a longer life of fun, and I grant you so will we.

Sergeant Earl J. Picard  
Louisiana State Police  
---Life Saver



## FATAL FALLACIES

Safety was in the news in 1955. But death and destruction made the headlines. With foresight and ingenuity, safety was built into our automobiles to an extent never before accomplished. With skill and inventiveness, compelling slogans of care were broadcast through every medium of communications. With indifference and utter unconcern, the motoring public produced the greatest number of casualties in highway history.

Because of a slight decrease in deaths and injuries in 1954, there seemed some cause for optimism. However, this proved to be another of those fatal fallacies which characterize the field of highway safety. For in 1955, we compiled the regrettable total of 37,800 deaths, an increase of  $6\frac{1}{2}\%$  over 1954, and 2,158,000 injuries, an increase of 10% over 1954. Thus, the trend has reversed itself in what was the most safety-conscious year in our history.

These blunt and bloody statistics again substantiate the often repeated thesis of these booklets. In driving, there is no substitute for self-reliance. Safety belts, special padding, and other mechanical features all help but reliance on them is a fatal fallacy. And by definition, a fatal fallacy is a mistaken belief that leads to disaster.

This is not to dismiss all the advances that have been made in alleviating the seriousness of accidents. Every one of these steps is a stride in the right direction. But it is the driver's mind harnessed to his reflexes; plus his body harnessed to his seat, which is going to produce fewer accidents. It is brainpower not horsepower; the power to steer and brake; not power steering or power braking which is the ultimate solution to the safety problem.

Again in 1955, we saw repeated the fatal fallacy of safety by decree. While the President's official S-D Day served a worthwhile purpose in focusing attention on our distressing highway habits, it did not cause the slightest decrease in the day's casualties. With individuals, businesses, and all media of communication emphasizing safety, the nation's motorists and pedestrians went

about their business as usual. And as in 1954, S-D Day was followed by the most devastating Christmas weekend in history.

Toward the end of 1955, a serious attempt was made in some parts of the country to penalize more drastically those who deliberately flout the law. Stricter enforcement is a welcome trend, as it places serious practical difficulties in the path of the habitually careless driver. However, it would be a fatal fallacy to believe that punishment, any more than reward or appeal to the higher instincts of individuals is the sole solution to a mounting accident rate.

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.

---The Travelers

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True wisdom is to know what is best worth knowing, and to do what is best worth doing.

---Humphrey



## MURDERER'S ROW

Last month headlines appeared in most of the newspapers throughout the country about a 25 year old bride killing her paraplegic husband and three in-laws after a family dispute. According to the police the killing was done with a .22 calibre rifle after an argument about signing over his \$10,000.00 life insurance policy and the deed of his house to her.

In reading gruesome stories like this you often wonder what it is that makes a person commit murder when they know what the penalty is and how futile the whole thing is.

In this particular case, the wife made it possible for someone else to collect the insurance and get the home that she apparently wanted.

During the month of April, three adults and three children were killed in Rhode Island by automobiles. During the month of May, two adults were killed and in June there were three more.

A few days ago the following headlines appeared in local papers:--SIX KILLED AS TEEN-AGER IN FAST CAR GOES THROUGH STOP SIGNAL. The story described the crash of two cars at a highway intersection in Griffin, Georgia. The police report showed that the driver responsible for the wholesale slaughter ran through a stop sign at "a high rate of speed", hit another car broadside, killing six and seriously injuring another.

In all these cases there was no premeditation or extenuating circumstances. NOBODY WANTED THEIR HOUSE OR THEIR INSURANCE. THERE WASN'T ANY ARGUMENT.

It doesn't make much difference to the persons killed whether it was a fraction of an ounce of lead, or a ton or two of steel that killed them. In either case they are just as dead.

In every case the blame rests upon somebody's shoulders.

A gun never goes off accidentally. Even if it is defective, it can't go off unless a human being puts a shell or cartridge in the chamber.

An automobile never killed anybody. In every motor vehicle fatality there is evidence to show that carelessness or

criminal negligence on the part of the driver was directly responsible for the so called accident.

Failure to constantly check the condition of the car you drive or the deliberate violation of the motor vehicle laws can easily put you in the criminal class or make you a customer for the undertaker.

---R. I. Traffic Safety Reporter

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## THE GAMBLING HABIT MUST BE CURBED IN TRAFFIC

The appalling number of traffic fatalities is not so much the result of careless driving as it is the consequence of deeply rooted habits which are out of place in fast driving. Unless these habits are changed all of the writing, preaching, pleading, warning, and fines will have little effect on the drivers of cars.

One of these bad habits is gambling. Most of the business in this country is based more or less on a gamble. This spirit of taking a chance is constantly driven by pressures of competition whether it be gambling in stocks, betting on horses, taking chances on a raffle, and even in politics.

All of this appears to be relatively harmless until it reflects itself in the manner in which cars are handled on the highways. The urge to gamble cannot be suppressed and controlled at a moment's notice when a driver is faced by a sudden emergency or when the habit of taking a chance proves stronger than reason.

---Chicago Sun Times

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## OUR GOOD NEIGHBORS

Traffic enforcement is strict in El Salvador. For instance, it is unlawful to blow a horn in traffic; any driver who injures a pedestrian goes to jail and remains there until the pedestrian recovers; before a prospective operator gets a driver's license, he must first show proof of car ownership.

---Here's How



COURTESY CAN SAVE HUMAN LIFE:

'THOUSANDS ARE DEAD - BUT WHY?

By  
Chas. A. Mason

After years of endless surveys, research and constant discussion, there seems to be but one general agreement among the experts as to the main cause of bad driving.

That cause is "emotional instability"...an incomprehensible reaction in the behavior of human beings, when driving a motor car, that submerges COURTESY and transforms motorists into inconsiderate, intolerant, reckless persons.

Citizens who politely insist that you precede them from an elevator or through a revolving door become, ten minutes later, seated behind the wheel of an automobile, unbelievably impatient at the slightest obstruction to their motoring progress.

They fume at stop lights and slow pedestrians. They fuss and fight for parking spaces. And, at 80 miles per hour, recklessly speed to salvage ten minutes of time that frequently turns out, instead of ten minutes gained, to be the loss of months of agonized time spent in a hospital. Or, all too often, silent eternity in a cemetery.

What can be done, we ask the experts, to correct this "emotional instability," to improve motoring safety.

And the answer is.....INTENSIFY COURTESY.

However, with that pronouncement, the trail seems to end. We have discovered the antitoxin but now how to administer it.

Certain it is that the conversion of this nation from profanity to politeness cannot be accomplished alone by today's program of writing slogans, printing pamphlets and tacking up placards.

It is going to take something a lot more dramatic than publicity to convert our present-day melting-pot-brand of speed crazy, discourteous automobile drivers into a vast, happy family of sixty million Sir Walter and Lady Raleighs.

"Let your courtesy show" is a beautiful thought. But we are not dealing with an assembly of thinkers.

Our problem is concerned with the THOUGHTLESS, with millions of inconsiderate, selfish motoring misfits, including a daily new crop of thousands of discourteous juveniles, hourly acquiring, for the first time, their "legal" right to drive.

The time has come to stop playing ostrich and wake up to the fact that all we are doing is reminding a courteous minority to continue to be courteous but making not the slightest dent among the denters.

Why not face the fact that getting behind the wheel of 3,000 pounds of beautiful, power-packed perfection submerges all the inhibitions of the most cringing of introverts and becomes an escape for him from the hopeless impotency of his inferiority complexes.

If, then, the intensifying of COURTESY, as a more dominant national trait, IS the path to safer driving, HOW CAN ITS DEVELOPMENT BE MOST QUICKLY ACCOMPLISHED?

History gives us irrefutable proof that it takes generations of family and social moral enlightenment to arrest the brutal decay of a nation and rejuvenate its better characteristics.

With more and more cars on the road, more and more emotionally unstable drivers handling them at ever greater speed, with continued, constant depreciation of the roads over which they are rushing, is it not glaringly obvious that something more drastic has to be done for the promotion of courtesy than the writing of slogans and the printing of pamphlets?

In the arena of motoring responsibilities there are three definite, sharply defined spheres for our searching attention.

ONE is the CAR. Another is the DRIVER. And the other is the authorities who control and administer driving regulations.

Let's take the last category first. We know from experience that no matter how efficient is our law enforcement, you cannot compel COURTESY or eliminate discourtesy through legislative action.



We now, also, have learned it is futile to expect gentle literature to accomplish the conversion of this boisterous nation to sane driving.

There remains, then, but ONE possibility upon which to rely for power to rebirth this nation's recognition of the vital importance of COURTESY.

That last possibility is the MOTOR CAR itself.

Now don't leap to the fast and utterly false conclusion that the motor car manufacturers are responsible for today's high carnage. . .that they must make motor cars "SAFER".

What would actually happen, were it possible (which is debatable), if manufacturers made tomorrow's motor car even more completely reliable and responsive to human control than their present amazing dependability?

I will tell you.

Millions of already utterly irresponsible motorists would become even more irresponsible, more reckless, more arrogant, more DANGEROUS.

No industry in all history has accomplished a more spectacular record of integrity to responsibility, to reliability, of dependable perfection of a product, than the builders of today's motor cars.

If ever an industry deserved an OSCAR for loyal, trustworthy, fanatical determination to make their product FAULTLESS, it is the makers of American motor cars.

No. You cannot indict the motor car for lack of "SAFETY".

The culprit is the driver. And his crime is "emotional instability"..... selfishness, inconsiderateness, arrogance which, when all cooped up into one big flop-jerk, flap-jack of poison, means....the absence of COURTESY, the presence of carnage, the approach to murder.

If the motor car is as safe as it can be made and if, via printed pleading, it will take a century to rekindle the virtue of COURTESY in the United States, MUST THIS KILLING CONTINUE?

If we are at the end of our alphabet of ideas....the answer is YES.

But we are not at the end of our alphabet of ideas. And to the automobile

can go the added credit of not only being an apostle of safety, but A DRAMATIC CRUSADER FOR COURTESY.

There is a way to make EVERY driver of a motor car in America accept, as his constant travelling companion, everywhere he goes, every mile of his travels day and night, every minute of the year, A FORCEFUL, TIRELESS, EMPHATIC DISCIPLE OF COURTESY.

It is said that many a true word is spoken in jest. Well, the STATE TROOPER who I heard say it, might have been just trying to turn a lacy phrase when he pulled this one, but he was certainly speaking the truth. Gazing at the carnage of a head-on collision, he slowly shook his head and said, "the license was issued to Dr. Jekyll, but the driver was Mr. Hyde."

There will be millions of other Mr. Hydes driving all over America tomorrow. Some will not live to see the sunset.

But those that do, what will be their mouthpiece for the vicious, filthy intolerance they will express if you get in their way?

IT WILL BE THE HORN.

With his horn he will vent all the "emotional instability" of his belligerent make-up.

And not only will he greatly gratify himself by getting away with it, but also it will increase his warped sense of courage and the danger potential of his continued discourteous, irresponsible presence on the road tomorrow.

Today, the auto horn is the buddy of belligerency, the voice of viciousness.

WHY NOT TAKE THE RASPING HOODLUMISM OUT OF THE HORN AND MAKE IT THE INCESSANT, TIRELESS EMPHATIC CRUSADER FOR ....COURTESY!

Invent a horn that will say, "PLEASE" ....the most universally-known, terse, single word in the English language for conveying the presence of COURTESY.

Can you imagine Mr. Hyde nursing his peeve into a tempest with a horn that said "PLEASE" into expressing anything stronger than PERSISTENT POLITENESS.

With a horn that said "PLEASE" and a Federal Law making it a federal offense to drive a motor vehicle with any other type of horn, we would, at last,



be launched upon a realistic, rapid revival of COURTESY. . .and the decline of accidents and death on America's highways.

THINK IT OVER.

Try hard as you can to refute its possibilities. Suggest, if you can, an idea of comparable dynamic, instantly available simplicity.

If the word "PLEASE" was the utmost aid his horn could contribute to expressing his anger, Mr. Hyde's fury would find, in the use of that horn, scant fuel to feed the flames of his "emotional instability."

If you will make every horn on every motor vehicle in the United States a crusader for politeness, a horn that says "PLEASE" instead of "YOU S.O.B.," you then will make COURTESY the constant, inescapable, compelling companion of every driver of a motor car in the U.S.A.

If COURTESY, as the experts all agree, will rescue us from today's mounting toll of traffic accidents and deaths, LET'S STOP WHISPERING ABOUT COURTESY AND DEMAND IT, COMMAND IT, WITH EVERY HONK OF EVERY HORN ON THE ROAD.

---Michigan Police Journal

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### HEADLIGHT COURTESY

If a camera is pointed at the sun on a clear day and an exposure is made with the shutter wide open, the exposed film on being developed will be entirely black--void of any picture. The conditions are similar when the eyes of a motor vehicle driver are exposed to bright headlights on an approaching car.

Many night accidents are brought about by the temporary blindness of drivers, particularly among those persons whose eyes are relatively slow to recover from the effects of exposure to strong light. All drivers, however, are endangered to some extent by this light, and everything possible should be done to eliminate or reduce the hazard.

The hazards of night driving are reduced if, when approaching cars, all drivers adhere strictly to the depressing of headlight beams. Although some

state laws require that the down-beam of headlights be used when approaching within 500 feet of another vehicle, and although headlight controls can be operated with no difficulty or inconvenience, nevertheless, the practice of depressing headlight beams is all too often neglected.

Thoughtlessness is no doubt, among other reasons, responsible for this lack of courtesy. Some drivers, however, are mistakenly of the opinion that dimming the headlights is hazardous for them. Apparently they do not realize that they may be laying themselves open to accidents--that a driver blinded by their lights may swing his car in the wrong direction and cause a collision.

---Fleet Supervisor

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### EYE HAS BLIND SPOT

If your best friend passes you on the street without a sign of recognition, don't get angry, advises the Better Vision Institute. It may be because of his blind spot.

Everyone has a blind spot, and that's not figuratively speaking. There's actually a blind area in every human eye at the head of the optic nerve.

If you want proof of your own blind spot, make an X on a piece of paper and a dot several inches to the right of it. Then shut your left eye, look at the X, and move the paper towards and away from you. When the image of the dot falls on the head of your optic nerve, the dot will vanish.

The blind spot is big enough to blank out the face of a person only six or seven feet away, and sometimes even accounts for one's bumping into things and people. The fact that it is a factor in highway accidents, headlights your vital need to know your eyes--their capabilities, and shortcomings, and how to take proper care of them. For they're your only pair, and worth incalculably more than their weight in diamonds.

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Ideas are very much like children--your own are wonderful.



**WRAP-AROUND WINDSHIELD CALLED  
'DIABOLICAL' BY EYE SPECIALIST**

In the view of a well-known eye specialist, the wrap-around windshield is a "diabolical device" that creates visual distortions which could lead to traffic accidents.

Dr. DuPont Guerry, chairman of the Department of Ophthalmology, Medical College of Virginia, made the assertion at the American Medical Association's 105th convention held recently in Chicago.

Dr. Guerry said the wrap-around windshield violates "all basic optical principles" and creates distortion and increased glare.

He charged that automobile manufacturers "have all been guilty of that great human failing of allowing style and so-called beauty of design to supersede the safe and functional."

"They have allowed the stylist to first decide what would catch the public's eye and then build the car with this solely in mind, and function be damned," Dr. Guerry continued.

"The most blatant example of this policy in recent years is that diabolical device, from a visual standpoint, the wrap-around windshield. In the employing of this windshield, the stylist's dream or nightmare has been allowed to run rampant.

"The driver suffers from terrific visual distortion due to prismatic effect, increased glare because of the focusing of extraneous light in the axial area of the windshield, and insuperable diplopia (double vision) from ghost images resulting from surface reflections exaggerated by the acute curvature.

Dr. Guerry said that glare from "the injudicious use of chrome" exaggerates the problem.

"While the motor companies have been remiss in their treatment of optical problems, they are at last becoming safety conscious," Dr. Guerry said.

"It is hoped that the visual aspect of this problem will immediately be taken into account."

Dr. Guerry spoke at a panel section on automobile accidents. He proposed formation of a committee of ophthalmolo-

gists to study the problem of requirements for drivers' licenses in the various States, and called the present situation a "hodge-podge."

---AAMVA Bulletin

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**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

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**UNSPORTSMANLIKE?**

A recent Minnesota Poll brought out that the use of unmarked highway patrol cars is favored by 79 percent of the farmers questioned, 75 percent of city folks interviewed, and 72 percent of town and village residents questioned.

"The important fact is that careful, law-abiding drivers have nothing to fear from a police car, marked or unmarked," the Milwaukee Journal recently commented.

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?"

---AAMVA Bulletin



# AROUND THE CIRCUIT

Vox-Cop

July - August, 1956

## STATION "A", RIDGEFIELD

Our apologies at Station "A", Ridgefield, for a rather belated review of the happenings at this station.

### PERSONNEL CHANGES

At this time we bid a belated goodbye to Lieut. Albert Rivers and wish him the best of luck in his new position and field of endeavor. We understand from authoritative sources that he has cast his eye on a Cadillac to replace the family Chevrolet, so-be-it, some fellows have all the luck!

We welcome our new Commanding Officer, Lieutenant George H. Ferris, who is not a newcomer around here--Welcome aboard, Lieutenant!

Now that welcomings are in season, we are happy to welcome our newly made Sergeant, William McNamara, who is well known to most of us and it is beginning to look like "Old Home Week", as both Lieut. Ferris and Sgt. McNamara are old Station "A" alumni.

We bid adieu to our genial janitor, Dave Belin, and hasten to welcome Tony Marinaro who has his work cut out for him but we must admire the manner in which he has taken hold. Things are sure sparkling around Station "A".

We say farewell to our genial Officer John Carlson, now Resident Officer of the Town of Weston. Good Luck to you John, in your new field and keep the front doorbell polished and in working order for the good citizens of Weston!

We regret the loss of Sgt. Walter Foley, who recently transferred to Station "I". The best of Luck to you Sergeant and we trust you will like your new surroundings.

Again we would be remiss in our news, if we failed to mention that our lover-boy, Ex-Officer Jesse Haymes, is now happily married to a very charming bit of feminine pulchritude and has taken a

position with the Pratt & Whitney Co. at East Hartford, Conn. Our blessings to you both and may all your troubles be little ONES.

### OPERATION "FACELIFT"

The advent of Summer had something to do with the face lifting job all hands contributed to in the cleaning and painting of Station "A" or perhaps it was to impress our New Commanding Officer.

### BIBLICAL STORY

The evening of July 5 almost became a Cain and Abel affair when the brothers Mendes, Antonio and John, alias Duarte, became embroiled in a love triangle. As a result John was the recipient of 14 sutures in his jaw and neck. In addition, Antonio fired three shots from a foreign make automatic at him but missed and there the pistol jammed, luckily for John. It was the old story also of the Good Samaritan; Antonio obtaining passage from Portugal to the USA for his brother John and taking him, John, into the bosom of his family, giving him a job and buying a 1956 Oldsmobile for him to ride around in. But alas and alack, John was overwhelmed with the charms of Antonio's wife, who resisted his advances and informed her husband. Results: Antonio arrested on charges of Aggravated Assault and John arrested for Attempted Rape. Prosperity rested uneasily on John's head and he became the gay Lothario.

### BUSY EVENING

The same evening produced a morals case in Newtown, and then in Danbury we had an estranged husband threaten to kill his wife.

All of the above had Sgts. McNamara and Abel and Officers Costello, Pinto, Benz, Struzik, Sautter, and our lovely Theresa Petrini busily engaged in unraveling the various entanglements resulting from the above.



BILL WALLACE MOVES

Our personable Resident Officer William Wallace has emerged from the wooded and extremely rural area of Redding and is now residing in a manse located on one of Redding's main roads. Residents of Redding now beam with appreciation and point with pride at their Resident Officer's new shining residence.

LESSON IN CONTENTMENT

We investigated the cause of our genial Mechanic Fred Leary's big wide smile. Well, it seems he has a new system of greasing the cars at Station "A", in which he takes one car a day and gives it a thorough going over. (This takes the officers off his neck and keeps his ulcers quiet.)

CONDOLENCES

We were saddened by the news that Chef Milo Scanlon's father passed away in Maine recently and he has our whole-hearted sympathy.

SPW BOLAND IN PUBLIC EYE

Lucy Boland, our lovely to look at Policewoman, recently came into the Station with her head held high and beaming--the reason??? A little item in a Danbury Times column throwing bouquets at her. (Paid item, Lucy?)

A "SPOT OF TEA" AND REFLECTION

A sigh of relief, now that we have caught up with our correspondence and can settle down for a spot of tea!

Almost forgot, Mary Walker, our very good-natured clerk busily typing the yearly inventory, amidst all her other chores!

We wish to take time out especially to give our Radio Dispatchers, Handsome Bill Pettit and that Man About Town Louis "Squash" Travaglini loads of appreciation for the splendid assistance on the face lifting job at this Bar-racks, mostly on their own time, too!

TO ALL UNIFORMED PERSONNEL

Certainly the spirit in which you all contributed on Operation "Face Lift" merits high praise from your Commanding Officer and we all know that he appreciates it very much.

STATION "B", CANAAN

PERSONNEL VACATIONING

Recent vacationing members of Station B's official family include the John Foleys who visited Pennsylvania and the Washington-Gettysburg area; Dispatcher Frances LaPlaca who visited with relatives in Virginia and took a quick side-glance at Norfolk's bluejackets and Sgt. Starks who attended the National Convention of the Elks held in Chicago.

"BREAK" CRACKED AS ACCIDENT AFTERMATH

A curious father, partly obliterated initials on the back of a stolen watch, preliminary investigation by Norfolk's Chief Edwin Masters and a follow-up by Off. Victor Keilty resulted in the Superior Court imposing indeterminate Cheshire sentences on two of that town's young adventurers in the ways of crime. A serious auto accident en route back from New York's low-age drinkeries and some illegally acquired Connecticut package store beer preceded the affair which caused their actual downfall on breaking, entering, and theft charges.

PERSONNEL KEPT "ON THEIR TOES"

State Highway traffic surveys, State Development Commission surveys, round the clock guard detail for several days at the Sharon Hospital, plus the July 20 Air Raid drill, kept Lieut. Menser busy juggling the daily schedules. New demands on Sta. B forces coming daily, made it necessary to check the schedule with more than the usual casual glance.

HIGHWAY PUZZLE

Off. Stanley Szczesiul is hot after the thieves who have stolen the hook-bolts from Route 219's state highway cable fence. State Highway employees feel they are being taken to use for anchor bolts in poured concrete house foundations. At the rate they have disappeared someone must have a housing development underway.

SUGGESTION ADOPTED

Desk officers who have in the past made lengthy and tedious searches



through many volumes of station logs to locate some elusive entry which has suddenly become most important, welcome the new indexed log books. Credit is due Sta. B's able and observant investigator --Off. Victor Keilty. Visiting Cpl. Sam Crodelle of the New York State Police Department's Millbrook Barracks one day recently, he saw such a log at that station. These have long been in use in New York State. Victor brought the idea back and a little research as to where and how these logs were printed came to pass. Lieut. William Menser took it from there to a headquarters staff meeting and we now have the same setup throughout this department.

STRANGE CASE

A young mother with a warped sense of value, as it pertains to one of the most cherished of God given rights with which women are endowed, has been bound over to Litchfield County Superior Court. Charged with manslaughter in connection with the death of a child born, unattended, by her in her home, she awaits trial in the county jail. Indications are, that a full term living child was discarded at birth into the recesses of an outdoor privy. Unlike many of these cases this child was not born out-of-wedlock and the picture of the harassed, terrified, unwed mother does not enter the picture. Delving into the case's preparation for the State's Attorney, SPW Butler and Off. Keilty must wonder at the workings of a human mind.

FAST WORK

Off. Lionel Labreche, our newest officer, added a bright spot to his probationary period the night of July 25 at Norfolk. A signal 96 from Torrington was sent out over the barracks radio at 11:02 P.M. At 11:15 P.M., Lionel advised the station by radio he was following the stolen car with its lone occupant in the center of Norfolk. Told to stop the car in a well lighted and populated area he did just that. Shortly afterward he brought to the station a 17 year old Forest Hills, N.Y. lad who "borrowed" the car to visit his girl friend in a Dutchess County camp in the nearby Empire State.

STATION "C", STAFFORD

PROMOTION AND TRANSFER

Congratulations on your promotion, Sgt. Marcel Simon, and welcome to this station. For a quiet country station, we are sure you'll find it to be a busy one with plenty of activity.

RETURNS TO DUTY

Welcome back to active duty, Fred Lewis. We know you would have enjoyed your absence had it been a vacation and not resulting from injuries received in an accident. Jack Prior was a luckier fellow than you. He came out of an accident with only a scratch on his forehead.

TRIP TO WEST COAST

Clerk Mabel Ward, flew to the West Coast where she attended the National Convention of Catholic Daughters as a representative from the State of Connecticut. The convention was held in Portland, Oregon. From there she visited with relatives in Washington and San Francisco, California. A trip was also taken to Victoria and Vancouver.

VERMONT VACATION

Sgt. Bohman and family visited relatives in Vermont. While there, the sergeant became intrigued with tracing family genealogy and the history of the locality, visiting points of historical interest. If you want a good quiet place to live when you retire, Sgt. Bohman recommends Vermont.

VACATIONS

From other vacationists at the station we learned that some have been on trips, others have been taking the time to make home improvements to their places, while others have just spent the time at some lake or the seashore. Still others are looking forward to their vacations and hope that no hurricanes will interfere with them.

ARSONIST ARRESTED

Bill Doyle, Jr., assisted by Jimmy Duane and Doris Murtha, arrested a woman



from Stafford on the charge of Arson after the investigation of a serious fire in a large tenement house in Stafford.

WANTED BY NEW HAMPSHIRE

A man wanted in New Hampshire for taking a car without the owner's permission and for breaking and entering and theft was arrested and committed to the Norwich State Hospital after he was found trying to break into a house in Stafford while the officers were looking for him as a complaint had been received from his estranged wife that he had been bothering her.

STOLEN CAR RECOVERED

A stolen car was recovered with the operator when he attempted to buy a quarters worth of gas for a 1956 Buick. Investigation revealed that the man was a mental case and was to have been examined by doctors on the day he was apprehended. He was returned to the Massachusetts authorities.

CATS AND MORE CATS

Officers and policewoman from this station went to a house one night to arrest a woman on the charge of breach of peace after she had chased a small child with a knife. No actual count was made but the place was filled with cats of all ages and descriptions. Examination by a doctor revealed that this woman needed treatment for a mental illness and she was taken to a mental hospital. The husband was living in the basement as he could find no place to stay in the main part of the house with the cats occupying the tables, chairs, counters, beds and floor.

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STATION "D", DANIELSON

Vacation time cuts into Station D's personnel these days.

Lieut. Formeister is summering at his farm in Stafford Springs eating his early tomatoes, string beans and cucumbers,

and waiting for the corn to ripen so he can start on that.

Sgt. Marikle is looking forward to his two weeks at Groton Long Point at his cottage. His family enjoys it all summer, but he has to cram his fun into two weeks.

Sgt. T. O'Brien bragging about his vacation as being the most restful. He went to Charleston Beach with his family, Mrs. O'Brien and the five little O'Briens. Of course, he adds, there were three friends of the younger members along too. Restful, he says!

Bill Adint is heading for the mountains in Maine, or is it the seashore?

Len Cusson painted his house on his vacation.

Paul Deschenes waiting for September and a fall vacation. Hope he hasn't waited too long and the hurricane and flood season doesn't catch up with him.

Joe Fitzgibbons unfortunately had to spend his vacation getting over an injured back and shoulder sustained in an accident.

Of course Otto is planning a long, long stay on his yacht.

Joe Hart, as usual, is very noncommittal about what he is doing, but someday he will let a word or two drop and we'll find out what happened. We feel his two weeks on military leave with the Air Force is a vacation more or less, but Joe swears it's hard work.

Wendell Hayden just said he enjoyed his at home with his family for a change.

James Hunter got married on the first week of his vacation, now he will probably take another honeymoon on the second week.

Marc Johnson spent his getting the hay in with a day off for a quick trip to Cape Cod to visit with Bro Chief Gardner. He's talking about a trip to Lake George later on.

Merril Johnson too busy to go on a vacation, what with his real estate investments and house building. He swears he's not contemplating matrimony, but is thinking only of future returns on his money.

Sue Kenyon hied off to the White Mountains to visit friends and get away from it all.



Bob Manship is working on his house and vacation time gives him a chance to get nearer its completion. Also there's the new baby to play with.

Vin McSweeney doesn't know when or what. He's waiting for the stork to land.

Donald Nurse hasn't been with us long enough to get a vacation, but all his off duty time is spent with a certain member of the Armed Forces Nurses Corp, who has just returned from the Pacific area.

And Bill Pelzer took his vacation time to get married and buy a new home and furnish it. He's finding out it takes money to do things in a manner to which he is accustomed. Congratulations to the bride and groom.

Charlie Sanga will be spending his time with his wife and family in the wilds of Eastford.

And Gail Smith is another Yankee short on talk as to his affairs. He will probably be building the new fire barn for Windham Center with his own two hands this vacation, as he is knee deep in architect plans and specifications.

Disp. Gallichant is going to work on his entry in the Springfield Fair and then go to the fair to collect the prizes.

Chef Lariviere is still raving about the Red Sox and will probably spend the entire two weeks watching them play, whether in the stands or in the lounge of the Elk's Club in Willimantic.

Freddie Weigel will be working on his landscaping, planting shrubs and trees and making his lawn look like velvet.

Nick is away now and was talking about how far it was to Canada. If he and the railroad company could come to terms on the train fare, he was headed there.

Disp. Smutnick got his vacation on July 4. Never mind, next year you will be having three weeks like the rest.

Of course Brownie had hers and won't be going again for ten years, when she gets her money saved again.

Forgot Joe Donovan. He's talking about returning to Puerto Rico to live over his war days.

P. S. We did some work here at Station D too.

P. P. S. Liquor Inspector Albert Powell, a former State Policeman, was all smiles when he paid us a visit at the barracks most recently and announced that the Liquor Inspectors have been raised to salary group 8 in the Barrington pay scale.

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STATION "E", GROTON

BOAT RACES HELD

The 1956 annual Yale-Harvard boat race has come and gone with Yale proving the victor in all three races. The officers that participated in the traffic detail from this station were Laframboise, Elton, Corcoran, Greenberg, P. Hickey and Det. Murphy. Additional officers from the Stafford, Danielson, Bethany, Westbrook and Hartford stations assisted in the detail. Capt. Rundle and Lt. Avery were in charge of the details with Det. Sgt. Goodale assisting. The auxiliary force rendered fine service during the event.

ON THE ROSTRUM

Off. Skelly spoke at the Jack and Jill Nursery School in Norwich. His topic was Safety On The Highways.

Off. Douglas spoke to the CB's, a club of the Central Baptist Church of Norwich. His subject was the many interesting aspects of his work.

Off. Greenberg spoke at a meeting of the Chesterfield Fire Department. His topic was The Relationship Between Fire and Police Departments.

TWENTY YEARS AS VOLUNTEER FIREMAN

Off. Hickey received a twenty year pin as a member of the New London Volunteer Fire Department.

CONGRATULATIONS TO ELTONS

Mrs. Stanley Elton presented Off. Elton with a baby girl recently.

EARL ELLIOT PINCH HITS

Chef Earl Elliot substituted for Chef Girotti while he enjoyed a little vacation.



FRANK FREDERICKS DIES

Frank Fredericks, our assistant chef, died recently after a heart attack. Acting as bearers were Det. Murphy, Officers Hickey and Anderson and Mechanic Losacano. Extremely well liked, Frank's passing leaves a large void in our midst.

CUPID STRIKES AGAIN

In our last edition we noted that Cupid has been very active around our barracks this year. Once again he hit the bulls eye with his little arrow. This time the victim was our clerk Ellie Starno. She was united in wedlock with Officer Wayne Bishop of Headquarters. Ellie has also transferred from this department to the Public Utilities Commission located in Hartford where they will reside. Congrats to both.

NEW PERSONNEL

Ovelia Rheaume is a newcomer in our midst. He is taking over the job as assistant chef. Welcome Ovelia.

SLOW DOWN CAMPAIGN

With the thought of speeding uppermost in everyone's mind these days we heard a complaint from SPW DeMatteo of the opposite nature. Many mornings on the way into the barracks she has been confronted with turtles crossing the highway. With "live and let live" on her mind it means more valuable time consumed before she can get that invigorating coffee at the barracks.

FISH STORY OF THE MONTH

One Carp sez t'other Cop, "my captor caught me when his license was under suspension. Serves him right, I was only swimming in the city reservoir keeping my record clean. That's more than he can say." One Cop was Officer Jacques and the other Carp, well, just another fish.

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To motorists intent on passing over Virginia highways at more than the legal speed of 55 miles per hour, the Virginia State Police have three succinct words of advice: "Go by airplane!"

STATION "F", WESTBROOK

OFF. MARONEY CONVALESCING

We regret to report that Off. John Maroney is convalescing at home from painful if not serious injuries received in a recent automobile accident. We wish him a speedy recovery.

NEW CULINARY STAFF

Chef Harold Barron and John O. Maloney represent our kitchen staff here at Westbrook, William Young and Thomas Bernard having retired.

JUST TOO, TOO MUCH

Off. Ernest Harris, having been dispatched to learn the cause of a traffic tie-up at Guilford quickly cleared up the problem. He made an arrest for over height, width, length and weight.

DESK OFFICER PERFORMS YEOMAN SERVICE

Off. George Roche is doing yeoman service while assigned to his turn as day desk officer. At one and the same time you can usually find him answering the telephone, the teletype, the radio, transmitting fire calls, and if a spare second presents itself, checking an officer's routine. George thinks that there may be a need for automation on this assignment, and looks forward to resuming the Blue Star patrol.

SPECIAL REQUEST

"Hey Officer!" came a voice from the cell as Sergeant Leonard walked through the garage. The Sergeant went over to the cell block to see what the caller wanted. "Oh Gee!" the prisoner shouted, "You're a Sergeant! I don't want to talk to anybody above a Corporal!"

ANNUAL "TONS OF FUN" FISHING TRIP

There was no boasting of the fish caught on the recent "Tons of Fun" fishing trip for the very good reason that there was only one fish caught. Sergeant Leonard caught the lone fish, which had to be examined closely to determine that it had not been crossed with a minnow. However, to be consistent with the usual run of fish stories, a claim can be made



that per ounce, this fish is the most valuable caught in Long Island Sound this season. It brought first prize to Tom Leonard for the first and only fish caught on the trip.

"I ask a simple question,  
The truth I only wish.  
Are all fishermen liars,  
Or do only liars fish?"

#### NEW HOBBY FOR PHINNEY

If you see an ancient Dodge bravely put-putting along the Shoreline, take another look! We'll bet that the operator of the twenty-six year old car, bearing "Old-Timer" markers is none other than our Dispatcher Phinney, enjoying his current hobby of collecting antique automobiles.

#### TOM BERNARD SUFFERS ACCIDENT

Thomas Bernard, as was expected, lost no time enjoying his recent retirement. Aboard the "Barracuda" he is spending an enjoyable summer fishing and lobstering. It saddened us to learn, however, that "Tom" while cooking one of the lobsters in a pressure cooker had an accident, resulting in his being painfully burned on the stomach, feet and legs.

#### TRUTH WILL OUT

While Off. James Jacob is reluctant to talk of it, we nevertheless have learned from him that he had to cancel his passage on a fishing excursion leaving from New London. "Jim" a veteran of the Marines, did sea duty aboard naval vessels in the Pacific while they went through typhoons with little or no effects.

However, arriving at New London early to go on this fishing cruise, he retired to a bunk until it was time to sail, and woke up so sea sick that he had to go ashore for the rest of the day.

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In Toronto, a motorist hit a hole in a road in 1952, and his car careened into a jewelry store window.

The Board of Control recently approved out-of-court settlements of \$2,084 to the driver and \$5,125 to the storekeeper. The hole was fixed for \$7.

### STATION "G", WESTPORT

#### PERSONNEL CHANGES

We welcome our new Sergeant, Guy Bonuomo, who came to us in July from Bethany. We assume you're happy about shortening your traveling distance each day, "Sarge."

Also, among our new-comers, we welcome James Doherty of the Fairhaven Section of New Haven who has just become a new radio dispatcher. He is also an expert radio and T.V. repairman. He is booked solid for the next three months.

#### VACATIONISTS

Officer Lineweber recently returned from his Chicago vacation, and now he has a bad back as a memento!

Officer Sobolewski recently spent his two weeks vacation on a trip to Florida, and went in a Cadillac. He is completely sunburned even to the top of his head!

George Gereg, our garageman, has just returned from his vacation which was spent at Provincetown, Mass. with his family. He states he did not hear a single motor knock on his entire trip.

Miss Petrini, our policewoman, has just returned from two weeks vacation and this time did not see Paris, Rome or Venice. It seems she spent most of her time at the local beaches.

Our clerk, Sara Gomberg, came back from her vacation with the news that her daughter is sporting a 2½ carat diamond and a marriage is in the offing.

#### CAUSE FOR JOY--CONGRATULATIONS!

Officer Brown now has his number four exemption, which came two weeks overdue, mother and child are doing well. Officer Brown is now off the casualty list.

Officer Leonard will be hearing wedding bells on the week of August 17 when he leaves a life of single blessedness to chart a course on the sea of matrimonial troubles. Good luck to both.

#### "NEW CAR" OWNERS

Auxiliary Henry Ferne personally imported a new Mercedes-Benz. Quite a rakish vehicle.

Officer Wilkerson has been seen a-



round sporting a nice blue '56 Plymouth Coupe.

AUXIE COOK-OUT

The auxiliary group at Station G is planning a "Cook-Out" to be held August 1, at our state park, Sherwood Island in Westport. All the personnel at the barracks are invited,--FREE!! A tremendous time is planned and judging from a few choice expressions heard it should be a huge success.

PROLIFIC FISHERMEN

Custodian John Palmieri has developed into the station's leading "Izaak Walton" and his piscatorial achievements are the talk of the Westport dinner table. Since John has taken up fishing, Lieut. Marchese has stopped buying fish for his family on Fridays.

While on the subject of fishing, Sgt. J. Smith appeared at the barracks with a 32 pound striped bass, a record for these waters. We're now trying to determine if he caught, bought, or borrowed same.

CHEF SUFFERS BURN: SUNBURN THAT IS

Ma Spear, our chef, came in last week end with a severe sunburn, the result of a slick one-piece bathing suit worn at Compo Beach.

SHARPSHOOTERS

Sgt. J. Smith and Officers James Mc Donald and James Angeski received a huge package last week and upon opening it found it to contain many medals for their shooting prowess at Wakefield, Mass. While on the subject of shooting, Sgt. Robert Murphy has just hung, in a prominent position in the office, a certificate he received for participating in the Fairfield County Police Pistol Tournament held at Trumbull. Sgt. Murphy expects that with a little more practice he may be included in one of the future Wakefield Meets.

BRAINWASHING ATTEMPT

Officer Donald Hurst appeared at the barracks with a new book, loaded with propaganda as to how the Marines captured Okinawa, Guadalcanal, and Japan. It seems the Army, Navy and Coast Guard

were on a "day leave."

GOVERNOR VISITS STATION

Governor Ribicoff visited the barracks and had coffee with the men and also had his picture taken with our new electro-matic traffic monitor, which subsequently appeared in Life Magazine. The Governor is quite impressed with the record proof of public acceptance concerning his anti-speed campaign.

SOCIAL GATHERINGS

James DeFlorio, our genial mechanic, recently was host at his home for a sumptuous cook-out and the "piece de resistance" was Southern Fried Chicken, that is--southern Italy.

Doctor Mills, the Westport baby specialist, was host at his home, "Storkhaven", and all the personnel at the barracks were invited. For four hours we all enjoyed his swimming pool, badminton court, volleyball court and huge steaks. Many thanks to you "Doc" for being such a genial host.

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STATION "H", HARTFORD

STOLEN CAR RECOVERED BEFORE LOSS NOTED

On the afternoon of July 11, Off. William Burke while on patrol on the Wilbur Cross Parkway noticed a car occupied by two youths being driven in a suspicious manner. He pulled said vehicle over to the side of the road for a check. Noting that there was no ignition key in the lock he questioned the youths and was informed that the car was loaned to them by a buddy. A check with the Motor Vehicle Department of a nearby state revealed the car had been stolen but the loss had not been reported up to this time. One of the subjects was a fugitive. Police authorities returned them to their home town where they will face a charge of Theft of Motor Vehicle. Off. Robert Gay assisted in the case.

TRUTH RIVALS FICTION

The following episode could be run as a serial. At about 12:30 A.M., June 28,



Off. Paul Harrington came upon a parked vehicle on Route 15 headed towards Hartford. There were four youths in the car none of whom could produce a registration certificate. Checking revealed that the car had been stolen in Hartford as were the Massachusetts plates which were on the vehicle. All subjects stated the vehicle was in possession of another member who had gone for gas. With the assistance of Off. Mario Palumbo all were brought to the barracks for processing. Somewhat delayed by these duties, Off. Harrington was late in starting for his home. Enroute, on Route 15 in Berlin, he stopped a 1954 Plymouth for a check and was agreeably surprised to find that this operator was one and the same person referred to by the four youths in the previous apprehension. Questioning brought forth the information that this car was also stolen. Pretty fair night's work; recovery of two stolen cars, a set of plates and the apprehension of a chronic car thief. Off. Joseph Riley assisted in this case.

OFF. PRITCHARD RETIRES

"Charlie" Pritchard (retired) having terminated twenty years with the department (accident free) is presently employed by Mercer & Dunbar Armored Car Service of Hartford. If you boys keep a sharp eye out, you may see him on Route 15 between Hartford and New York City or Hartford and Boston. Best of luck to you in your new endeavor "Charlie."

"RUSS" OLSON PAYS VISIT

"Russ" Olson (retired) dropped in recently to say "hell-o." He is now with the United States Department of Agriculture travelling the state. The best to you, "Russ."

"BLUE GOOSE" JOINS FLEET

Our latest piece of rolling stock, "Emergency Ranch Wagon," has been christened the "Blue Goose." It's appearance on the parkways between the Meriden and Vernon line has met with enthusiastic public approval.

CSPA CONVENTION HELD

On July 25, Officers McCormick, Cas-

sello and Ragazzi represented the station at the "CSPA" convention at Middlebury, Connecticut.

SLAYER APPREHENDED AT SCENE OF CRIME

Our hats are off to you, Off. Frank Cassello, for a job expertly done in the apprehension of James Carrona. A brief resume of the event follows:

At 9:23 A.M. on Monday July 23, Off. Cassello was travelling south on Maple Avenue in Hartford when he was signalled to stop by a civilian who had just witnessed the shooting of Mrs. Carrona. He promptly radioed the barracks for an ambulance and that the Hartford Police be so notified. Upon getting out of his car he was notified that the slayer was then coming out of a wooded area. Subject was seen to have a gun in his hand. Off. Cassello drew his gun and ordered Carrona to drop his weapon. This request was not immediately complied with. He did eventually drop the gun and with it a number of .32 calibre bullets. Subject was handcuffed and upon the arrival of several Hartford police officers, was taken to Hartford Police Headquarters.

Mention should be made of the able assist given Off. Cassello by Auxiliary Norman Petit attached to the Litchfield Barracks, who happened on the scene. Noting the situation he promptly identified himself. At the request of Off. Cassello he sent the radio message to the barracks advising of the apprehension. The exact time elapsed from Off. Cassello's initial message was four minutes. Situations of this nature do not happen too often and when they do it is a consoling thought to know that they can be handled capably and efficiently by members of the Department. The prompt action on the part of Auxiliary Petit is also commendable.

THIEF LEAVES "CALLING CARD"

On July 1 about 1:30 A.M., Off. Mario Palumbo was on post at the Charter Oak Bridge toll house looking for a grey buick, the operator of which had gotten gas in Wethersfield and failed to pay for same. A toll attendant advised, the operator of a buick did not have money for the toll fee and he was told to pull the car over to the esplanade.



Upon checking, Off. Palumbo found no operator but an identification card on the front seat. He checked the nearby area and also into East Hartford to no avail. Procured listing on the car found that same was the property of a New Haven resident. A further check revealed that the owner was in Europe and the car was supposed to be parked in a garage. The garage reported the car as stolen.

On the assumption that the operator was the owner of the identification card found in the vehicle a wanted person broadcast was sent out. At 8:15 A. M. the East Hartford PD notified the barracks that they had picked up the subject. On questioning he admitted getting the gas without paying for same and also the theft of the vehicle in New Haven. Returned to New Haven he was presented and given three months in county jail.

CONGRATULATIONS

Dispatcher Stanley Josephs returned from his vacation on Tuesday, July 24 and reported that Mrs. Josephs had presented him with a bouncing baby girl on July 15. She weighed in at 7 pounds and will be christened Deborah.

The promised news item from Off. Kurylo arrived at Meriden Hospital on June 4. Elizabeth Eve topped the scales at six pounds, four ounces. Lots of luck to the brand new families.

STATION ASSIGNMENTS

Our "Detective Division" is being handled at the present time by Officers Waterman and Kurylo.

D/Sgt. Steele and Sgt. Calkins are presently enjoying some well earned time off, both being on vacation. Sgt. Vernon Gedney is assigned at the station during their absence.

DOREEN WARD RESIGNS

Doreen Ward, one of our clerks, left August 3 to take up married life on a full time basis. Her husband, John, returned from Greenland after a tour of duty with the U. S. Air Force. His next assignment will be at the U. S. Air Force Base at Limestone, Maine and Doreen will accompany him there. Best

wishes to both. We welcome Barbara Krupienski to our clerical staff.

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STATION "I", BETHANY

ROUNDUP COMPLETE

Recent persistent, resourceful detective work by Officers Maurice Fitzgerald, Tryon Smith, James Ferguson and Robert Rasmussen resulted in the rounding up of a gang responsible for many breaks in homes and schools in New Haven and Hartford Counties. Included in the gang were the "Fences" who were working with these thieves for some time. The loot included cameras, projection machines, field glasses, firearms, jewelry, radios and power tools. The culprits are presently awaiting trial in Superior Court. Keep up the good work boys.

VACATIONS PROVE DANGEROUS

Our garageman, Don "Prince of Wales" Fournier, has been hobbling around on crutches lately. It seems that while Don was on vacation recently, he went horseback riding and another horse took a dislike to him and kicked him in the leg, below the knee, inflicting a painful injury necessitating some "fancy needle work" at St. Raphael's Hospital and subsequent doctor's care. The only advice we can offer our "Don" is not to judge a horse by its color alone but keep away from the rear end of same in the future.

Our desk man, Off. Ray Piascik, is now with us once more, after recovering from some severe burns sustained while he was burning some brush around his estate during his vacation. All we can say "Ray" is that you are too old a lad to be playing with matches and "High Test" gas.

HOME OWNERS WORK NEVER DONE

We understand that the neighbors in the vicinity of 130 Campfield Ave., Hartford were recently disturbed over the amount of noise created by a certain lieutenant who was trying out his new



lawn mower during the late evening hours, and were thinking of taking up a collection in the neighborhood and buying him a power mower with silent rubber blades. We warned this certain person that when he bought his new home, he would work far into the wee hours of each day taking care of his mansion.

SERGT. THOMAS J. DUMA RETIRES



On June 8, 1956, on behalf of Tom's many friends, police and civilian, at Station "I", Bethany, the Training Academy and Special Service Division; Lieut. J. Francis O'Brien, Commanding Officer of Station "I", Bethany, presented to retiring Sergeant Thomas J. Duma a nifty two-suiter traveling bag and matching brief case.

These items will come in handy as Tom travels about in his new position as Safety Director for one of Fairfield County's largest construction companies, which has far-flung projects.

With these gifts go sincere best wishes for a future filled with happiness, good health and prosperity.



SGT. FOLEY JOINS COMMAND

We welcome to our station Sgt. Walter Foley, who comes to us with a wealth of knowledge and experience in the police business. Good luck on your new assignment, Sarge.

CONTENTMENT

We noticed our custodian "Shorty" Audrey, walking around with that smug and contented look on his face. Could it be because he now has his own TV set installed in his room and does not have to take any rides to New Haven to watch his favorite "Yanks" play ball, especially when they lose.

OVERHEARD EAVESDROPPING

This writer happened to be walking down the main corridor the other day in the wake of Sgt. "Yankee Fan" Panciera and noticed that he was mumbling to himself and after gaining on him heard him reciting the following lines, which we feel are a credit to his bid for "Poet Laureate" of Station "I":

"I wish I was a wittle egg  
 Away up in a twee.  
 I wish I was a wittle egg  
 As wotten as could be.  
 So when a mean ole sergeant  
 Would start to shout at me,  
 I'd frow my wotten wittle self  
 And spatter down on he."

VERSATILE OFFICER ASSISTS (??) ENGINEERS

We noticed a comical sight the other day in the rear yard of the barracks. It seems two engineers arrived at the station to check on the drainage of the back garage oil disposal unit. Lt. O'Brien assigned Off. "Lip" Menard to aid these fellows in locating the pit and drainage pipes as he seems to know all about these things?? The last we saw of this trio was "Lippy" leading them a merry chase through the back lots with about 50 yards of blueprints flowing out from behind him, gesticulating and arguing with these men and voicing his opinion as to what he thought of the drainage system as it now stood. The last time they were seen together they had the blueprints all spread out in the garage and still had not found out where the drainage pipes

were hidden when the system was laid out. We suggested that the "blood hounds" should be given an opportunity to locate the pipes for them.

"ANDY" BUILDS HOME

Off. "Andy" Anderson coming along very nicely with his new home which he is building all by himself. He said that he never saw so much rock and cement in his life as when he put up the field stone foundation and cellar of his home. Keep up the good work "Andy" and you soon will be another home owner with many headaches to keep you busy in your spare (?) moments.

JAKE TAKES ANOTHER CHANCE

At this writing, our head chef, Stephen Demo is on vacation. We wonder what sort of trouble he will get himself into this time. It seems that old lady luck frowns on our "Jake" every time he has time off, but the funny thing about all these incidents is the fact that every one always happens for the best. Should we wish you "good luck" Jake or the opposite???

FISHERMAN'S PARADISE

We noticed that when Off. Collins returned from his vacation he had that contended look upon his face that only comes when a fisherman of his caliber has located a fishing hole which no one else in the world knows about. Sure enough with discreet questioning it was found that he had caught between 30 to 40 nice brook trout in the Black River and Canada Creek up near Utica, N.Y. while he was on vacation. Better not let Sgt. Doyle know you have all those trout in your freezer or you know what will happen to them.

AUXIE CLAMBAKE

The annual clambake of Station "I" auxiliaries was held on August 4th this year, with a large delegation being present to enjoy the festivities. Many guests and members of the regular force were also present at the delicious repast served all day by Aux. John Van Der Laan who is a recognized caterer in this area, of no little talent, as judged by the many favorable comments



voiced by all attending. The beautiful grounds and club house of the Seymour Fish and Game Preserve was the scene of the event. Job well done, men.

LOOKING AHEAD

Another oddity that is noticed is the fact that every time that Off. "Ty" Smith is sent out with the station camera to take photographs he invariably brings back one or two shots of the homes broken into from different advantageous angles. We wonder if he is building up a picture gallery of nice homes to show when he retires and goes into the "real estate" business on his own. I noticed that when he looks at these photos after completion there comes into his eyes a happy gleam and a dreamy look as though he was looking far ahead into the future when he could settle down and make a few extra bucks exploiting these nice homes to his advantage. Happy thoughts "Ty".

NEW CAR PROMPTS RETURN

Off. "Gravel Voice" Pawchuk is finally looking happy about something. We found the basis of all this happiness (one smile) was the fact that he was issued a new 1956 patrol car with the understanding that he would be required to talk in a softer and more modulated tone and at least smile when he receives his paycheck every two weeks. Good luck with your new car "Metro", and be happy.

RACKETEERS NEMESIS

We notice with much enthusiasm and gladness the thorough way in which Sgt. "Don" Paige and his men are working over the "bookies" and small time "policy racketeers" in the valley towns. Much favorable comment can be heard from the good people of these towns about the manner in which these "blood-suckers" of the valley are being routed out of their dens and brought to justice. Keep up the good work men, the decent people are behind you in this good work.

ATTENTION ALL SLEUTHS

The latest news we can give you on Det. "Skinny" Jasonis is that he has now acquired for himself the very latest

equipment in detecting clothes. It is a loud sport coat with extra built-in pockets for carrying a 100 picture mug file and two extra pockets for guns, ammunition and chewing gum. We wonder what the chewing gum pocket is for????

AFTERMATH

Dispatchers Kovach and Johnson have also returned from their annual vacations and it is interesting to watch and listen as to what they did on their respective sojourn into the civilian populated places of amusement. Right about now they are running a close tie as to who did what and who got the mostest for the leastest. Some fun listening.

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STATION "K", COLCHESTER

GRASS IS ALWAYS GREENER

This is the time of year they always talk about during the winter. The words they use are, "Well, it will soon be summer and you can get a breather then." Now that it is here, summer that is, they say, "It will soon be winter and things will slow down then." Guess they must be fooling.

SGT. MCAULIFFE is back from his vacation in Maine and parts north.

OFF. BRESCIA took his family to Coney Island and the Big Town during his vacation..

OFF. PISCH spent his time off in Maine.

OFF. PILKIN made his usual jaunt to New York State.

OFF. STECKO, after spending his vacation with Uncle Sam, is now touring Cape Cod.

OFF. ANGELL spent a couple of weeks with Uncle Sam learning how to be a soldier cop as well.

OFF. DONOHUE went fishing. What no fish? They don't seem to swim fast enough to catch the boat.

A couple of "K" Alumnae took a boat ride to Block Island and Fisher's Island. WALT GRISCHUK and "LOVERBOY" WILKERSON seemed to have had a good time. They were well entertained by the



New York Trooper, Dave Harding, at Fisher's Island. Comes under the heading of Inter-Department Co-Operation!

OFFICER POWERS, BOMBARD and MANSFIELD are now basking in the sun somewhere. We'll have to wait until they come back to find out just where.

OFFICER TASKER cancelled his vacation plans and postponed them until fall. The reason is not as yet apparent.

Operation "ALERT" has come and gone and SGT. ANDREOLI is looking for a new supply of Tums. Those issued with his new stripes did not last very long.

SGT. "GRAMP" LEIGHTON paid us a short visit during "ALERT".

"SMILEY ADAMS" had a story to tell about distractions while operating a motor vehicle. Stand back when you ask him!

CHARLIE LEACH went fishing. His boat is slower. He caught fish!

OFFICER CLUDINSKI appears to like plane riding better than boating. It must be that way, he left the boat to take a plane.

OFFICER SIKORSKI is looking forward to his vacation. Make the best of it Joe, the work will still be there when you get back!

Whatever became of the BREAKFAST CLUB???????

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**STATION "L", LITCHFIELD**

**OFF. KENNY CONVALESCING**

Officer John J. Kenny is recuperating at his home in Watertown from a recent operation, and expects to be back on the job sometime in August. We heard rumors that John was to have a "Recovery Party," but no further details are available at this time.

**VACATIONISTS**

Off. Kovach has returned from his vacation at the lakes in New Hampshire.

Off. Neil Hurley spent his vacation at home building a lawn. Now Neil spends his spare hours sitting and watching for the first grass to show.

Disp. Marge Grohs returned from the

sunny land of California. She visited numerous places of interest including Naval Bases. Rumors are that she had a few offers to join the California Highway Patrol, but Marge avows she remains faithful to the CSP.

**JOHN TOBIN DISPLAYS RECUPERATIVE POWERS**

Houseman John Tobin is back on the job after a very speedy recovery from an emergency appendectomy recently. Better take the Doc's advice Jack and lose some of that excess avoirdupois. Leave the table sooner, for example.

**"CLANCOMA MAIDEN" ARRIVES**

The great day arrived at "Thrashing Rock Road", Warren on May 14th when Lt. Casey's mare presented him with a filly in the wee morning hours. The young lady has the fine name of "Clancoma Maiden."

**TORRINGTON POLICEMEN PROMOTED**

The personnel of this station extends congratulations to two members of the Torrington PD on their recent promotions. Lieut. "Ed" Wall to Captain and Sgt. "Ed" Murphy to Lieutenant.

**PASSING OF CIRCUS INDUCES PATHOS**

The following human interest story concerning Bobby Connor, son of Off. and Mrs. Robert Connor, was printed with photographs in the Bridgeport Post, July 23, 1956:

"Little Bobby Connor Breaks Bank in Attempt to Save Life of Dying Circus."

Robert Connor, Jr., of RFD 1, Main Street, Newtown, is not one to grieve over the passing of the circus and do nothing about it.

Bobby, an old circus fan for most of his nine years, has sent The Bridgeport Post a one dollar bill as his contribution to TFPPTSBOTR - The Fund to Put The Show Back On The Road. The donation represents the major portion of the contents of his piggy-bank.

Accompanying the dollar was this letter, its message crystal clear in penciled print:

Dear Sir:

I am sending a dollar to help the circus get back to Georgia. I am nine



years old and have loved the circus for years. I have watched the circus load and unload ever since I was a baby. I have also watched the show. Please send this dollar to King Bros. because they have so much trouble.

Thank you,

Robert Connor, Jr.

When Bobby, who will enter the fifth grade at Newtown School in the Fall, heard that the Ringling Brothers Barnum and Bailey circus has folded its tent he said very little. He just went out and sat on the porch steps for two hours, fighting back tears. It was like hearing that a dear friend had died.

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#### A GOOD MOVE

The City of Torrington, through City Court officials and the Police Department, has taken a giant step forward in protecting its citizens against the irresponsibility of drunken drivers. They have authorized scientific tests to determine the extent of intoxication of a suspect driver, and the tests are now being given, on a voluntary basis as far as the suspect drivers are concerned.

The tests, instituted by local doctors or policemen, are completed at the state laboratory in Hartford, which forwards reports on its findings to City Court officials. These reports can be invaluable in assuring that justice is done--that guilty drivers can definitely be proved guilty and punished accordingly, and that proper action may be taken in case the tests indicate that the accused has been wrongly charged.

A policeman may honestly judge that a driver is "under the influence" but the tests may indicate otherwise and conclusively prove his innocence. In other instances, police might believe a driver is "on the borderline" and the tests might show he definitely was drunk, and thus prove his guilt.

City Court and Police officials deserve the thanks of all who are interested in safe driving. Drunken drivers endanger the lives and safety of many other people. Anything that can be done

to curb their irresponsibilities should rate hearty applause.

---Torrington Register

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#### PREVENTING VEHICLE FIRES

Most vehicle fires result from mechanical defects. These defects develop because drivers ignore the advice of manufacturers, or because of poor maintenance.

Check and service your vehicle frequently. Remedy the defects that have developed. Be assured of the condition of all its parts, particularly--

The Battery, the entire ignition system, and all electrical wiring. Defects here, resulting in short circuits and sparks, account for more automobile fires than any other cause.

The Gasoline tank, pipe lines and carburetor. Leaking gasoline causes the worst fires. Dangerous backfires from an accumulation of gasoline vapors may occur in an exhaust pipe which is not kept clean.

The Cooling system. Radiator and fan must prevent an overheated motor, which could start a fire.

The Bearings. Keep all bearings well greased to prevent friction, which generates dangerous heat.

The Brake bands. Pressure on drums should be evenly distributed to prevent friction.

The Engine, chassis and car interior. All should be kept clean, free from grease and oil. ---Fleet Supervisor

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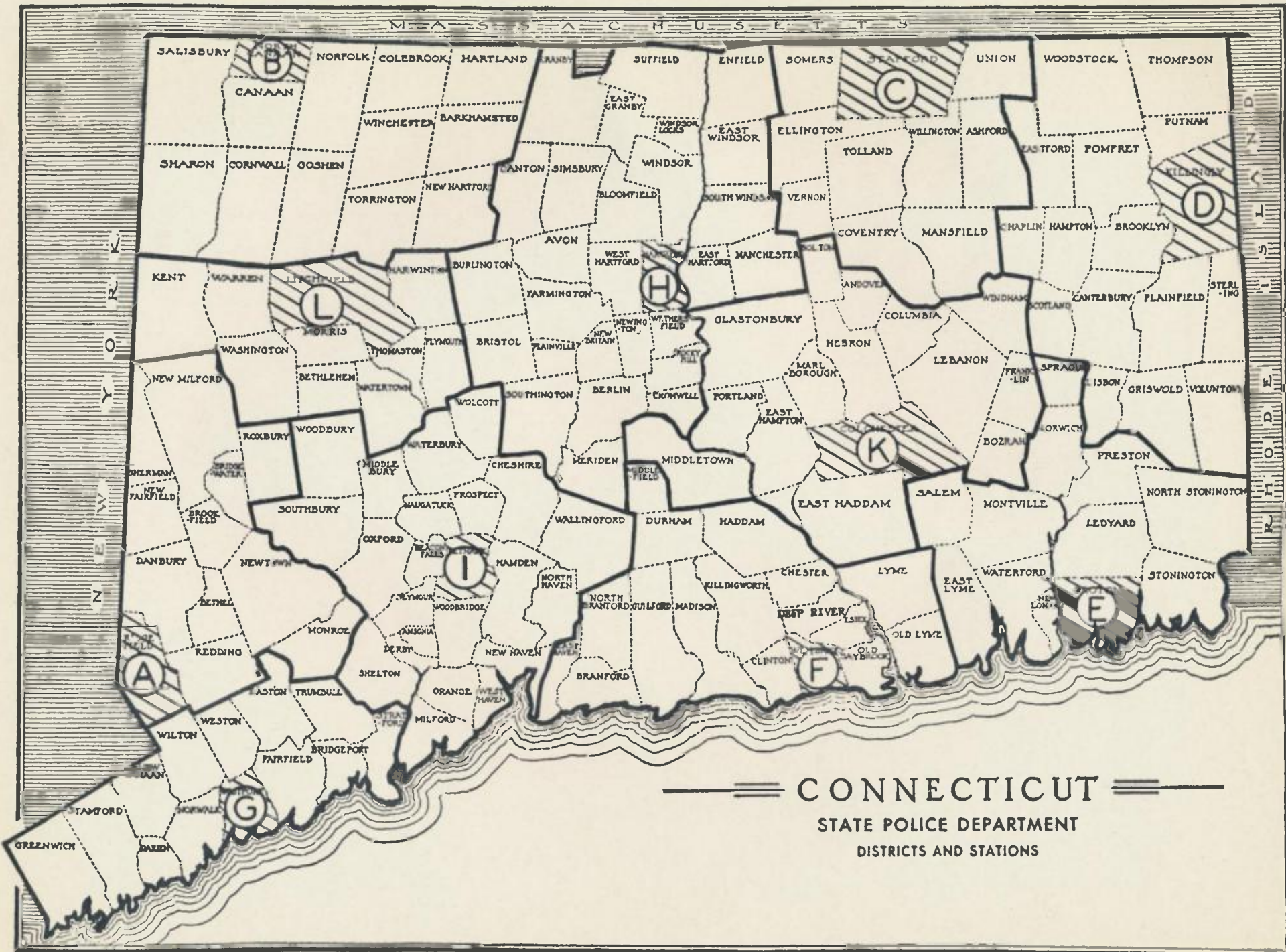
#### GOOD SAMARITAN REWARDED

A sweet old lady, always eager to help the needy, spied a particularly sad looking old man standing on a street corner. She walked up to him and pressed a dollar bill into his hand saying: "Chin up."

The next day, on the same corner, the sad old man shuffled over to the old lady and pressed a \$10 bill into her hand.

"Nice pickin'," he said in a low voice. "Paid nine to one."





CONNECTICUT  
 STATE POLICE DEPARTMENT  
 DISTRICTS AND STATIONS