

# Vox-Cop

Vol. 11

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No. 7

## CONNECTICUT STATE POLICE DEPARTMENT



STATION K, COLCHESTER

NOVEMBER - DECEMBER, 1956

Code of Honor  
of the  
Connecticut State Police

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

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

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

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

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



JOHN C. KELLY  
Commissioner



# Christmas

On a winter's night one-thousand nine-hundred and fifty-six years ago, Three Wise Men rode by camel toward the brightest facet they had ever seen in the jeweled sky. Over the sands of time, where their desert carriers trod, the good, that was reborn that night in mankind, does seek with these men to imitate the righteousness of Our Father's Son and to create the everlasting peace on earth He gave His life to bestow amongst the differences of the world's people.

The feeling of brotherly love, that glows within the hearts of men with a more brilliant warmth on the day of Christ's birth than at any other time of the year, is a product of a simulated awareness of His presence amongst us. "It is more blessed to give than to receive," He said, and we heed those words and see the truth in them and we give. We remember the less fortunate and we pray. The peoples of the world live together in the divine harmony of Christmas carols on this day, and for a time too brief, the ills of the world and the iron curtains man has fashioned to separate one social difference from another are drawn aside. He made no distinctions and on the one day man is not too busy to remember His words and live by them, the barriers we have made are not strong enough to obliterate the simple formulas for eternal happiness Our Saviour taught us. Every day could be like Christmas if every day we would remember Him.

A very Merry Christmas -- Today, Tomorrow and all the days of your years.

# BY THE Yankee Clipper

Vox-Cop

November - December, 1956

## LEADER OF STATE POLICE PROVES QUIET PEOPLE CAN DO BIG JOB

BY JOSEPH A. OWENS



JOHN C. KELLY

*"Conduct is not being taught"*

Quiet-spoken and almost shy in manner, John C. Kelly of Ridgefield has a rare combination of talents.

From his vantage point as commissioner of the Connecticut State Police Department Mr. Kelly steers the operation of one of the most vital state agencies and during recent years has proved his administrative abilities equal his investigative prowess.

When he leaves the commissioner's office and takes an active part in an investigation or counsels officers assign-

ed to a case the men see their superior as a law enforcer probing deeply into all phases of the situation to discover the true meaning of each. Here, they recognize Commissioner Kelly as a man who knows the solution to a crime may lie in nothing more than a frown or a seemingly trivial matter. But this is the unusual.

The position of Commissioner of State Police is a job of management. The department consists of 11 barracks staffed by 350 men, 15 resident state policemen,

12 policewomen, and numerous clerical workers.

Though Mr. Kelly, now 61, wears the mantle of executive well, it is most natural for him to offer his opinions on crime prevention. This he does after lighting a cigarette and leaning back in his swivel chair.

"Religious training and home life have a great deal to do with the conduct of young people, and they seem to be the cause of concern these days. The manner of living has changed during my time in police work and the education which parents should give their children regarding conduct is not being taught.

"Respect and obedience are the essentials. I do not subscribe to the theory that there has been a revolt against authority. The control has been non-existent because youths have been allowed too much freedom. A child must be taught how to live and the best teachers of this lesson haven't been doing their duty."

Mr. Kelly, bespectacled and blue eyed, and his wife, the former Violet Pearson, have three children. He has other convictions about parents' responsibilities, not the least of which, he says, is their obligation to teach children at an early age that policemen are protectors, nothing less.

Highlighting an innocent offense which might later prove harmful Mr. Kelly explains, "Parents sometimes discipline small children by telling them to behave or else they will call a policeman. Consequently, the child naturally classifies the policeman as someone to fear if he does wrong. This is not right. The child should learn to recognize the policeman as a protector; after all that is how it all started."

With this statement Mr. Kelly recalls the origin of police departments.

"In 1829 the first police organization, the London Metropolitan Department, was formed. At the very outset the police officer's role was clearly defined. The object of the department was to prevent crime, and the first instruction book issued to members said, 'Absence of crime will be considered the best proof of the complete efficiency of the police.'"

One hundred and twenty-seven years have not changed this objective according to Mr. Kelly and he takes exception to those who think the effectiveness of crime prevention can be accurately evaluated. With foresight he has expressed himself while in the company of other leading police officials as believing the police program is still at a stage where it must concern itself with "opinions, experiments, and hopes."

The ever-changing mode of living is the underlying reason for Mr. Kelly's outlook. He sees modern conveniences aiding the criminal as well as the police and notes briefly that both have derived benefits from improved means of transportation. Because the criminal has access to the newest equipment, Mr. Kelly maintains police authorities should be quick to introduce the latest in detection devices and it also broadens the job of crime prevention beyond the badge wearers.

"The most immediate way to reduce the volume of crime is to reduce the number of opportunities to commit crime. Citizens should take proper precautions to protect themselves and their property. An unlocked automobile, a house from which the residents are obviously absent, a solitary individual in a dark and isolated place--these are the opportunities for which the criminally inclined are looking. If these opportunities are denied them, crime will be prevented."

He also believes a preventive of murder is capital punishment. When this weapon was endangered two years ago by a proposal to the State Legislature which would have abolished the death penalty, Mr. Kelly made his feelings known. Today he is no less voluble.

"Capital punishment is a deterrent to violent crime, and no one can challenge this fact.

"If our laws were changed many persons bent on committing crimes would be more liable to carry weapons. I have yet to find evidence the death penalty has been abused, and its worth is best realized by thinking of the police officers on duty. It is another weapon for them and another weapon for the community.

"For example, I recall a prison riot in another state. A convict took a guard as a hostage. When the authorities ordered him to release the guard, the prisoner replied that he was already serving a life sentence and that even if he killed again he couldn't be punished any more.

"The death penalty is protection for those protecting others. This opinion is shared by all the men in this department."

Mr. Kelly, though opposed to this revision in the statutes, reminds people that if there is an improper law, they should take steps to change it, not complain about injustice to the police. "We enforce the laws, we don't write them," he states.

Limitation to police authority is also brought out by Mr. Kelly as he explains that arrests are followed by court trials which determine guilt and impose penalties. "Here we have the three phases of law enforcement; detection, prosecution and, if necessary, punishment," declares the commissioner.

Turning his thoughts to the widely publicized anti-speed campaign in Connecticut he says it is paying dividends. Since he is not a fancier of statistics, Mr. Kelly's observation is of a general nature to the effect that Governor Ribicoff's edict calling for a 30-day license suspension for convicted speeders has reduced the number of speeding arrests by State Police.

This man who has written his share of speeding tickets insists the large majority of violators have no reason for driving at excessive rates of speed, and, when they are stopped, find it difficult to explain their action.

Commissioner Kelly's career in police work dates back to 1921 when he transferred from the State Motor Vehicle Department to the State Police. At that time barracks in outlying areas were being set up, and after attending a training school he was assigned to the Ridgefield barracks.

Within two years he was placed in charge of that station and by 1931 had advanced to the rank of lieutenant at which time he was appointed to direct the State Police training school. Other

promotions came for the dedicated servant of the law and in 1949 Governor Chester Bowles selected him to head the State Liquor Control Commission. Mr. Kelly was second in command of the State Police and held the rank of major before taking a leave of absence.

Upon the death of State Police Commissioner Edward J. Hickey, Governor John D. Lodge appointed Mr. Kelly to his present position. He was reappointed for a 4-year term by Governor Ribicoff July 1, 1955.

For a number of years Mr. Kelly has been active in the Marquette Council, K of C and the American Legion.

Throughout his police service, Mr. Kelly has favored the shadows, not the limelight, and since becoming commissioner he has continued to shun acclaim. He has insisted that news reports of investigations credit the men who did the actual work, no one else.

Providing protection for towns without local police departments, patrolling the highways, and rendering assistance to city and town police units almost daily, is a large assignment for the State Police and the personal conduct of Commissioner Kelly has a far-reaching effect.

His behaviour guide, which he suggests others follow is simple, "Obey the Ten Commandments."

---The Catholic Transcript

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#### "BEING NEIGHBORLY"

Being friendly with your neighbor.... is a real good policy....for it fills the world with kindness....and makes gladness three times three....when I say you should be friendly....I don't mean that you should pry....but that you should give assistance....or at least give it a try....don't belittle or don't envy....what your neighbor tries to do....but instead give the encouragement ....he needs to follow through....speak well of him when talking....never ridicule or mock....and if there is nothing good to say....keep silent and don't knock....if you practice what I've told you....you'll be happy and you'll see ....that your neighbor will be friendly ....just because you're neighborly.

COFFEE NO REAL HELP

Time of the year when the motorist at a social gathering or elsewhere is advised to make his drink "for the road" a cup of coffee is approaching. For this reason there should be more than passing interest in the results of experiments released by a team of West Coast research scientists.

To ascertain the effects of coffee on a person who has been drinking, the researchers first plied six "guinea pigs"--teachers and students at Stanford University's medical school--with stiff drinks of liquor every 20 minutes over a period of two hours. Then the subjects were given a series of reaction tests.

Another day the same group was fortified with a dose of caffeine equal to two cups of coffee and then required to drink liquor as before. Repeating the same reaction tests, the researchers found only a 10 per cent improvement in performance. The scientific estimate was the difference was too slight to be significant.

The findings in this campus experiment are in close accord with the experience of metropolitan police with drivers who drink coffee as an antidote for liquor. Police believe the "one for the road" advice is dangerously misleading--that it exaggerates the efficacy of a cup of coffee in counteracting drinking, social or otherwise.

They advise against depending on coffee to overcome the effects of too much alcohol. They recognize that whether a man drinks is none of their business, but point out that when the same man gets behind the wheel of a car it is very much their business. The question is not whether they must arrest him, but whether he reaches his destination without harm to himself or others.

---Torrington Register

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"If we cannot write rules of conduct for traffic and have them enforced, how can we say that we qualify in other more involved fields of citizenship?"

---Governor Arthur B. Langlie  
of Washington

COTTON PICKING SCARS MAKE  
FINGER PRINTS HARD TO READ

Lubbock, Texas Police sure wish those cotton pickin' hands would stay out of trouble. They won't fingerprint.

Picking cotton, officers find, pits and scars finger ends and prevents taking clear, sharp prints.

The difficulty arises in late summer throughout the cotton belt, authorities here say.

Strangely, the burr-pitted fingerprints have been noticed only in recent seasons, but officials think the marring of the fingertips has been going on since cotton was known.

When a boll of cotton ripens and opens, the sections of the protective covering split apart and spill out the cotton. These split sections have needle-sharp points. As a cotton picker reaches for the cotton, his fingertips brush against these points. If he later gets into trouble, the notation on his fingerprint cards ususally reads:

"Due to condition these prints not mailed to Department of Public Safety and Federal Bureau of Investigation."

Only Temporary

Bill Merrell of the Lubbock County Sheriff's Department and John Sotore of the Lubbock Police Department say the scarring is only temporary and the finger ridges return to normal within two or three weeks after the cotton picking season ends.

Merrell and Sotore say persons who handle acids or abrasives also have marred fingerprints. The technicians say even secretaries, because they handle paper with sharp edges, can wear away their fingerprint contours.

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Connecticut had the world's first permanent license plates for automobiles when the State Department of Motor Vehicles issued all-aluminum markers in 1937. Ten years later the department issued the world's first permanent, reflectorized plates as a means of trying to help prevent accidents during dark hours, especially rear-end collisions.

# COMPLIMENTS

Vox-Cop

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1 Jewett City Road  
Taftville, Conn.  
November 20th, 1956

Commissioner John C. Kelly  
Connecticut State Police Dept.  
100 Washington Street  
Hartford 1, Conn.

Dear Commissioner Kelly:

At this Thanksgiving season we have an occasion to be especially thankful and grateful for the fine department you lead.

The daring daylight armed robbery of our store by two youthful robbers on Nov. 12th last, set off a chain of events which brought about a realization and appreciation of the work done by your exceptionally well-trained personnel. The apprehension of one of the two youths, the return of all the checks taken at the time of the robbery, the recovery of some of the cash and the probable complete solution of the crime, make us truly thankful.

We are particularly glad that neither any of our employees, nor any members of your department were harmed in any way, as they were dealing with a situation and people that could have inflicted harm.

We wish to express to you and through you to Captain Robert Rundle, Eastern Division Commander, and Lieutenant Osmus Avery, Commandant of the Groton Barracks, our most sincere and grateful thanks for their fine work and that this expression will be made known to each and every member of your department who had any part in this endeavor.

Our appreciation and gratitude cannot be adequately expressed in words, but we hope that this expression conveys the thought of Thanksgiving.

Sincerely yours,

*Ferry Bros.*

Ferry Brothers

*Joseph V. Ferry*  
*Armando Ferry*



COMPLIMENTS

THE CLINTON NATIONAL BANK  
"The Bank of Personal Service"

Established 1856  
Clinton, Conn.

December 4, 1956

Commissioner of State Police  
Hartford, Connecticut

Dear Sir:

I wish to draw to your attention the efficient manner in which Officer Kenneth Hall took care of a complaint of this bank recently under Lieutenant Mangan.

Both Officer Hall and Lieutenant Mangan were interested and courteous. Hardly before I even hoped the case could be settled, they had the culprit under arrest, and this morning I received a check from the insurance company for the forged checks.

Their actions certainly were commendable, and I wanted to draw this to your attention.

Very truly yours,

E. T. Wright  
Cashier

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Patrolmen who were the subject of letters of commendation between the period of October 9 to December 10 were:

William Ackerman	William Douglas	Arthur Harvey	John McLaughlin
James Angeski	Frank Dowling	Kenneth Hayden	Frederick Moran
Edward Beattie	William Doyle	Robert Hetherman	Mario Palumbo
Wilfred Bellefleur	Leo Dymkoski	James Jacob	George Potter
Alfred Bickford	William Ellert	Donald Kelley	David Smith
George Boston	John Fagerholm	John Kenny	Walter Stecko
William Conlon	William Goddu	James Kingston	Harold Sternberg
Edward Courtney	Harold Greenberg	Robert Krysiak	Edmund Sterniak
Benjamin Davis	Herbert Haberstroh	Arthur Lassen	Sidney Toomey
			Joseph Zdanowicz

Also the subject of commendatory letters were Detectives Warren French, Joseph Jasonis, Robert John Murphy; Policewomen Lucy Boland, Anna DeMatteo and Theresa Petrini.

*Between*



*Ourselves*

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## Connecticut Changes Registration Plate Style



In case you haven't noticed it yet, that's Connecticut's new style of passenger car registration plate being held by Miss Paula Lichanec, left, of the Traffic Division, and Miss Stella Kulagowski, of the Quartermaster Division.

The new plate, to be issued in a few months, will be six inches by 12 inches and made of .032 gauge aluminum. Colors will be blue background with white lettering and numerals. In 1957 the insert at lower right corner will be blue and will vary in color with future issues. A serial number stamped on the insert will be for Motor Vehicle Dept. bookkeeping purposes only. Previously the serial numbers were stamped on the envelopes in which the inserts were issued.

## PRESIDENT OF I. A. C. P. SENDS HIS MEN TO SCHOOL

The new boss of the International Association of Chiefs of Police is known around Chicago as a scholarly cop who delights in sending his patrolmen to school, although he can't afford the time for classrooms.

"I send everybody else to school," said George A. Otlewis, chief of Chicago's Park District police, "but I can't make it myself--much as I'd like to."

Instead, the 59-year-old police chief has had to get most of his education by reading whenever he can find the time.

Criminology, sociology and classic literature are the mainstays of his personal library, and he picks up books on nearly anything from office management to criminal law at the Park District's library.

Otlewis regrets the new extra job might cut down a little on his reading, but he relishes IACP goals as important to all police work.

### Good Cooperation

"We have members everywhere but behind the Iron Curtain," Otlewis said, "and there's splendid cooperation between foreign police and our police."

As boss of all the chiefs, one of Otlewis' biggest jobs is to select the men who make up the IACP's numerous committees in different fields of police work.

"We have to have outstanding men," he said, leafing through a bound volume of the reports made out each year by the committees.

The men on the committees collect their ideas on law enforcement in various police specialties, such as narcotics, auto theft, homicide, and forward them to their committee chiefs.

This way, Otlewis explained, the best methods and ideas are culled from all over the world.

A big problem facing the scholarly cop, who has spent 32 years on the force, is recruiting new policemen.

"It's critical," he said. "Recruitment of good men is especially hard in the United States because of the opportunities offered by industry."

## NEW CLASS IN ATTENDANCE AT STATE POLICE ACADEMY

A new class at the State Police Training School, Bethany consists of 26 state police patrolman trainees, one state policewoman and four municipal policemen, according to an announcement by Commissioner John C. Kelly. The state police students are expected to bring the department up to authorized strength of 350 policemen while the municipal policemen are attending the three months' training course at the request of their department chiefs.

All those attending the training school will study general police subjects for a minimum of 750 curriculum hours. Following completion of the course and graduation, the state police trainees will be placed on a probationary status for nine months before permanent appointments are made.

The academy staff includes Capt. Leslie W. Williams as director of training and Sgt. Vernon C. Gedney and Officer Walter P. Stecko as assistant instructors.

The lone state policewoman trainee at the school is Miss Irene Flanagan, 260 Fairmount Terrace, Fairfield.

The class, which started Nov. 7, includes the following state police aspirants:

Raymond Andrews, Jr., 15 Grand St., Hartford; Dennis P. Anthony, Mullen Hill Rd., Windham; Francis E. Barbieri, Sport Hill Rd., Easton; Francis J. Barsaleau, 114 High St., Stafford Springs; Michael Bochicchio, 31 Cooper Drive, Waterbury; Charles L. Dirienzo, 53 Lakeview Drive, Derby; Joseph V. Dynderski, 1235 State St., New Haven; Edward J. Funk, 888 Bank St., New London; Michael J. Griffin, Toll Gate Road, Groton; Clifford Herrick, 624 So. Main St., Waterbury; Wayne C. Johnson, 123 Farm Hill Rd., Middletown; Jack R. Korwin, 135 Irving St., Hartford, and Joseph J. Letitia, 38 Skipper St., New Britain.

Also, William P. Longo, Middlebury Rd., Middlebury; Richard W. Maynard, 29 Boulder Drive, New London; Thomas J. McDonnell, 40 Dorman Rd., New Britain; John W. Pearson, 70 Boulder Drive, New London; Raymond J. Reynolds, 50 Park-

view Drive, Wethersfield; Alden W. Ring-  
klin, 121 Church St., Torrington; James  
J. Rodgers, Summit Road, Waterbury;  
Stanley H. Sobieski, 166 Sherman Ave.,  
Meriden; Robert H. Sonner, 49 Overlook  
Ave., West Haven; David C. Toomey, Jr.,  
Toomey Lane, Bolton; Alfred J. Venning,  
Gallows Hill Rd., West Redding; Arthur  
T. Woodend, 243 Cherry Hill Drive, New-  
ington and Donald R. Zinno, 29 W. Lib-  
erty St., Waterbury.

Municipal officers attending the  
school are: Patrolmen Charles G.  
Davidson, New London Police Dept; John  
Dysenchuk, Glastonbury Police Dept.;  
Howard L. Burling, II, Westport Police  
Dept; and James W. Verda, Westport  
Police Dept.

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#### ATTENDING TO JUVENILE CRIME

Recently, Police Commissioner Kennedy  
made a point about juvenile crime that  
is often overlooked. This was that just  
because a beating, stabbing or shooting  
is done by a teen-ager is no reason for  
underestimating the gravity of the of-  
fense. It is still a serious crime, re-  
gardless of the age of the perpetrator.  
And the job of the policeman, as a law  
enforcement officer rather than a social  
worker, is to compel an equal respect  
from all for law and order. The police  
task is to meet violence with legally  
applied force and make the community  
safe for law-abiding people.

This is all so obvious that it should  
not require elaboration. But the to-do  
over a "truce" between several organized  
gangs of East Side youngsters, negoti-  
ated by churchmen, Youth Board workers,  
settlement house leaders and other civ-  
ic-minded persons, has plainly riled Mr.  
Kennedy. He therefore laid down this  
injunction to his force: "You shall not  
enter into treaties, concordats, com-  
pacts or agreements of appeasement...."  
There is to be no compromise with boys  
whose surplus energy is devoted to  
shooting each other and attacking po-  
licemen with baseball bats.

It hardly follows, though, that the  
Police Commissioner is unsympathetic to  
people who try to understand why boys

band themselves together as the Enchant-  
ers, the Sportsmen, the Dragons or what  
not and seek by persuasion and substi-  
tute outlets to develop more acceptable  
activities. After the first police func-  
tion of protecting life and property,  
there is a very definite need for pre-  
venting crime before it happens. The  
magnitude of both aspects is obvious  
from the statistics--42 per cent of all  
major crime committed by juveniles. The  
numbers are steadily increasing, al-  
though some consolation can be taken  
from the fact that only about 5 per cent  
of the total youth give cause for trou-  
ble. But even this is serious enough to  
cause grave concern.

There is no sharp line as to where  
police responsibility begins or ends on  
crime prevention. Commissioner Kennedy's  
point is that his department cannot do  
the job alone. Home, schools and  
churches all have a big share of the re-  
sponsibility. The police can and do co-  
operate through Juvenile Aid Bureau, Po-  
lice Athletic League, Youth Councils and  
so on, but it must not be forgotten that  
the Police Department exists first of  
all to enforce law and order. This is  
by no means exclusive of the preventive  
approach. Yet it must be understood that  
there can be no temporizing with law-  
violators of any age. Every neighborhood  
ought to be working on specifics against  
crime, but let us also remember that the  
policeman on the beat is an excellent  
preventive. It has been demonstrated  
that concentrated attention in troubled  
areas brings good results. What Commis-  
sioner Kennedy needs, and has been  
pleading for, is more skilled manpower  
to do the job. We say give him this co-  
operation on the first line of defense.

---New York Herald Tribune

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#### KNOWLEDGE

"A profound understanding of any pro-  
fession requires a knowledge of many  
others. There is no narrower man than  
the specialist who knows naught outside  
his specialty."

---Dr. Conde B. McCullough,  
Oregon Highway Department



# the Spotlight

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## IDENTIFICATION BUREAU HEAD PROMOTED TO CAPTAIN



CAPTAIN FRANK V. CHAMEROY

Promotion of State Police Lt. Frank V. Chameroy to rank of Captain was announced recently by Commissioner Kelly.

Captain Chameroy has been a member of the department since Nov. 1, 1935, when he established the state police identification bureau under the former Commissioner Anthony Sunderland. Since that time, he has been in charge of the bureau, which became the State Bureau of Identification by statute on July 1, 1941.

Appointed Identification Officer in 1935, he was promoted to Inspector in 1939 and to Lieutenant in 1942.

Captain Chameroy was president of the International Association for Identification in 1951 and is at present a member of the board of directors of that organization. He is also a member of the Connecticut State Division of the I.A.I. and belongs to the by-laws committee.

# - JUVENILES -

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## Some Towns Swear By Teen-Age Curfew Laws Others Claim They're Just Waste Of Time

By Rene Cappon

An outbreak of youth gang brawls in San Francisco...a wave of teenage disturbances in Wakefield, Mass....a near-riot on Halloween in a sedate residential section of Boise, Idaho...

Authorities reacted similarly in each case. They proceeded to clip the wings of adolescent night owls by either tightening enforcement of an existing curfew law or by passing a new one.

Is this the answer? Many cities say yes. But the method is not universally accepted. It is argued as loudly in some cities as it is praised in others.

What happened in San Francisco, Wakefield and Boise points up the fact--shown by a nationwide Associated Press survey--that curfews for juveniles enjoy a considerable vogue today. You'll find them on the books of communities, large and small from Portland, Maine, to Portland, Ore.

Some were enacted as long as 50 years ago. Others came in response to specific incidents or the rising pressure of postwar youth problems.

The theory behind the regulations is that nocturnal wanderings by teenagers invite trouble, that parental discipline alone won't keep them at home, and that a curfew provides the logical starting point for an attack on delinquency.

But some of the nation's biggest cities, like New York, Boston, and Chicago, haven't bought the theory. Even among towns that have curfews you'll find much difference of official opinion on their usefulness.

### Some Ignore Rules

The enforcement picture, likewise, is checkered. While some communities rigidly adhere to the rules, others are largely ignoring them. So at Springfield, Mo., which has a theoretical 9 p. m. deadline for youngsters under 14, one

lad replied with an astonished, "What curfew?" when he was asked about it.

In California, George Casperi, juvenile control consultant for the State Youth Authority, reported after a survey of conditions in 20 representative cities and counties that "all law enforcement officers questioned" thought the curfew ordinances "very effective in controlling delinquency and late-hour activities of youths under 18." Special checkups of curfew violators, Casperi said, were followed by periods of markedly fewer cases of violence, vandalism, and petty thefts.

By contrast, the curfew is almost dead in New York State. Among the more populous cities, Buffalo alone retains it. But police don't recall any fines imposed under it.

At Boise, which rules kids under 16 off the streets at 11 p.m. and those between 16 and 18 an hour later, Police Chief Gus Urresti said: "Believe me, the ordinance is a godsend to the police force. It has reduced vandalism by as much as 80 per cent in the nine months that the law has been in force."

But at Sioux Falls, S.D., which also has an 11 p.m. deadline, Chief of Detectives Jack Steen said flatly: "The law has no effect on curbing delinquency. Youngsters who are prone to get into trouble will ignore the law, and the others are going home anyway."

In San Diego, Cal. Lt. Ralph Lukehart of the Juvenile Bureau felt "most parents are very happy to have our curfew and pickups." At Portland, Ore., Juvenile Officer Kenneth Seipp holds that the curfew there "definitely reduces delinquency" and that parents welcome it "because they can't keep the kids off the streets themselves."

On the other hand, at Fargo, N.D., with a curfew in force since 1913, the

ordinance is used chiefly as a preliminary charge to hold suspicious minors and Arthur Lieb, Cass County juvenile commissioner, said:

"In general, community sentiment today is against a compulsory legal curfew and more in favor of allowing parents to control their children's hours."

#### Resentment Sporadic

What do teenagers themselves think of night life restrictions? For the most part, authorities in curfew towns assert that any resentment has been sporadic and shortlived.

A 14-year-old lad at Boise commented: "The curfew doesn't bother me. What's the difference? My folks wouldn't let me stay out that late anyway."

Thirteen-year-old Allan Booth said of San Diego's 10 p.m. ordinance: "We have all day to do what we want to do, except on Friday nights when we go to the show or on Thursday dance nights. It might be OK if we could stay out a little later on those nights."

Other San Diego youngsters felt the deadline was all right for school nights but should be pushed back--or lifted altogether--during vacation months.

Bessemer, Ala., a town of 30,000, imposed a 9 p.m. curfew earlier this year. There was dismay among teenagers until they discovered that police invoked the law only against obvious loiterers.

Said 17-year-old Linda Stubbs, a Bessemer high school student: "It's not the law that we have to go home by 9 o'clock. It's against loitering, so those of us who have a definite place to go are not affected. I wouldn't mind if the curfew were at 6 o'clock."

But in Rocketer, N.Y., a survey by the Rochester Times-Union last year showed teenagers were opposed to a curfew--the city does not have one--and thought it would do little to curb juvenile delinquency.

While officials in Charleston, W.Va., Bremerton, Wash., Detroit, Albuquerque, N.M., Omaha, Neb., Salt Lake City, Philadelphia and other cities consider their curfew legislation highly effective, a Massachusetts juvenile authority believes such measures may aggravate rather than ease delinquency problems.

#### No Curfew In Boston

At Boston, which doesn't have a curfew, Carmen B. Pizzuto of the Massachusetts Youth Service Division, explained that curfew regulations may act as a "challenge" to delinquent groups, "increase their belligerency," and actually make them "more liable to get into serious trouble."

Pizzuto conceded, however, that curfews may be serviceable as short-term measures. Suburban Wakefield slapped on a 9 p.m. curfew for youngsters under 17 after a series of brawls. No arrests have been reported under the regulation, but there were no further disturbances either.

Except for details, curfew ordinances vary little from city to city. Most impose a 10 or 11 p.m. deadline, though there are earlier ones. Many communities allow later hours for older teenagers and on week-ends, holidays, and vacations.

Usually parents of offenders are liable to fines ranging from \$1 at Santa Fe, N.M., for first offenders to \$500 for repeaters in St. Louis. Many ordinances also provide prison terms.

But enforcement authorities in most curfew cities say warnings usually do the trick, and arrests and fines are relatively rare. In Philadelphia, where a 10:30 limit was imposed in February, 1955, 90 parents were fined during the first month but fines now average only five a month.

In Los Angeles recently, 56 city and county law officers conducted a drive after the 10 p.m. deadline. The parents were cited to court and fines were levied, though most were suspended.

Police in curfew cities generally stress a common-sense approach to enforcement, and attribute the teenagers' acquiescence to this fact. In Columbus, Ohio, Lt. Philip Homburg of the Juvenile Division explained:

"We don't make it a practice to haul into court the parents of every juvenile who is on the street at 11:01 p.m. We realize that very often it's impossible for a kid to leave a dance at 10:30, have a snack, and still get in by 11."

Youth gangs prompted San Francisco to beef up enforcement of the 11 p.m. cur-

few that had been largely disregarded until a few months ago.

"Youngsters banded together," Deputy Police Chief Thomas Cahill said, "crashing private parties, breaking into private homes, beating up occupants, beating up other kids on the streets" until the law, armed with the curfew, cracked down.

"Today," Cahill added, "the point has been reached in our program where the youngsters themselves--the good kids--appreciate it."

Following in capsule form, is a run-down of the curfew situation in some representative cities:

Detroit--Fairly tight enforcement. About 1,000 parents brought to court since 1948, when an older curfew law was revised. Police officials advocate further stiffening of the ordinance.

Sioux City, Iowa--Police Chief James O'Keefe says the curfew--11 p.m. for children under 16, midnight for those 16 to 18--has "gone far toward keeping juveniles out of trouble."

Omaha--Minors under 16 must be off the streets by 11. Officials say ordinance has been very effective.

Rapid City, S.D.--Violators of 10 p.m. curfew taken home by police. County Court notified which in turn contacts parents for further action.

Salt Lake City--Children under 14 under 10 p.m. curfew, 14-18 until midnight. Asst. Police Chief Golden Haight says curfew enforced rigorously in past few years, youngsters "generally cooperative. The resentful ones are mostly those who lack any discipline at home."

Atlanta--Midnight curfew imposed by police regulation as an "educational program." Officers call it very effective. No penalties are involved.

Indianapolis--Police officials consider local ordinance too cumbersome for efficient enforcement, advocate tightening of law.

St. Louis--Curfew since 1954, 11 p.m. for youngsters under 17, midnight Friday and Saturday. First offense brings warning, second may draw fine up to \$500. Total of 1,344 notices sent to parents through August, 21 fines.

Denver--Violators of 10:30 curfew (11:30 week ends) taken to police deten-

tion home, parents liable to \$100 fine on second offense. Police say law rigidly enforced with good results. About 100 children picked up in first eight months of this year.

Seattle--Curfew on books, though not generally enforced.

Atlantic City, N.J.--Acting Police Chief Jerry Sullivan says juvenile delinquency declined since 9:30 curfew for youngsters under 16 launched in 1944.

Wichita, Kas.--Children 15 and below off streets at 11 p.m. weekdays, midnight Friday, Saturday. Arrests follow second violation, fines up to \$100. Total of 155 violations so far this year.

Sheridan, Wyo.--Curfew ordinance enacted recently after wave of break-ins and petty theft. Law now under court test.

Cleveland--Has 11 p.m. curfew for youngsters under 16 but some officials say not much enforcement.

---Waterbury American

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## A LETTER TO SANTA

By Frances Ellsworth Asher

Dear Santa: On this Christmas day  
I wonder if you'll bring  
Some odd requests--I hope you will,  
For they'll mean everything.

I wouldn't like the grandest toys,  
If Mom and Pop weren't here;  
Please give us highways that are safe,  
And homes filled up with cheer.

What good would be the trains and guns;  
The tree with sparkling frost  
If, in his hurry to get home,  
My daddy's life was lost?

What good would be the biggest doll  
To hold within my clutches,  
If little Sue was hit at play--  
And had to be on crutches?

So, Santa, give the world a break;  
Hang Safety on its tree;  
Bring happiness, as well as toys,  
To kiddies just like me!

---Colorado State Patrol



BEWARE! PEDESTRIANS AT LARGE

By Captain William Gruber  
Traffic Division

The idea of safety is not born of fear. It is a product of awareness. It is the end result of the action taken to avert the consequences of exposure to a known or potential hazard.

Safety is not inherited; it is acquired. We are, however, born with one of the component parts, our survival instinct. Babies instinctively react to sudden noises, light, heat and cold.

Educating the survival instinct to include an awareness of all the common hazards to which humans are exposed is too dangerous to leave to experience alone. Safety must be taught. Training the very young to the consequences of playing with fire and sharp instruments exemplifies the basic effort at parental control of potential hazards to the safety of their children.

It is with joy that the child's first steps are watched. He has become a pedestrian! He is cautioned what to do and what not to do about the house. He must not fall downstairs, climb to high places, touch the stove, put things in his mouth, pet strange animals or hit people with toys. But why not tell him that his hurt will be far more painful and permanent if he merely walks in the street?

For some strange reason we now insert a blank period in the safety education of the child. This is the period during which he begins to assert his special privileges as a pedestrian and develops those pedestrian rights upon which will be based his whole concept of traffic safety. Pedestrians are an integral part of traffic.

It is with mounting concern that we are viewing the so-called "teenage driving problem." A continual effort to solve this riddle is being made. Yet, have we not overlooked the fact that most of these youngsters have turned sixteen without ever knowing how to be a pedestrian?

From the time they were allowed to toddle about outside the home unattended to play in the street under the "watch-

ful" eye of mother talking to her neighbor, children are "protected." From the time they become vehicle operators, using tricycles and "two wheelers" (and governed by motor vehicle law) on the streets and open highways, they are "protected."

They have been shielded by signs and admonitions to motorists - Beware! It is illegal to kill children, playing, walking, running, jumping, talking, fighting, riding, or even lying in the street. Beware! School's Open -- School's Out -- ad infinitum - from the sensible through the sublime and the ridiculous. Is it overlooked that children, too, can read? Why should pedestrian safety be exempted from that part of the child's responsibility? Why should he be educated to receive a special consideration which dissolves as he grows older?

There is great danger in overprotecting our youngsters. We cannot legislate safety, we must live it. We can, however, overlegislate, over-protect our children to the degree that they are placed in greater danger. We can delude them into feeling a false sense of security when actually we should educate them to a full sense of responsibility.

Driver education in the schools has been a "Giant step" forward. Would that the "Giant" could step out sooner and include "Public Safety" as a required course, not for elder 'teens alone, but for every age. It is apparent that teaching the responsibilities of safe living cannot be left to the parents. The requirements of law mean little to them and are unenforceable against children. The parent is more interested in the safety of his own than other children on the highway. There remains then the one course - teach the child to protect himself, make him aware of the hazard, give him an opportunity to think and act for himself.

His indulgent parents would relieve him of this responsibility. It has recently been said that when a motorist sees a child upon the highway he should regard that child as a "Stop sign" and obey it. How sad!

Mark his headstone thus: Killed by Kindness!

# STYLES IN CRIME

Vox-Cop

November - December, 1956

## Legal Shoplifting Is One Girls Livelihood

By Brian Bell, Jr.

Shoplifting is her business but Mary Dragoti isn't ashamed of it. In fact she thinks this store stealing is a nice, respectable way to make a living.

Miss Dragoti, Bronx, N.Y., practices her trade in an Allentown, Pa., department store. A couple of times a week Miss Dragoti journeys to Allentown and saunters around the counters, seeing how much she can walk off with. If a salesgirl catches her in the act, the employe gets a reward from the store.

It's all part of a plan worked out by Max Hess, president of Hess Brothers Department Store, to put a curb on shoplifting which he says costs retailers more than 300 million dollars a year.

Miss Dragoti not only practices her legal larceny at the store but she lectures to store employes about the tricks of the trade. She wears a mask for this purpose, pointing out she couldn't do much shoplifting if everyone in the store recognized her face.

"The store president is the only one in Allentown who knows what I look like," says Miss Dragoti, who also acts as a store detective. "For security reasons I rarely appear in court, even after I make an arrest."

Starting her department store career as a salesgirl, Miss Dragoti was quick to spot shoplifters. Soon this peculiar skill led to her appointment as a store detective. Recently she has branched out into legal shoplifting.

### Housewife An Offender

The biggest offender in shoplifting is the American housewife, Miss Dragoti says. But she points out that lawyers, nurses, students and even clergymen have been caught and convicted for shoplifting.

Miss Dragoti knows all the skills practiced by store thieves.

A few are:

1. The shopping bag: A woman may pick up a slip from the counter, hold it high to hide her other hand which is busily stuffing articles into a shopping bag.

2. The booster box: A tied up package with a flap on one end which opens like a door. Shoplifters can quickly slip merchandise into this innocent looking carryall.

3. Booster belts and booster bloomers: Worn under coats and dresses these garments have hooks onto which thieves hang the merchandise.

4. Fitting room thief: A woman may slip a dress over the one she wore into the store--then return dresses left in the dressing room by a previous customer to the attendant.

5. Special coats: Slits in cuffs and lining or special pockets often are used by shoplifters to carry away items.

Miss Dragoti enjoys her work and says it keeps her busy.

"There's something new to learn every day," she says. "You've got to keep on your toes to stay ahead of the shoplifters. They're a quick witted bunch who are always thinking up new tricks."

---Waterbury American

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Intuition is the ability to integrate previous experience, without detailed analysis, to produce new awareness.

---George Russell Harrison

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### BEFORE THE BENCH

"Are you the defendant in this case?"

"No, sah. I'se got a lawyer to do my defendin'. I'se de guy what stole de chickens."

MOONSHINERS ON INCREASE NATIONALLY

By Robert F. Morison

Bootlegging is on the upswing particularly in the South, and the rev'nooers are uncorking a new weapon against the moonshiners.

The Internal Revenue Service will start widespread tracing of the raw materials that go into making whiskey, particularly sugar. They have dusted off a 22-year-old law under which business firms must report big sales which may be headed for the stills.

Battle of Brains

The battle between the bootleggers and the federal men has long been one of ingenuity and enterprise on both sides, particularly in the Dixie hill country.

Several years ago agents began using walkie-talkies. The moonshiners bought radio equipment themselves to intercept the agents' messages and send warnings. The government tried airplanes and helicopters. The bootleggers began heating stills with propane gas which gives out no telltale smoke.

The government trained dogs to detect the odor of boiling mash. Moonshiners countered with their own dogs to start fights with the approaching "mash hounds." They also set shotgun booby-traps on stills.

The Public's Stake

The public has a big stake in catching moonshiners. For every gallon of bootleg alcohol or whisky sold, the government loses up to \$10.50 in taxes.

More than 12,000,000 gallons of untaxed liquor is now sold a year--a loss of more than \$126 million. It must be made up by other taxes.

Internal Revenue officials admit bootlegging is on the rise. In the 12 months ended June 30, a total of 14,499 stills were seized. That was almost 2,000 more than in the preceding 12 months and nearly 4,000 more than 1939.

The majority of them were in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee, Kentucky, Virginia, Arkansas and Oklahoma.

Increased Manpower

There is another big operation clustered around New York City and Philadelphia. The racketeers there turn out almost pure alcohol contrasted to the southern moonshine which has a much lower alcoholic content.

Under the new enforcement program, agents will first seek voluntary sales reports from distributors of materials needed by bootleggers. Failure to cooperate can bring a fine of up to \$500 and a year in jail.

In addition, the Revenue Service is increasing its manpower. It now has 975 agents, 84 more than a year ago. The government had 2,300 agents in 1932, the last year of prohibition. ---U. P.

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CRIME GOES UNDER WATER

The modern criminal, if he is to achieve success and notoriety in his field, has to keep abreast of the latest techniques and market quotations. It is no longer enough to be a Jimmy Valentine and blow up safes, to highjack a truck, or to grab a pay roll. That is left to the unimaginative oldtimers. For Scotland Yard now has on its records the first case of submarine theft.

A six-man gang, using tactics and equipment of the frogmen who performed such heroic tasks during World War II, was arrested for stripping the hull of an over-age submarine awaiting dismantling. After all, steel-scrap prices are at a record high; skin-diving is an increasingly popular vacation pastime; who would suspect a group of amateur frogmen enjoying themselves? Unfortunately Her Majesty's Navy Yard at Portsmouth, England, in November, was neither the place nor the time for such activities, and as a result the six were caught and pleaded guilty. We just hope our Navy is keeping a sharp eye on that moth-ball fleet off Stony Point up the Hudson River. ---N.Y. Herald Tribune

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"Don't question your wife's judgment...Look who she married."

# IN-SERVICE STUDIES

Vox-Cop

November - December, 1956

SOME RESULTS FROM THE 1955 CONFERENCES ON

## BANK ROBBERY

During 1955, a series of FBI law enforcement conferences on the subject of bank robbery was completed. The series consisted of 178 conferences attended by 16,909 persons, who represented 8,652 agencies. The agencies represented included, in addition to law enforcement and banking groups, insurance companies, armored car services, and others vitally concerned with this growing problem.

These conferences were of the open forum and panel discussion type, with lecturing and speechmaking held to a minimum. In this informal atmosphere, the conferees freely exchanged and discussed experiences, opinions, ideas, and suggestions, some of which will be enumerated here. For this article, references to banking include banks and savings and loan associations.

It is clearly realized that all of these suggestions will not apply to the situation faced by every interested organization. Some suggestions which would apply in metropolitan areas would be out of the question in small towns and rural areas, and vice versa. It is felt, however, that since the conferees from whom the ideas and suggestions originated represent both large and small banks and law enforcement agencies located in both rural and urban areas, every reader will find that some of these suggestions apply to his particular situation. Officers may want to follow the example of many of the conferees and discuss within their own departments and with bankers in their areas the various suggestions which possibly could be applied to their particular problems. For this reason, the results of the conferences are being set out in considerable detail. The material set forth should be regarded as a collection of some of the considerations and ideas resulting from the various conferences.

Every idea should not be considered as carrying the expressed or implied recommendation of the FBI.

Concentrating on the idea that it is easier to prevent a robbery than to solve one, those attending the conferences brought out numerous suggestions regarding security. Employees were urged to report immediately any suspicious person loitering in the vicinity of the bank. Police officers recommended roving police patrols to "flush out" suspicious persons and cars.

An officer stated that banks should look upon employees much the same as long-term investments and should, therefore, check the local police records before hiring an employee, thus helping to prevent the type of robbery in which the bandit receives "inside" information.

The suggestion was made that banks should be so constructed as to allow the switchboard operator, while hidden from view, to observe the entire banking area. In stressing the importance of proper design in bank buildings, a bank examiner pointed out that many of the problems of security, insofar as design is concerned, could be overcome if banking institutions, when building or remodeling, would discuss their plans with State comptrollers' offices prior to drawing up extensive plans or blueprints.

Banking-type institutions were urged, if finances permit, to employ armed guards. In this connection, many officers stated that their departments made a practice of having uniformed police officers stroll through the banking firms at frequent intervals.

### Burglar Alarms

In general, the conferees felt that silent alarms connected directly with the local police department were greatly

preferred over the audible type. They felt that bank employees would not hesitate to turn on the silent alarms as soon as they were aware of the presence of a robber, whereas it might be unwise and unsafe to turn on an audible alarm until after the bandit had departed. It was also suggested that some banks might find it practical to have their own internal silent alarm system within the bank, whereby a teller could focus attention upon himself by merely pressing a button which would cause a light to flash on an official's desk, on the switchboard, or at another teller's cage. This could be used in case of a robbery of an individual teller or of the presence of a troublesome intruder, such as a drunk.

Concerning audible alarms, some individuals felt that the mere fact that an alarm sounded would cause most bandits to flee. They also felt that it had the advantage of alerting officers and citizens within the vicinity of the bank to the fact that a robbery was in progress or had just occurred. They also mentioned that it would be of great value in small towns where police departments are not readily available.

Various suggestions were given as to possible places for the alarm buttons. These places included, in addition to the conventional spots, false bottoms in cash drawers and clip mechanisms holding "bait" money, which would automatically set off the alarm when the money was lifted.

Discussion indicated that banks in some communities have their alarms tied in with the local telephone company and others with the fire departments.

The suggestion was also made that, if possible, a bank alarm should be connected with a neighboring suburban police department as well as the department covering the bank. Thus, extra police coverage would be provided in instances where the subjects use a diversionary call to the police department to lead officers in the wrong direction.

#### Cameras

Several references were made to the possibility of using photographic equipment to record the actual robbery, but

it was generally felt that this procedure might be rather impractical.

#### Opening Hour Robberies

In connection with preventing the type of robbery in which the bandit accosts a bank employee at his home, on the way to work, or as he opens the bank door, various suggestions were given by both bankers and police officers. The majority agreed that a bank's routine should be varied as much as possible, that the same employee should not always be the first to arrive, and that some type of telephone code should be worked out whereby a banker's family or the local police department would know if anything had gone wrong at the bank. Many indicated that they already utilized such a system. For example, one banker stated that he calls the police department every morning by a certain time. If the call should fail to come through, the police are to call the bank. All employees are aware of the code which is to be included in the conversation in case the bank is in the process of being robbed.

It was pointed out that bankers should exercise extreme caution at their residences and en route to work to thwart potential robbers seeking to abduct them or to gain possession of the bank keys and combinations. It was particularly urged during the conferences that law enforcement officers and bankers get together on a local basis to discuss security problems and necessary preventive action.

Bankers were urged to keep safe and vault doors locked, as potential robbers and burglars casing banks would be helped immeasurably if they could see the mechanism on such doors. It was pointed out that in many instances vault doors can be left closed with the lock bars protruding and the time lock set to prevent the locking of employees in vaults. The suggestion was also made that a telephone should be maintained in the vault, completely hidden from view.

Typical of the cooperative attitude displayed by the conferees was the statement by a police officer to the effect that his department was prepared to conduct physical surveys of bank prem-

ises in order to evaluate security measures and devices and to offer suggestions.

#### "Bait" Money

Several individuals suggested that a portion of the bank's money should be microfilmed, if financially feasible. At one conference a banker stated that his bank did not have the facilities to microfilm its currency. A nearby police department offered to perform this service free of charge. If this cannot be done, several copies of the serial numbers and series year of some currency should be made and maintained in separate places. It was recommended that \$2 bills be included in this "bait" money, as their scarcity makes them easier to trace. In this connection, bankers were urged to see that all their employees know of the existence and location of this money.

Various bankers indicated that careful planning enabled them to estimate the amount of cash needed to carry on their banking transactions and, as a result, they had decreased the amount of money they kept on hand at any one time.

#### In Case of Robbery

Taking the realistic approach that regardless of the precautions taken, some robberies will continue to occur, the conferees spent considerable time discussing the action that bank employees should take in case of actual robbery. Bankers were encouraged to formulate a definite course of action--flexible enough to apply to any robbery--to be followed by their employees, with each employee fully aware of his duties. Several bankers indicated that they already had formulated such a plan and others indicated that they would do so in the near future.

In general, bank employees were urged to follow the instruction of the robber, to give him the money he demanded but to make sure that the "bait" money was included, and, while doing so, to obtain as complete a description of the bandit as possible. Also stressed was the importance of an employee, using a readily available list of telephone numbers, notifying the appropriate law enforce-

ment agencies immediately. Employees were advised to give all pertinent data and remain on the line until the officer receiving the call indicated that he had all the information he desired over the telephone. It was also strongly suggested that while an employee was locking the bank doors and getting the names, addresses, and telephone numbers of any customers who had to leave before police officers could arrive, all the other witnesses should sit down and outline an account of what they had seen transpire, concentrating on the personal description of the robber and his getaway vehicle. In this regard, many bankers and law enforcement officers favored the use of printed forms which allow the witnesses merely to fill in blanks. Several police departments and banking organizations offered to furnish these free of charge to banks in their areas. Others attending the conferences felt that the use of such forms might lead to erroneous information as some witnesses might feel compelled to complete every blank rather than admit that they had not observed closely enough to describe the bandit completely. All agreed that each witness should give his own account of the robbery, especially the description, before discussing it with other witnesses. The suggestion was made that a small printed card should be maintained in every employee's work area, reminding the employee of what he should look for in case of robbery--the robber's height, build, complexion, scars, accent, etc.

In connection with this phase of the programs, skits were presented and films were shown at various conferences to portray to the audiences exactly how a robbery might occur and what witnesses would be expected to observe and remember. The mock interviews with "witnesses" revealed that few were able to give investigators a clear picture of the robbery and robber.

#### Roadblocks

The officers' chief ally is speed; hence the initial telephonic contact should include, insofar as possible, an accurate description of the robber and his getaway vehicle so that this infor-

mation can be broadcast while the officers are en route to the scene. Thus neighboring police will be alerted and roadblock plans can be put into operation. In emphasizing the importance of obtaining all pertinent information, one officer succinctly stated, "Any type of roadblock is futile if the officers assigned to that job do not know what they are looking for."

Various police officers indicated that some progress was being made concerning roadblocks, while others indicated that much work was needed along these lines. A sheriff who had given this matter considerable attention stated that he had reproduced maps of his county to show all roads leading into it, with roadblock points indicated by number. This sheriff has provided copies of this map to officers in surrounding counties.

For additional data regarding roadblock operations see the following articles previously published in the FBI Law Enforcement Bulletin: Police Roadblock Techniques Used in Louisiana, by Maj. Wingate M. White, Louisiana State Police, October 1955 issue; and Oklahoma Officers Use Double Circle Roadblock System, by Capt. Robert R. Lester, Oklahoma Highway Patrol, June 1952 issue.

#### Radio Dispatchers

Police officers emphasized the important part that radio dispatchers for State police organizations can play in connection with disseminating information to all interested agencies immediately following a bank robbery, especially concerning the setting up of roadblocks. It was pointed out that alert dispatchers can possibly connect reported robberies with other offenses, such as auto thefts.

#### Other Means of Communications

Officers also pointed out the possibility of enlisting the aid and cooperation of businessmen, in order to utilize radio equipment presently in use by power companies, taxicab companies, and similar organizations, as an auxiliary to the communications systems of law enforcement agencies during a search for subjects of bank robberies.

A sheriff stated that he plans to have specified factories in his county blow their whistles for a certain length of time when a major robbery occurs, thereby alerting the entire county to be on the lookout for any strange circumstances such as speeding cars, strangers transferring from one car to another, etc. He plans to educate the public by means of radio, newspapers, and public meetings.

#### Firsthand Experience

Many of the police officers attending the conference were able to discuss the subject of bank robbery from experience, as some of them had worked on bank robbery investigations as early as the Dillinger era and practically all, at one time or another, had participated in such investigations.

One police chief told of having participated in a bank robbery case from two angles--as a witness and as an investigator. He was in a bank when a robber entered. His first impulse was to try to thwart the holdup, but he decided that rather than run the risk of injuring bank employees or customers, he would stand by as a silent observer and get a minute description of the robber. He described the subject to an artist, who was able to sketch a good likeness. The description stayed with the police chief so well that he subsequently identified him from a picture he chanced to see.

Many of the bankers who attended were also able to speak from experience as they had been robbery victims, some more than once. At the conclusion of one of the conferences, a banker stated, "I was a victim of a bank robbery where one of my employees was seriously injured by gunfire when mistaken for a robber back in 1933. I believe this situation would not have occurred had we had the advantage of things we have learned today."

#### Interesting Sidelights

The timeliness of the conferences is well illustrated by the fact that a bank robbery prevented a number of officers from arriving at a conference to which they had started. Having received word while en route that a bank robbery had

just occurred, they radioed that they were proceeding to the scene of the robbery to participate in roadblocks. The culprit was caught as the result of a roadblock set up in a neighboring state at the request of the authorities in the state where the robbery occurred.

The value of bank employees' occasionally reviewing instructions concerning the action which should be taken in case of robbery is clearly illustrated by a case in which intelligent action on the part of employees led to the capture of a bandit before he was able to get out of the bank. The day prior to the robbery, the employees, at the request of an official, reviewed the instructions the official had received at an FBI bank robbery conference 3 months earlier.

#### Keen Interest

Many examples can be cited to illustrate the fact that all concerned--law enforcement officers, bankers, insurance men, and others--are acutely interested in learning about combating the menace of the bank robber. Several banks arranged for all their employees to attend a conference, with one bank chartering a bus for the 50-mile trip. At several conferences, luncheons or dinners were provided free of charge. The groups which contributed the meals included banks, caterers, cities, counties, and others. A number of the participants, representing both law enforcement agencies and banks, distributed programs, informative booklets, pamphlets, and mimeographed instructions at their own expense. Prior to the conference in his city, one banker wrote a personal letter to every bank in the state encouraging attendance.

#### Continuing Results

Before leaving the conferences, many bankers indicated that arrangements were being made for the facilities of state and local banking associations to be used to further the exchange of information. Others made arrangements for special meetings on the local level, asking participants in the conference to meet with them. Bankers subsequently prepared for banking magazines articles stressing

the bankers' responsibilities.

News media--radio, television, and the press--gave the nonconfidential parts of the conferences excellent coverage for the benefit of the general public.

In conclusion, the success of the conferences can be attributed to a spirit of complete cooperation among all concerned. The effect should be far-reaching in combating not only the crime of bank robbery but also other crimes. Suggestions and investigative techniques were brought out which could be applied to any local robbery investigation.

---FBI Law Enforcement Bulletin

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### CLEANING AND CARE OF FIREARMS

Regardless of all that has been written on the cleaning and care of firearms, it still remains one of constant inquiry. The introduction of non-corrosive priming mixtures some years ago eliminated the necessity of cleaning the gun each time it was used. Where the gun is in more or less constant use with modern smokeless non-corrosive ammunition, occasional cleaning is usually sufficient except where the atmosphere is excessively humid, in which case regular cleaning is recommended.

Many sketchy notions prevail on the cleaning and care of firearms, some of them rather inadequate in method. Briefly and simply, the main requirements are: thorough cleaning of the bore and outer surfaces of the gun, application of a grease film against corrosion and a mere touch of oil on stiff bearing surfaces. Before cleaning, the first rule is: remove all ammunition from chamber, magazine tube, or magazine, and make sure no cartridges remain anywhere in the action of the firearm. More detailed procedure for the various types of firearms follows:

#### 22 Rim Fire Rifles

(Rifle shooting instructors will find this information very useful.) Always clean barrel from the breech if possible. Remove bolt, breech block or barrel, according to the design of the



gun. Pass a number of clean patches soaked with powder solvent through the bore until the last ones come out free of stain. Then several dry patches. If the dry patches show no stain, the bore may be assumed to be clean. Otherwise, repeat with wet and dry patches until no stain appears. Then fill another patch with gun grease and work this back and forth in the bore with short strokes until entire surface of the bore is coated. Clean face of bolt or breech block, or any other parts of the action that have become smudged with gas, smoke or other residue from firing with some solvent on a rag. Wipe these surfaces dry. Rewipe with oily rag, followed by dry rag. Reassemble the gun, wipe outside of barrel and other metal surfaces with oily rag, followed by dry rag. The remaining oil film is ample protection against corrosion for a long time. Before using the gun again, push dry patches through barrel to remove grease and the gun is ready to shoot.

#### High Power Rifles

First, push a dry brass brush of the same caliber through the barrel from breech to muzzle and completely out, before pulling the brush back from muzzle to breech and completely out. Two strokes each way will generally loosen the residue so that it can be wiped out with a couple of dry patches. Then proceed to clean the bore and other parts as indicated in previous paragraph.

#### Revolvers

Solid frame revolvers must be cleaned from the muzzle, while automatic pistols should be disassembled to clean. In the case of a revolver, swing out the cylinder and remove any caking of residue or lead that adheres to the breech end of the barrel where it projects through the frame, or to the front face of the cylinder, with an old brass brush flattened for the purpose. Clean each chamber of the cylinder, the barrel, the recoil plate and all smudged surfaces with powder solvent. Then wipe off the solvent and oil the above surfaces, again wiping them practically dry. Over-oiling a revolver makes it a slippery thing to handle. As an emergency weapon it

should be ready for instant use. The chambers in the cylinder should be perfectly dry, so that they grip the fired case and prevent its being jammed against the recoil plate and interfering with the smooth rotation of the cylinder.

#### Shotguns

Push a couple of close-fitting dry rags through the barrel. If lead streaks show, remove them with a brass cleaner. Then follow the usual procedure in cleaning with solvent and applying oil or grease against corrosion. Before using the gun again wipe out the barrel. This will insure removal of any rags or cleaning tools that may have been inadvertently left in the barrel from previous cleaning, which is the cause of many bulged or burst barrels.

#### Brass Brushes

Should be used dry for a competent scouring effect to remove rust, lead, metal fouling or caking. Use appropriate size for each caliber. To avoid breaking down the web, push the brush completely through and out of the barrel, before drawing it back. Do not attempt to reverse the brush while in the barrel as this will ruin the brush.

#### Oiling

The tendency is to over-oil firearms. An excess of oil in the barrel will drain down into the action and magazine as it stands in the gun cabinet, coating the cartridges when loaded and causing wild shots when fired. Where friction surfaces on the bolt or action require oiling, a very light film of oil is sufficient.

#### Powder Solvents

Many regard these as general purpose gun oils -- for rust prevention as well as cleaning. Their specific purpose is to dissolve combustion residues in the bore, action or receiver, and clean those surfaces for the application of a good gun oil or grease for rust prevention. An excess of solvent in a loaded revolver will eventually break down the oil-proof composition and deteriorate the ammunition. ---Remington Peters

# Fire Marshal Division

Vox-Cop

November - December, 1956



OFFICE OF:

## Connecticut Fire Marshal Association

WHEREAS, John C. Kelly, Commissioner of State Police and State Fire Marshal has consistently and actively supported the objectives of the Connecticut Fire Marshals' Association; and

WHEREAS, Commissioner John C. Kelly has provided the Fire Service of the State of Connecticut with vital and effective weapons in the form of good fire safety laws, codes and regulations for its unceasing fight against the hazards of fire which result in the heavy loss of life of our citizens and damage to property; and

WHEREAS, the Connecticut Fire Marshals' Association in conference at Plainville, Connecticut, on the Ninth day of October, 1956, a day proclaimed by Governor Abraham Ribicoff as Fire Prevention Day and which is the anniversary of the great and disastrous Chicago fire, considers it a most auspicious and appropriate occasion to honor those who join with us to stamp out fire's destructive force:

Therefore, Be It Resolved: That the Connecticut Fire Marshals' Association does laud and commend Commissioner John C. Kelly and his competent staff of the Fire Marshal's Division for their important, notable and tangible contributions in all matters pertaining to the safety of our citizens against the ravages of fire.

RECENTLY PROMOTED



THOMAS V. DUNN



RICHARD R. MULLIGAN

Officers Thomas V. Dunn (left) and Richard R. Mulligan were promoted to the grade of public safety inspectors on November 2 by Commissioner John C. Kelly. They retain their present assignments in the Fire Marshal's Division.

Inspector Dunn, of Greenwich, entered the department March 7, 1938 and was assigned to the Fire Marshal's Division on May 12, 1952. Inspector Mulligan, who joined the state police and went to training school on May 6, 1947, received his current assignment on July 19, 1954.

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SUFFIELD WINS FIRE AWARD

The town of Suffield was recently named winner of the Hartford County Fire Prevention Week contest sponsored by the Hartford Times. Suffield, a two-time winner, is in line to keep permanent possession of the trophy if they succeed in capturing first place another year. The awards were made at State Police Headquarters. Chief Raymond R. Potter accepted the award.

The town of Wilson ran a close second with Avon finishing in third place. The contest results this year indicate increased interest in The Times' contest with 11 towns participating. Only seven towns participated in the 1955

awards. Judging of the contest was under the auspices of Commissioner Kelly, State Fire Marshal.

Details were handled by Hartford Fire Chief Henry Thomas, Captain Shaw and Lt. Reardon. Judges for the contest were: Chief J. F. Dunn of the Middletown Fire Dept.; A. L. Knapp, vice-president of Pratt & Whitney Company, West Hartford; George Malloy, chief engineer of Traveler's Fire Insurance Company; F. P. O. Potter, fire protection engineer of Aetna Fire Insurance Company, and C. G. Welton, public relations consultant.

---Hartford Times

# Safety mind S

Vox-Cop

November - December, 1956

## Summary of Reports by AAMVA Committees

In addition to the reports of standing committees, and to various expressions of appreciation to many groups, agencies, and individuals for assistance and co-operation, resolutions were adopted supporting the December special emphasis program, "Back the Attack on Traffic Accidents"; the 1957 "Slow Down--Speed Kills" program of State Safety Coordinators; and the work of the International Association of Auto Theft Investigators.

### ENFORCEMENT AND TRAFFIC SAFETY

The report of the Committee of Enforcement and Traffic Safety, submitted by Vice Chairman U.C. Felty, director of the Ohio Department of Highway Safety--

Recommended further emphasis and attention should be given by all administrators to public education through the public information media as to the serious nature of the traffic problem and the necessity and purpose of measures used to combat it, the necessity for uniform and vigorous enforcement of traffic laws, the value of coordination of traffic safety activities, and the need for organized public support of traffic safety program.

Condemned the sensational approach to enforcement activities as portrayed by certain television programs, as tending to mislead the public as to the purpose of enforcement and its techniques.

Urged all administrators actively to encourage development of a strong, well-organized, nonpartisan public support organization in every State and Province.

Recommended that all administrators assume responsibility for bringing to the attention of legislatures the necessity for constant review of motor vehicle laws, to the end that such laws be workable, fair, and reasonable, and that archaic provisions be amended or repealed, and commended the work of all organizations co-operating in efforts to gain public acceptance of traffic control legislation.

Urged fullest use of selective enforcement techniques as opposed to uniform geographical distribution of enforcement forces, to make best possible use of men and money available; favored use of one-man patrol cars except in certain selected areas where hazards of enforcement make two-man cars necessary; and urged early and accurate reporting of accidents and arrests in order that enforcement personnel may be properly distributed to the places and at the times to do the most good.

Disapproved "the practice lamentably prevalent in some quarters" of reducing charges of operating while intoxicated to reckless driving or some other lesser offense, and of reckless driving to speeding, and other reductions of like nature; opposed unjustifiable suspensions or remissions of penalties, and urged all administrators to combat these tendencies wherever possible.

Condemned "fixing" of tickets issued for traffic violations, wherever it may occur. The Committee, however, noted that steady progress is being made toward the elimination of this practice and that in most jurisdictions it no longer is a problem.

Recommended intensified use of road checks, for the detection of unlicensed operators and defective equipment; said road checks should be carefully planned in advance, and suggested careful consideration of operations of California enforcement organizations in this respect, with municipal police and county enforcement authorities having joint

responsibility with State Police or patrol agencies.

Commended the growing use of chemical or other scientific tests for intoxication, and recommended adoption of the "implied consent" law with regard to such tests in all jurisdictions, for the protection of innocent persons whose symptoms or conduct might otherwise be mistaken for intoxication, and to facilitate conviction of persons guilty of driving while under the influence of intoxicants.

Recommended that most effective control of speed on highways must contain at least three elements: (1) Fixed maximum day and night limits of the absolute as opposed to the prima facie type; (2) a basic "reasonable and prudent" provision, or other provision of a similar nature, designed to control speeds too fast for conditions, but which are under the fixed maximum, and (3) a provision permitting some agency or official in each jurisdiction to post highways at speeds lower than the stated maximums when such highways are found, on the basis of engineering and traffic studies, to be inadequate for the stated speeds.

Recommended that continued use of radar and electronic devices in combating excessive speed is highly desirable, that public support for proper speed law enforcement by such devices be developed by all available means, and that every effort be made to combat the tendency in some quarters to apply the term "speed trap" to the use of such devices and speed-law enforcement generally.

Recommended that the efforts of the Armed Services of the United States and Canada to combat the highway death and accident toll among military personnel deserve the whole-hearted support of every motor vehicle administrator and traffic law enforcement official. In particular, State officials were urged to support and cooperate with the Armed Services of the United States in their efforts to establish central clearing houses for reports of accidents and violations involving off duty military personnel, bearing in mind that such information is not desired in order to subject military violators to additional

punishment, unless an offense has clearly been insufficiently dealt with by civil authorities. Motor vehicle administrators and enforcement officers at all levels were further urged to assist the Armed Services by every means in the dissemination of publicity regarding the problems of the military in connection with highway accidents and violations involving military personnel, to the end that the program and policies of the military in this regard may be generally understood.

Recommended that each State and province be urged to cooperate in every way possible to arouse public interest in combatting the roadway litter problem.

---AAMVA Bulletin

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#### HIGHWAY SAFETY PROGRAM

The Governors' Conference Committee on Highway Safety, headed by Governor Abe Ribicoff, has issued a report calling for immediate, increased and sustained action by state and local governments to meet what it calls a "traffic accident crisis" across the nation. The upward trend in traffic fatalities--an alltime high of 42,000 motor vehicle deaths is expected to be set this year--underlines the fact that this problem has reached the status of a national emergency.

The report makes a number of sound recommendations all of which deserve consideration followed up by appropriate action. One of the basic conclusions of the report is the need for uniform traffic laws and ordinances throughout the nation. Any Connecticut motorist who has traveled in other states cannot help but agree that the interstate differences cause confusion and represent a real hazard. The same is true of the lack of uniformity in traffic rules of various cities.

Another basic recommendation is the need for intensified enforcement through enlarged and improved traffic police staffs and traffic courts coupled with the adoption of modern techniques in these fields. The close relationship between compliance and enforcement is

recognized in the report.

Other recommendations include expanded driver training, periodic re-inspection of drivers and vehicles, better licensing procedures, reciprocity between states and similar refinements. Above all the report recognizes the need for public support for the success of a highway safety program.

The Governors' Committee report outlines a program of action which seems to hold out a promise of success in the war against accidents. It is now up to the states to put it into effect.

---The New Britain Herald

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### POLICE MUST USE SCIENTIFIC METHODS TO CATCH TRAFFIC CHEATERS

PEOPLE ARE FUNNY! That manifests itself no where more impressively than in their disposition to give the cheater a break.

We have scientific tests for determining the degree of drunkenness. (It also proves sobriety.) But many hold it to be a form of making people "testify against themselves."

That's sheer nonsense, of course. It's precisely the same as fingerprinting in this respect. But there is still a widespread resistance to scientific tests even though drunken driving is a major factor in our highway slaughter.

There used to be an abhorrence of patrolmen concealing themselves to swoop down on the offending motorists. It was all right for drivers to disobey the posted rules of the road but law enforcers must stick to a lofty code of ethics.

Now you hear an occasional objection to the use of Radar or electrical timing to restrain those with too heavy a foot in cities or approaches to cities.

In Duluth where an electronic device has been brought into use for cutting down on traffic deaths the police department and the safety bureau of the Chamber of Commerce have joined in a little program of education.

In a leaflet distributed among motorists, there was this explanation of how the electronic setup works. We quote:

"Radar is a radio transmitter and re-

ceiver that operates at very high frequencies (on the micro-wave band) and is placed alongside a street or highway.

"When a moving vehicle enters the radar field, it changes the frequency of the wave that bounces off the vehicle in the field and returns to the receiver.

"The change of transmitted and receiver frequency is measured almost instantaneously. This difference is transmitted to a charge calibrated in miles per hour, thus indicating the speed of the vehicle in the field.

"If the speed of the vehicle is in excess of the legal limit, the officer at the instrument radios ahead to his partner several hundred feet away and identifies the car as a violator. This officer makes the arrest.

Accuracy within 2 miles an hour up to a speed of 100 miles an hour is achieved with Radar.

At this point, the information sheet for the motoring public addresses itself to the question:

"Is Radar a speed trap?"

The answer:

"No! A trap is where an enforcement officer encourages a person to commit a crime so that he may arrest him. Radar cannot influence people to speed."

Another question:

"Is the use of radar legal?"

And the answer:

Yes, in the few cases where Radar arrests have been taken to a state supreme court, its use has been upheld."

Radar is inexpensive to operate, working from the storage battery of a car. It saves manpower. And reductions in accidental deaths up to 50 per cent have been achieved through its use.

(Edit. Mason City Iowa Globe Gazette)

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### SAFE DRIVING HINT

When stopped at an intersection, waiting to make a left turn, a great many drivers will stop with their front wheels turned to the left. While in this position, if their vehicle should be struck in the rear, it might be thrown into the path of opposing traffic.

---Safety Newsletter

## SLIPPERY ROADS

SKIDDING Days are here again. With the approach of inclement weather and adverse road conditions, every driver is confronted with the hazards of slippery roads and a skidding vehicle.

When the tires slide on the road either because of locked brakes or because of centrifugal force on a curve, we call it skidding. Obviously, there are many factors responsible for a skidding vehicle.

Among these are:

1. The condition of the road surface varying from the most perfect state which is dry, brushed concrete; to the most hazardous which is slightly wet, glare ice.
2. After road surface, the second most important factor is the speed of the vehicle. Momentum increases with the square of the speed; Therefore, a vehicle traveling at 20 miles an hour should slide nearly four times as far as at 10 miles per hour.
3. Unequalized brakes may be responsible for a skid because one or two wheels will lock before the others, thus throwing the vehicle sideways. Hydraulic brakes require periodic tests to eliminate this possibility, just as well as mechanical brakes.
4. At times, a washboard road will cause a skid because the brakes will lock the wheels when they only hit the high spots. Loose material on the road surface, such as wet leaves, mud or loose gravel, have been contributing factors also.
5. Skidding may result when a car is (1) braked while going in a forward direction, (2) started up with too much power applied too quickly, and (3) while rounding a curve.

To compensate for adverse road conditions, the following safe driving rules are offered.

These are of paramount importance to every driver.

1. Speed must be greatly reduced when skidding conditions are likely to be encountered. Tendency to skid increases in ratio with the square of the speed, not in direct contrast.
2. Distances between vehicles in traffic must be increased greatly to compensate for the decreased traction.
3. Special attention must be given to the known hazardous traffic situations such as at intersections, on hills, and curves.
4. On each type of slippery surface, there is a point where the brakes will lock, permitting the tires to slide. The point should be approached by pumping the brakes, but should not be reached.
5. The speed of the vehicle should be still further reduced after dark to avoid slippery stretches otherwise unnoticed.
6. Steep grades and congested traffic areas should be avoided as much as possible. Signs of children coasting should be the signal of danger to the wary driver.
7. Second gear may be used to start on icy roads; and passing other vehicles on narrow streets should be done slowly to avoid sidewise skidding.

In conclusion, remember, only slight skids can be controlled by turning the front wheels in the direction of the skid. After a real skid once starts, there is very little that can be done until the momentum of the vehicle has been dissipated. Only LADY LUCK can be of any help then! ---Fleet Supervisor

WHEN WIFIE DRIVES

WOMEN DRIVERS

When wifie drives my little bus  
She throws the gears in something thus:

BLAM! BANGO! BRRRRRRR!!!

KERBINGO! GRRRRRRR!!!

We crowhop then across the street,  
And amputate a copper's feet,  
And what he says is something neat.

"Oh have a care," I say to her,  
She shifts the gears: KERBANGO! GRRRRR!  
And tries for third, but slides in low,  
And runs in that a mile or so.

At last in third the auto rolls,  
And peaceful peds climb up the poles;  
The children see us run amuck  
And get away--if they have luck,  
While horses, mules and dogs and cats  
Disperse unto their sundry flats.

Down  
    boulevards  
        like  
this  
    we glide  
and  
hit  
    the  
    curb  
    on  
        either

side,  
And drivers glare and coppers swear,  
But wifie doesn't care a care.  
Soon to the crowded Loop we swoop,  
Wherecarsarethickasonionsoup  
Andwifiehitstheastinline  
    they    theirs    get mine  
And    get            and I

          And then she  
    here                    turris  
    quijr punore

.erehwyna tsom ssorca skcab dna  
Of course I go to court next day,  
    But first  
    I drive  
    Straight home  
    This way.

The next time you get into an argu-  
ment about women drivers, you can use  
history to support your theories on the  
subject. As far back as 205 B.C. the  
Romans passed a law prohibiting women  
from driving. This was the first re-  
corded legislation of its kind and ap-  
parently it infuriated the Roman ladies  
to such an extent (we suppose they  
really needed those chariots, so they  
could dash down to the supermarket or  
make last minute visits to the beauty  
parlors of the time!) that they launched  
a protest which lasted twenty years.  
What form the protest took is not known  
but let us admit that they certainly had  
some formidable means of protest at  
their command, as indeed they have to  
this day.

In Athens, around the same period of  
history, Lycurgus brought about passage  
of a law restraining women drivers. As  
the old boy might have expected, his  
wife was the first one to break this law  
and was fined 6,000 drachmas.

Actually the idea that women lack a  
certain stability as drivers has been a  
continuing theme in history. Today with  
private means of transportation avail-  
able to everyone, the woman driver has  
become something of a national joke.

"When a woman driver," the television  
comedian will say, "sticks her hand out  
of a car window, the only thing you can  
be sure of is that she is drying her  
nail polish." And his audience responds  
with gusts of laughter.

But in spite of history and televi-  
sion comedians, and much as we all enjoy  
the joke, the fact is that statistics do  
not support the claim that women are any  
worse than men as operators of automo-  
biles.

Perhaps in Roman times it took a  
firmer hand at the reins than the fe-  
male one to guide great chariots about,  
but today transportation has improved to  
the point where anyone, male or female,  
can be a safe competent driver.

---Fleet Supervisor

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In traffic tie-ups you meet a very  
cross section of humanity.

---J. P. McEvoy



**HIGH SPEEDS LEAVE LESS TIME  
TO THINK HOW TO AVOID CRASH**

It takes only a fraction of a second to have an auto accident if your mind and eyes are not on the road ahead.

This warning comes from Arthur S. Johnson, Director of the Institute for Safer Living, who emphasizes that driving is a full time job. "In one brief second your car can travel from safety under control to an accident out of control if your attention is diverted elsewhere," he stated.

The average driver has difficulty in measuring the length of a second when translated into terms of speed and distance. But, Mr. Johnson pointed out, at 60 miles an hour an automobile travels 88 feet in one second. At today's speeds in today's fast cars, can any driver afford to let his car drive itself for that distance?

The accident possibilities become very clear when arithmetic again shows that two cars approaching each other at 60 miles per hour will, from the time they are ten car lengths apart, either pass safely or collide within only one second of time. There is no time for decision in that interval.

The days of casual and pleasure driving are just about over, Johnson declared, and the sooner we realize how dangerous it is to divide our attention between driving a car and looking at scenery, tuning the radio or looking at a road map, the safer our highways will be.

There seems to be countless ways that drivers manage to divert their attention from their driving. Basically the reasons for doing these dangerous things are five:

Greater comfort--reaching over to adjust a window, battling with a bee inside the car, operating electric shaver, putting on sun glasses, putting or taking off your gloves, slipping in or out of coat.

Double-checking details--looking for something in the glove compartment, reaching for something in the back seat, winding dashboard clock, checking road map, worrying about roof-top loading, fretting about engine noises, looking

for street signs and house numbers.

"Safety"--cleaning inside windshield without stopping, adjusting rearview mirror, reaching over to close door, holding junior into seat, watching in the rearview mirror.

Entertainment--tuning the car radio, taking in scenery, amusing the children.

Personal--pleasure--lighting a cigarette, eating sandwiches, candy bars, popcorn, etc., one-arm driving.

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**GIVE COURTESY FOR  
CHRISTMAS**

"Peace upon earth, to men of good will" ... once again the song of the angels comes down to us across the centuries, and once again the Christmas spell falls upon the earth.

The Biblical story of that first Christmas tells of the Wise Men who guided their camels by a bright star in the East, to bring gifts of frankincense and myrrh to the Christ Child. At the Christmas Season, the spirit of giving abounds -- kindness should be, and usually is, the order of the day; self is forgotten in doing for others.

At this Christmas time we like to think that the "Wise Men" of to-day are the drivers who pilot their vehicles according to the rules of defensive driving, and give COURTESY -- one of the rarest gifts of this modern age--to other drivers, pedestrians and children.

The gift of traffic courtesy includes many things--giving the right-of-way to other drivers and pedestrians; giving proper signals before turning or stopping; driving in the proper lane and at a speed safe for existing road, traffic and weather conditions; coming to a complete stop at all "Stop" streets; dimming your headlights promptly even if the other driver fails to lower his light beams; and giving extra caution to your driving on slippery, icy or wet pavements. Christmas is a time of giving--don't take a life!

And so we send the Season's Greetings to you and yours, and--be a Wise Man -- GIVE COURTESY FOR CHRISTMAS!

---Fleet Supervisor

## IACP CONDEMNS DRAG STRIPS

In a strongly-worded resolution adopted at its 63rd annual conference last month in Chicago, the International Association of Chiefs of Police roundly condemned "drag strips" as a major contributor to the traffic accident problem.

The powerful chiefs' association called on all law enforcement agencies to "refrain from participating in the establishment and or operation of drag strips or other similar activity designed for speed contests," and urged "participation of law enforcement agencies in the encouragement of high school driver training to better serve the public interest."

The complete text of the IACP resolution on drag strips follows:

WHEREAS, speed is recognized as the leading contributing cause of major traffic accidents, and

WHEREAS, law enforcement agencies in their efforts to contain this element of the traffic problem emphasize enforcement and education directed toward the elimination of excessive and unsafe motor vehicles speed and unwise competition of motor vehicle operators in highway traffic, and

WHEREAS, the establishment and use of drag strips as a facility for individuals to compete in speed events and in driving practices generally considered unsafe in normal traffic tend to inspire the participants and non-participants at these events to attempt duplication of such unsafe practices in normal traffic streams, and

WHEREAS, sensible motor vehicle operation does not permit the driver to entertain a belief that he must compete with his fellow driver but rather that such safe driver must possess the quality of cooperation, and

WHEREAS, if the personal enthusiasm and public support now directed to approval of "drag strips" were harnessed with elements of high school driver training and public education there should be more rapid growth and development of this basic approach to the traffic problem which is believed to have the greatest potential insofar as even-

tual solution is concerned;

NOW, THEREFORE, BE IT RESOLVED, that the International Association of Chiefs of Police, in Conference assembled in the City of Chicago on September 13, 1956, does hereby adopt an expression of policy that law enforcement agencies refrain from participating in the establishment and or operation of drag strips or other similar activity designed for speed contests, and that participation of law enforcement agencies in the encouragement of high school driver training would better serve the public interest.

For further evidence of the nationwide concern over drag strips, the attention of Traffic Digest & Review readers is called to the September 22, 1956, issue of the Saturday Evening Post, in which there appears a penetrating editorial entitled, "How Can We Take Heat Out of the Hot Rods?" The editorial mentions the Traffic Institute's reprint of an article of the Association of Casualty and Surety Companies ("Do Hot Rodders Make Safer Drivers?", Traffic Digest & Review, May, 1956, p.1).

---T.D. & R

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## HOT ROD CLUBS

Editorial in the Traffic Safety Reporter, published by the Wisconsin Motor Vehicle Department

Before lending their official support to hot rod clubs and drag-strip activities, civic organizations would do well to check into the results of such activities in communities where they exist.

If the actual number of auto crashes and traffic violations has not been substantially reduced throughout a fair cross-section of drag-strip communities then those groups had better think twice before building and supporting a race track for the speedbent youths of their own community.

When adults argue that a drag-strip will provide a safer place for the youngsters to speed (because they are going to speed anyway), aren't those adults admitting that they have lost

control of the generation they should be guiding through adolescence?

With proper adult guidance, driver education courses, and vigorous law enforcement these youths will not "speed anyway."

L.E. Beier, director of the Enforcement Division of the Wisconsin Motor Vehicle Department, clearly stated State Patrol policy when he said: "Our men are on the highways to enforce the traffic laws. I can see no reason at this time to take men away from this basic job in order to sponsor hot rod club activities."

It may well be that those who encourage hot rodding may find themselves with an aggravated situation on their hands, not a problem solved, in the long run.

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#### THE NATIONAL COUNCIL STEPS UP SAFETY WORK

Appalled by the mounting toll of highway deaths, the National Safety Council is launching a program to back public officials in stepping up the attack on speeding. The council will put its full weight behind those public officials with the moxie to launch an enforcement program, and will encourage individuals to back this program.

There is little doubt that the slow-down campaign in Connecticut has been the trigger that has set off this campaign. For Connecticut, despite a series of unfortunate accidents, is not mirroring the national upward trend that will bring, in all likelihood, the largest total of deaths in our history.

An awareness of what has been happening is coming to the country at last, and is embodied in the grisly estimate of 41,000 deaths this year. Despite that fact, when Governor Ribicoff got the Connecticut program under way there were shortsighted and unimaginative people who tried to snipe at it. There are still those who believe highway safety should be subordinated to private convenience, if we may judge from the resolution introduced at the recent convention of Connecticut labor unions.

Until now, the lot of any official who wants to enforce the law is a lonesome one. Those who lose licenses berate that authority. And too few of the public are willing to speak out in support of a get-tough campaign. Thus the National Safety Council can render a useful public service by standing behind all officials who try forthrightly to stem the tide of death.

This whole battle is basically one of public opinion. For generations infractions of the law by motorists have been considered minor things, to be winked at. As a corollary any attempt by police to enforce the law vigorously has been denounced as though it were some kind of game that had to be played according to certain rules. Meanwhile men, women, and children, hundreds of thousands of them, have gone prematurely to their deaths.

There is a growing concept that all this is wrong. And we can be proud that here in Connecticut we are helping to lead the way toward the more rational view of highway infraction as serious violations from which manslaughter often ensues. If this concept is widely accepted by the public it will be an encouragement to public officials, and at the same time it will discourage those fuzzy-headed judges who still too often gut enforcement campaigns by playing the good fellow in court.

---The Hartford Courant

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#### DECISIONS...AND ODDS

It is estimated that a motorist must make 20 to 50 decisions per hour while driving, any of which when wrong can result in a fatal accident.

If you drive under 50 miles per hour, your chances of staying out of an accident are five times greater than if you drive over 50. If you are involved in an accident when driving over 50 miles per hour, your chances of getting killed are three times greater than if you were driving below 50.

---Rhode Island Traffic Safety Reporter.

## CARBON MONOXIDE HAZARD

State Motor Vehicles Commissioner John J. Tynan on Nov. 23rd began a two-part, state-wide campaign against defective automotive exhaust systems such as that which recently caused the carbon monoxide death of a baby boy in a closed car at a local outdoor theater when the deadly gas from the automobile's running engine seeped into the vehicle from a leaking exhaust mechanism.

In the first part, the commissioner sent official letters to the approximately 7,000 automobile dealers, repairers and service stations licensed by the State Department of Motor Vehicles to obtain their cooperation in making certain that any cars they sell or service are free from leaks or defects in exhaust systems.

In the second part, Commissioner Tynan asks Connecticut's some 1,100,000 licensed drivers to have any vehicles they operate checked immediately for such leaks or defects. The state official explained that his appeal to Connecticut's motorists is being made through news items such as this publicized by the state's newspapers, radio stations and television stations, "which always have been completely generous and cooperative in such public-service projects."

In furtherance of the first part of his campaign, Commissioner Tynan is reminding automobile sellers that they are obligated by law to make certain that any vehicles they sell are free from such defects and that they can be held responsible for any violations of the law.

Commissioner Tynan also is asking all persons in Connecticut's automotive trades to make thorough inspections of exhaust systems on all vehicles they handle or service for the public and to report to the vehicle owners any defects they may find in such systems, with the strong recommendations to be made to such owners that the defects be repaired immediately.

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None is so perfect that he may not at times lend an ear to friendly advice.

## WINTER DRIVING RULES

These 6 basic rules are recommended "musts" for safe winter driving:

1. GET THE "FEEL" of the road. Try your brakes occasionally while driving slowly and away from traffic. Find out just how slick the road is. Expert drivers don't skid.

2. SLOW DOWN. Adjust speed to road and weather conditions. Be able to stop and maneuver safely. You can't stop on an icy dime.

3. KEEP THE WINDSHIELD CLEAR of snow and ice, fog and frost. Be sure windshield wiper blades and defrosters are in top condition. You have to see danger in time to avoid it.

4. USE TIRE CHAINS on snow and ice. They cut stopping distances about half, give 4 to 7 times more starting and climbing traction ability. But even with the help of chains, slower than normal speeds are a "must" on slippery surfaces.

5. PUMP YOUR BRAKES to slow down or stop. Jamming them on can lock the wheels and throw you into a dangerous skid. A little skidding can carry you a long way.

6. FOLLOW AT A SAFE DISTANCE. Keep well back of the vehicle ahead--give yourself room to stop. Remember, without tire chains, it takes 3 to 12 times as far to stop on snow and ice as on dry concrete.

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MOTOR VEHICLE FINES  
NOT DEDUCTIBLE BUSINESS EXPENSE

In a recent decision by the United States Tax Court (Tank Truck Rentals, Inc., 26 T.C. No. 552) it was held that fines paid by a trucking company for violation of State Maximum weight limitation laws are not deductible as business expenses even though incurred innocently, non-negligently and not as a result of failure to take practical precautions. The decision is supported by a decision in the United States District Court (Hoover Motor Express Co., Inc. v. United States, 135 F. Supp. 818).

---Motor Transport Assoc. Bulletin

DRINKING PEDESTRIANS

New York City credits a vigorous traffic enforcement program with effecting a 19 per cent decline in motor traffic deaths on its streets. And its officials believe that the next big gain in cutting its annual tolls could come through a campaign of pedestrian education. Statistics show pedestrians are involved in 74 per cent of all the city's fatal accidents in traffic.

Unfortunately, the pedestrian on highways and byways does not ordinarily become a subject for police traffic safety education until he has been in an accident - and then he may be dead or have caused a fatality. But in one state - Delaware - state police are waging a relentless drive on one type of foot traveler who has figured largely in pedestrian fatalities, the drinker who exposes himself to injury or worse by venturing along busy highways and roads. In the first eight months of this year 352 drinking pedestrians were arrested by the Delaware state police.

Troopers look upon these imbibers along with the drinking drivers as traffic hazards. They are warranted in taking this view. If you drink don't drive --nor venture out on foot. Statistics show that neither is safe.

---The Torrington Register

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HOLIDAY DRIVING HAZARDS

Each year we look forward to the Holiday Season as the Happiest time of the year. Yet, from a traffic safety point of view, December is the saddest month on the accident record.

Poor visibility resulting from early sunsets, adverse weather conditions, and increased Holiday traffic, make December a month of danger to drivers. The only prevention for the rise in the accident curve is caution, the only way of preventing accidents. When we know that accidents are going to increase, we should be extremely careful to prevent them.

If you wish to enjoy the Holiday Season with every bit of pleasure you

can muster for the occasion, then take heed of the perils of two-faced December. She provides us with days for celebration and renewing friendships, but at the same time, she takes the most lives. Be extra careful when driving in Holiday traffic.

\*\*\*\*\*

SOMEBODY'S LITTLE BOY

Somebody's boy was crossing the street,  
Innocent, young and fair.  
He hadn't the judgment of older folks;  
He didn't see the danger there.

Somebody's boy had a song on his lips,  
But it died in an instant away,  
For a motorist ran the little boy down,  
As he dashed across the way.

Somebody kneels by an empty bed,  
And fondles a little shoe;  
Somebody looks through the empty years--  
Suppose that somebody were you?

Will you watch for the little boys,  
Drivers in the city and town?  
Really, it's one of the greatest crimes  
To run a little boy down.

\*\*\*\*\*

SAFETY

By Frances Ellsworth Asher

Safety is that accident  
You didn't have today;  
Safety is that little child  
You saved along the way;  
The time you took to make a proper  
Signal for a turn;  
And every stop sign when you thought  
To stop--some day we'll learn  
That safety is a state of mind  
Which only you control,  
That, when abandoned, is the cause  
Of our great fatal toll.  
With this in mind, let's all unite  
To bring that day of days--  
When every driver will have learned  
That SAFETY REALLY PAYS!

---From The Columbine

## CARBON MONOXIDE HAZARD

State Motor Vehicles Commissioner John J. Tynan on Nov. 23rd began a two-part, state-wide campaign against defective automotive exhaust systems such as that which recently caused the carbon monoxide death of a baby boy in a closed car at a local outdoor theater when the deadly gas from the automobile's running engine seeped into the vehicle from a leaking exhaust mechanism.

In the first part, the commissioner sent official letters to the approximately 7,000 automobile dealers, repairers and service stations licensed by the State Department of Motor Vehicles to obtain their cooperation in making certain that any cars they sell or service are free from leaks or defects in exhaust systems.

In the second part, Commissioner Tynan asks Connecticut's some 1,100,000 licensed drivers to have any vehicles they operate checked immediately for such leaks or defects. The state official explained that his appeal to Connecticut's motorists is being made through news items such as this publicized by the state's newspapers, radio stations and television stations, "which always have been completely generous and cooperative in such public-service projects."

In furtherance of the first part of his campaign, Commissioner Tynan is reminding automobile sellers that they are obligated by law to make certain that any vehicles they sell are free from such defects and that they can be held responsible for any violations of the law.

Commissioner Tynan also is asking all persons in Connecticut's automotive trades to make thorough inspections of exhaust systems on all vehicles they handle or service for the public and to report to the vehicle owners any defects they may find in such systems, with the strong recommendations to be made to such owners that the defects be repaired immediately.

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None is so perfect that he may not at times lend an ear to friendly advice.

## WINTER DRIVING RULES

These 6 basic rules are recommended "musts" for safe winter driving:

1. GET THE "FEEL" of the road. Try your brakes occasionally while driving slowly and away from traffic. Find out just how slick the road is. Expert drivers don't skid.

2. SLOW DOWN. Adjust speed to road and weather conditions. Be able to stop and maneuver safely. You can't stop on an icy dime.

3. KEEP THE WINDSHIELD CLEAR of snow and ice, fog and frost. Be sure windshield wiper blades and defrosters are in top condition. You have to see danger in time to avoid it.

4. USE TIRE CHAINS on snow and ice. They cut stopping distances about half, give 4 to 7 times more starting and climbing traction ability. But even with the help of chains, slower than normal speeds are a "must" on slippery surfaces.

5. PUMP YOUR BRAKES to slow down or stop. Jamming them on can lock the wheels and throw you into a dangerous skid. A little skidding can carry you a long way.

6. FOLLOW AT A SAFE DISTANCE. Keep well back of the vehicle ahead--give yourself room to stop. Remember, without tire chains, it takes 3 to 12 times as far to stop on snow and ice as on dry concrete.

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MOTOR VEHICLE FINES  
NOT DEDUCTIBLE BUSINESS EXPENSE

In a recent decision by the United States Tax Court (Tank Truck Rentals, Inc., 26 T.C. No. 552) it was held that fines paid by a trucking company for violation of State Maximum weight limitation laws are not deductible as business expenses even though incurred innocently, non-negligently and not as a result of failure to take practical precautions. The decision is supported by a decision in the United States District Court (Hoover Motor Express Co., Inc. v. United States, 135 F. Supp. 818).

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# AROUND THE CIRCUIT

Vox-Cop

November - December, 1956

## STATION "A", RIDGEFIELD

### DANBURY FAIR OVER

We are finally settled down after the Great Danbury State Fair. We received a letter of appreciation from the "Great" John Leahy, General Manager of the Fair, complimenting the Officers and Auxiliaries of this Station on their capable handling of the traffic situation.

### "DAMPER" PUT ON VACATION

Our Sergeant Walter Abel starting his vacation with a water problem; seems the pipes leading to the water main in the street decided to take a vacation too, and gurgled happily outside of the usual routes underground. Results: Sgt. Abel digging unhappily under the surface of his sidewalk to trace the leaks. Happy Vacation Sgt. Abel!

### ANNUAL EXODUS

Our genial Officer Edward McMahon in the midst of posting vacant houses, reflects that an awful lot of people are deserting this area for warmer climes but takes the avalanche of business strictly in stride.

### CAUSE TO CELEBRATE

Our genial Handy Man, Tony Marinaro, also known as Custodian, Chief Janitor and Keeper of the Grounds, reached new heights of bliss recently when in addition to announcing the engagement of his daughter, Theresa, both his sons, Anthony, a Third Class Petty Officer of the United States Navy, and Louis, recently graduated from the Naval Training School at Bainbridge, Maryland, arrived home at the same time. Anthony, the elder son, now aboard a destroyer escort, also announced that the younger brother, Louis, will serve aboard the same de-

stroyer escort. A triple celebration was in order over the past weekend at the Marinaro household.

### STUBBORN CASE SUCCESSFULLY CONCLUDED

Officer Louis Stefanek, together with our Policewoman Lucy Boland, succeeded in solving a perplexing sex case recently, resulting in the apprehension of an offender in the Town of Newtown after weeks of patient investigation. Nice work on the part of Officer Stefanek and Lucy Boland.

### MAIN STREET, DANBURY CELEBRATES

Danbury had an official celebration for the Grand Opening of newly paved Main Street, November 15 with a parade to make it a joyous occasion.

### NEW DOOR INSTALLED IN GARAGE

We also have a new look on the front of our garage, with the addition of a new door to supplement the large overhead door. Now it is possible to enter our garage without lifting the large overhead door and according to our Mechanic "Spooks" Freddie Leary, it is much warmer since this new innovation was installed. High praise is in order for Officers Jones and Wilson for their untiring efforts in this installation.

### INCIDENT RESULTS IN NICKNAME FOR LEARY

"Spooks" Leary recently acquired this nickname as a result of finding an unwelcome "Boarder" in the attic of his home. Seems the neighbors detected the electric light lit during the night hours and strange noises were heard with the result that Freddie called the Bar-racks and reported "Spooks" in his attic. Investigation however, revealed that a former tenant, much the worse from "John Barleycorn" decided to spend the night in the attic, hence the light and the noises.

*As gay as the Yuletide trimmings . . . as warm as carolers'  
voices . . . so are our good wishes for you.*



STATION "B", CANAAN

GOOD REASON FOR THANKSGIVING

Some extra effort on the part of Officers Sidney Toomey and William Flaherty around Turkey Day brought about the apprehension of several teen-agers responsible for thefts of accessories from automobiles in the Canaan-Salisbury area. Confessions and recovery of most of the articles about wrap the case up pending court hearings.

VACATIONISTS

Lieut. & Mrs. Menser returned recently from Florida and Officer & Mrs. Charles Sedar likewise from far distant Mexico. This area's first three inch snow-fall the latter part of November must have made them all wish they were back in those vacation areas.

WEATHER STATION EQUIPMENT

Despite news-releases from other state departments we are still awaiting completion of our "weather station" installation at this writing (Nov. 26). Some work toward pipe installation in the basement and a couple of concrete piers in the garage indicate the present progress or lack of it. Knowing this area as we do it may be that we will have the "weather" before we get the instruments to predict it.

THEY DON'T STAY SLENDER LONG!

Our newest "new" officer--Lionel Labreche--came to us pretty much on the thin, string bean type. Since his arrival in March of this year, Chef Alec Durand has added 20 pounds to that tooth-pick frame and at this stage it is most becoming. Lionel claims he is going to stop at something over 200 but other heavy-weights at Sta B greet this announcement with derision. Lionel's hunting companion, Dispatcher Dick Fallon, says he should stop now after the way he puffed up Canaan Mountain recently.

BIZARRE CASE ENDS

The Lakeville wife and mother whose infant child, to which she gave birth

unattended and then left to die in an outbuilding at her home, will have been sentenced in Litchfield County Superior Court by the time this reaches print. She plead guilty to manslaughter recently. A male friend has already been sentenced after a guilty plea to adultery. Off. Victor Keilty will be more than pleased to write "finis" to this bizarre mess.

WINSTED POLICE LOSE POPULAR OFFICER

Canaan officers are sorry to hear that Off. Ferris Resha is leaving the Winsted police department. Many worked with him and found him cooperative, willing and observant.

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THE SEASONS

A message to us the seasons bear  
Of God's tender love and care:  
Gifts of nature in His way  
Come before us every day.

Summer with its birds and flowers  
And its happy outdoor hours:  
Autumn with its leaves o'erhead  
In hues of brown and gold and red!

Winter with its sparkling snow  
And the sports that we love so:  
Spring again, and all earth sings  
With the hum of growing things!

The changing seasons come and go.  
And we enjoy them all, yet know  
We should thank God, for all things say,  
"Our Father cares for us each day!"

\*\*\*\*\*

"The full possibilities of improving driver-behavior through traffic supervision or traffic control and intensified enforcement activities have been realized in few, if any, places. In most areas, both city and rural, the amount or quality of enforcement at present is not sufficient to produce any appreciable improvement in our automobile accident records." ---Joseph P. Craugh, Executive Vice President, Utica Mutual Insurance Company

**TOLLAND COUNTY TALES**

"God grant us an old-fashioned Christmas  
 with caroling sweet on the air,  
 The faith of the children unbroken;  
 the tramp of glad feet on the stair;  
 The family grateful at table;  
 good neighbors and friends at the door,  
 The sort of a Christmas that will be  
 when tyrants shall threaten no more;  
 The Christmas tree glowing with trinkets;  
 the secrets no voice ever tells;  
 The old-fashioned Christmas of loving  
 and laughter and holly and bells."

From OLD FASHIONED-CHRISTMAS  
 by Edgar A. Guest

**RETIREMENT**



**OFF. JOHN J. YASKULKA**

Officer John J. (Jackie Horner) Yaskulka retired from the department on December 1, after more than twenty years of service. He was given a surprise testimonial dinner on Tuesday, November 20, at which time he was presented a TV set and a purse. The dinner was attended by over 200 law enforcement and judiciary officials and friends. On December 6, he was given a public testimonial

dinner at the Elks Club in Rockville. The department has lost an efficient officer, a conscientious worker, a good public relations man. He will be missed here at Station "C". We wish him the best of luck in any new venture in the future.

**TRANSFERS**

We welcome to the station, Clerk Arlene Gomez from the Quartermaster's Office at Headquarters. Everyone was glad to see her coming. No more commuting back and forth to Hartford as Arlene lives here in Stafford.

We bid farewell to Officer Robert Hetherman, who goes to Station "D". You'll be missed here at "C", Bob.

We welcome Officer Wendell Hayden from Station "D". Now we have three sets of twins, the Doyles, William E. and William J., the Haydens, Ken and Wen, and the Jacobsens or Jacobsons, Ronnie and Margaret, one spelled with an "e" and the other with an "o" but pronounced the same.

**PLAYING COWBOY**

About once a year, Ted Sheiber becomes involved with catching some farm animal. This past month, patrolling along Route 15, he came upon a cow roaming on the highway. Using his car for a pony, he was able to chase the cow back along the road to a side road and then down that to the pasture, which the cow

entered without assistance.

Another day he was called upon to locate the owner of some pigs that were roaming about another person's property. This time, he arrested the owner for allowing the pigs to roam.

#### CHANGES

With increased personnel at the station, the report room has been moved to what was the conference room, where a new bench has been installed along with the ones from the former report room which is now a room for the clerks. New venetian blinds have also been put up on the first floor windows.

#### FUGITIVE APPREHENDED

Officer Bill Carroll brought in a man for driving off without paying for the gas he had purchased for his car. Further investigation revealed that he had a stolen car from Portland, Maine, and he had also escaped from the Men's Reformatory, South Windham, Maine, where he was serving a 1 to 3 year sentence for Breaking and Entering. He was turned over to the Maine authorities.

#### MOVING

The Blombergs are in the process of purchasing and moving into a new home in Vernon.

#### THE HUNTERS

Deer-hunting fever struck three of our men. Sgt. Simon hiked off to Vermont while Bill Ellert and Don Tracy took off to Maine. Who came back minus the deer? We'll not mention any names. Who came back with deer? That we'll not tell either.

#### HOSPITALIZED

Chef Andy Koza spent some time recently in the Veterans' Hospital, Newington, as a patient. Earl Elliott substituted for him.

#### BACK TO WORK

After being absent for many months, Ed Beattie has returned to active duty. Glad to have you back, Ed.

MAY THE SPIRIT OF CHRISTMAS BE WITH YOU AND YOURS THROUGHOUT THE NEW YEAR.

### STATION "D", DANIELSON

Station D extends its Holiday Greetings to everyone in the Department. We are looking and hoping for a peaceful and quiet day at home and wish the same for all.

#### TRANSFERS

A welcome to Robert Hetherman and a farewell to Wendell Hayden. A good exchange from the clerical viewpoint, as they come in the exact place on the alphabetical list and nothing had to be changed. Off. Hetherman is the number three man at our Quinebaug sub-station. We hear that there is a fourth man up in that area. Maybe someday we'll get him and move the main station there completely.

#### NICK WOYK RETURNS TO DUTY

Another welcome and farewell! Nick Woyk came back to work after a forced two-months vacation, some of the time spent in St. Francis' Hospital. "Pete" Massey who took his place will be leaving. He may have reached the age of retirement, but it would take a good younger man to keep up the pace he sets for himself when he is on the job.

#### RELUCTANT GROOM

We wonder what the next excuse will be for Merrill Johnson's not getting married when his house is finished. That has been the one he has worn thin for the past three or four months.

#### DIFFICULT CHOICE

Sue Kenyon is the gal who likes winter vacations. This year she has a choice - the mountains and skiing or Florida and swimming, both sports in which she excels.

#### SPECIALIZATION

Station "D" has become staffed with specialists. Joe Donovan has taken over the vacant house patrol with much enthusiasm and is keeping ahead of new posters at a rate that deserves commendation. G.L. Smith handles our fraudulent check cases with great expediency. Bill



STATION "E", GROTON

THEY NEVER LEARN

The season got started early with Officer Farrow arresting three men for jacklighting deer.

STAMPEDE

Officer Corcoran reports a cow which was being led across a road with a rope became frightened at the approach of a car and charged the vehicle head on.

MINOR VIOLATION SNARLS TRAFFIC

A tractor trailer job, just one of the many thousands that pass over the Thames River bridge, in an attempt to pass another truck veered to the left and climbed up onto the cement divider strip of the bridge. Just a minor violation but the results stupendous. The heavy vehicle hurdled the two foot concrete strip knocking down a light stanchion, blocking traffic in the east bound lane. It happened at an inopportune time causing the Electric Boat Co., Pfizer & Co., and the Submarine Base personnel to be late for work not to mention the local everyday traffic. Hundreds of employees late for work-- traffic backed up for over a mile from the cloverleafs of the bridge entrance-- the night and day shifts of the barracks concentrating on this focal point to clear the traffic snarl.

WOOSH!!!

There was a sudden gush of blue flame along the garage floor, whooshing up to the ceiling, then an instant's pause. A rumbling, cracking explosion followed which injured 3 men, seared the inside of the garage building and blew out all of its windows covering the nearby highway with slivers of glass. One man was carried through the air 15 feet by the explosion of the Propane gas that was in the truck being repaired. Officers Sternberg, Anderson and Bickford investigated.

SAILORS TAKE TO SEA

Officer Corcoran investigated an accident assisted by Det. Sgt. Goodale and

Officers Fitzgerald and Sullivan. A car ran off the road and was completely submerged by the chilly water of a nearby cove. Nearby civilians braved the cold water and dove in and rescued the two sailors, who were occupants of the car. Frogmen of the nearby Sub-Base with the aid of a Navy crane soon had the car back on dry land.

SUPERMARKET HOLDUP QUICKLY SOLVED

A daring daylight holdup of a Norwich supermarket was staged and in a short time one of the two robbers was captured. Capt. Rundle headed the investigation assisted by Lt. Avery, Det. Murphy and Officers Greenberg and Bellefleur with County Detective Shedroff. One of the first things the captured young robber had done was to buy a pair of blue suede shoes. All available men were rushed to the scene immediately. Because of the fast blockade that was set up the stolen car that was used in the holdup was unable to leave Norwich and was found abandoned. Assistance was given by stations Danielson and Colchester.

DANGEROUS LOOT

Officer Cable assisted by Officer Bellefleur arrested two boys for Breaking and Entering and Theft of dynamite blasting powder and detonation caps. Fearing that the electric dynamite caps would explode through a remote control process, the short wave radio at the barracks was turned off.

VACATIONING

Officer Fitzgerald and retired Officer Jack Smith spent some time at a dude ranch in New York state recently.

HORSE POWER

A good "horse laugh" never hurt anyone. Officer Farrow reports a car and a horse were in a collision. The car was damaged, the operator uninjured; the horse just strolled back into a pasture. Did his whinny say, "Hmmm, them and their mighty horse power!"

FUGITIVES FLIGHT USELESS

Officer Hickey made a trip to Florence, Mass. and brought back a pris-

oner wanted for a charge of embezzlement.

Officer Bickford made a trip to Saratoga, N.Y. and brought back a prisoner wanted for a bad check charge.

OFF. POTTER RETURNS TO FOLD

Officer Potter has been transferred from Westbrook Barracks back to this station. Welcome back, George.

OUT OF FRYING PAN INTO THE FIRE

Officer Sullivan chased a car at 90 mph. It all started with an unilluminated rear marker. Instead of stopping the operator stepped on it and the results were Reckless Driving, a badly damaged car and two lesser violations.

A motorist who allegedly figured that his speed would get him away from Officer Leitkowski cracked up his car and was arrested on three counts. It pays to keep away from trouble but not to speed from it.

EVERYONE AT STATION "E" WISHES EVERYONE A MERRY CHRISTMAS AND A HAPPY NEW YEAR.

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STATION "F", WESTBROOK

OFF. ROCHE CONVALESCING

Off. George Roche is confined to his home ill. His absence from the station roster creates a void that is hard to fill, and we're all hoping for his speedy return.

NO COMPLAINT TOO TRIVIAL

When an anxious father wrote Lieut. Mangan that his small son had lost a favorite spoon at a restaurant in our barracks area, and because of the loss was not eating properly, the Lieutenant from the meager information furnished, went to work and promptly located the restaurant where the spoon was lost, and it was not long before the youngster was again enjoying his meals.

NOVEL VIEWPOINT

They say the Greeks have a word for it--and Off. Mort Denerstein is a firm

believer in this adage. He arrested a Greek D.P. for a motor vehicle offense. Later at court when the offender was given a fine, he informed "Mort" that he held no grudges against him, but inasmuch as his being fined was all "Mort's" fault, the least he could do was pay one-half of the fine.

OFF. KONOPKA'S HONEYMOON OVER

Off. Leo Konopka has returned from his honeymoon and for the present is residing in Haddam.

On October 23, 1956 Leo was tendered a testimonial dinner at the Town House, Old Saybrook by his scores of friends. Det. Sgt. Thomas C. Leonard ably acted as toastmaster, and it was an enjoyable evening for all who attended.

"BUTCH" GETS THE "ODD" ONES

Resident Officer J. D. "Butch" Palin clocked an operator 55 miles per hour, who at the same time was reading a newspaper. Result - one arrest for reckless driving.

HOLDUP MEN CAUGHT AFTER HIGHSPEED CHASE

Off. George L. Potter has been transferred back to Groton. However, it was fortunate that he still had business in our area on a recent evening, and obliged us by taking over the Baldwin Bridge Post on a blockade. He stopped the stolen hold-up car, chased it over the Blue Star Highway at 115 m.p.h. and the occupants were apprehended in Groton. Nice work George!

\*\*\*\*\*

Think, and most about that which is most important; all the fools get lost because they do not think: they never see half of things, and knowing neither their loss nor their profit, they make small effort in either direction. Some make much of what is of little importance, or little of what is of much importance, always judging wrong.

To have considered well how to proceed is of great advantage for the day's work, and there is no better evidence of a man's good sense.

**STATION "G", WESTPORT**

**DESK JOB ABLY FILLED**

Desk Officer Robert Seres is now doing a good job in filling our log book with numerous entries and it appears he misses nothing, however small. Keep up the good work, Bob!!

**REFUGEE PROBLEM NOW PARAMOUNT**

Officer Sobolewski, the Polka King, busy with his evenings at the White Eagles Hall where he cuts a mean rug, but now we hear he is interested in the plight of the Polish Refugees.

**SURVEY BEING CONDUCTED OF WESTPORT PD**

A study of the Westport Police Department is being conducted by the Northwestern University Traffic Institute with Instructor Hamm making this extensive research.

**JIM DEFLORIO RENOVATES GARAGE**

Our garage is all painted now, and the hard work of James DeFlorio, our garage mechanic, is the reason for this accomplishment. He really is responsible for an excellent job.

**HARRY BRITTO CONVALESCING**

Our houseman, Harry Britto, is now convalescing at home and we hope we'll be seeing him soon!

**SUCCESSFUL NIMROD**

Sgt. Jerry Smith has returned from his vacation which he spent in Vermont and he is boasting of having caught a deer. No one has seen it and we're wondering how venison tastes???

**SANTA COMES EARLY**

Officer Donald Hurst is now the happy driver of one of the last '56 Fords to be assigned. We hope you enjoy using the new car with lots of good luck, Don!

**COMPETITION GETTING TOUGH**

Officer Ben Davis is rapidly becoming a threat to Officer James McDonald as a crack pistol shot, but McDonald says he'll make a "come-back".

**TRADITIONAL CELEBRATIONS**

Officer George Raiselis entertained his entire family of in-laws at his home for a Thanksgiving celebration. It is reported that he was a genial host and all went well.

Sgt. Robert Murphy spent his Thanksgiving at Levitown, Long Island where he visited with his brother, and spent a pleasant holiday, with other relatives.

**RECENT VISITORS**

Among our frequent visitors at the barracks are two former officers Charles Gorman and James Conlin, both of the Motor Vehicle Department now and they seem to manage to drop in just around 12 noon; of course this is accidental.

Recently popular Immigration Officer Rudy appeared at the barracks with a huge cigar for the Boss--in payment for what??

**WORK WITH JUVENILES MERITS APPROBATION**

Officer Quaintance is doing a "bang-up" job with juveniles in the Town of Wilton, where he is resident officer. The town fathers are very contented with his work. Congratulations, Bill!

**ICE FISHING**

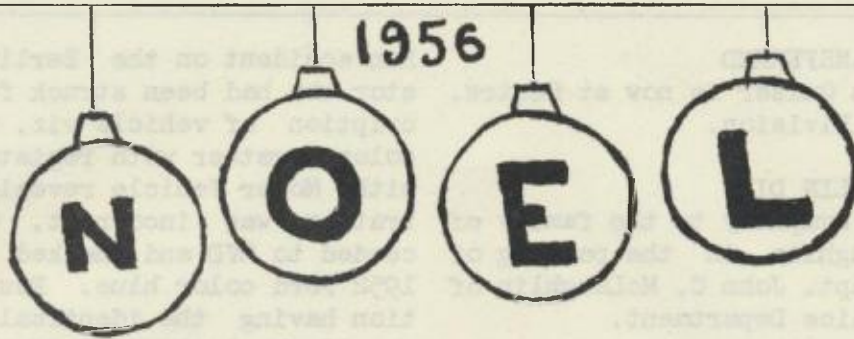
John Palmieri, our houseman, has been ice-fishing and he really has a picnic for himself when he goes, as he has been having "cook-outs". We also heard that he sent all the way to Alabama for a "Gypsy". Is that where you got some good tips, John?

**TRANSFERS**

Among our barracks personnel changes in the past month: We lost Officer Edward Leonard, and Officer Charles Lundberg who went to Ridgefield and Officer Charles Wilkerson who went to Litchfield. However, we welcomed Officers Robert Sautter and Louis Pinto who came to us from Ridgefield.

**BATTLE OF THE "BULGE"**

Would you believe? Well--it is true, Officer Boston is a few pounds heavier than Detective Joseph Jasonis. It was proven recently when they held a "weight contest". Detective Jasonis won by being 15 pounds less than "Al" Boston!



STATION "H", HARTFORD

TESTIMONIAL DINNER GIVEN OFF. PRITCHARD



OFF. CHARLES PRITCHARD

On Monday evening, October 1, the entire Barracks personnel along with Auxiliaries, numbering 110 persons, assembled at the Pot Latch to honor Charlie Pritchard (recently retired). Many pleasantries were brought to mind as the various speakers mentioned incidents which happened during "Charlie's" twenty year tenure.

Sgt. Pethick was real busy with the camera and got some fine shots of the boys. A blown up photo of "Charlie" taken some summers ago was duly auto-graphed by all.

A uniformed guard from Mercer-Dunbar (with hand truck) arrived during the evening and deposited five bags on the head table. They contained coin of the realm in denomination of five cent pieces, and in the amount of \$100.

Det. Sgt. Walter Perkins did an impressive piece of work as Master of Ceremonies. There were interesting speeches from Comm. John C. Kelly, Major George Remer, Capt. Robert Rundle and Lieut. Albert H. Kimball.

During the talks, mention was made of the perfect driving record of "Charlie's". During his twenty years with the Dept. he never was involved in an accident. A record to be very proud of. A letter attesting to this fact was received from Motor Vehicle Commissioner John Tynan.

The management at the Pot Latch went all out in their preparations. A delicious serving of roast beef with all the accessories was served and enjoyed by all.

The best to you "Charlie" in your new endeavor and call on us any time.

CONGRATULATIONS TO THE GAYS

Hear Ye - On Oct. 12, 1956 Off. Robert and Mrs. Gay received a little bundle from Heaven - her name is Cynthia Lynn and her weight was 7 lbs. 13 oz. Good Luck.

OFF. CASSELLO PINCH HITS

Off. Frank Cassello pinch-hitting for Lt. Smith at Emergency Division at Wallingford. He recently completed a one week course at Harvard. (Homicide Investigation)



OFF. GAISER TRANSFERRED

Off. Clayton Gaiser is now at Hdqtrs. Communications Division.

CAPTAIN MCLAUGHLIN DIES

Our sincere sympathy to the family of Off. John McLaughlin in the passing of his father, Capt. John C. McLaughlin of the Bristol Police Department.

"MANUEL" ZERVOS CONVALESCING

Emanuel Zervos, our chef, is presently confined at the Hartford Hospital with a heart condition. It is believed he will be away from work for at least two months. Speedy recovery, "Manny".

INVESTIGATORS

At this writing Off. William Hickey and Off. Eugene Griffin are the Investigating Officers at the Station. They both look good in MUFTI.

OFF. WATERMAN ABLE AMBASSADOR

Off. Ralph (the Sheriff) Waterman, has taken over the duty of Personnel Officer in charge of Auxiliaries at the Station. He also occasionally makes a "TV" appearance and from time to time holds his audiences spell-bound reading his script on "Jurisprudence."

SIDE TRACKED

On a recent Saturday evening, Det. Sgt. Steele was enroute to have his evening meal. Travelling south on Maple Ave. in Hartford, he was confronted by a vehicle which appeared to be using a spot light. Closer observation revealed that the head light was at right angles to its normal position. Following and overtaking said vehicle, he found the front fender was wearing away the tire and the operator under the influence was returning from a nearby State where one can enjoy the "Sport of Kings". With the assistance of the local police an added charge of Evading Responsibility was entered after a check revealed that a pole had been damaged. The Sgt. will have set his compass in the opposite direction next trip.

ADDED EFFORT PAYS OFF

On Sept. 5, about 5:00 AM Off. Robert Gay was assigned to investigate a Hit &

Run accident on the Berlin Pike. Operator who had been struck furnished description of vehicle viz. make, year and color together with registration. Check with Motor Vehicle revealed that registration was incorrect. Off. Gay proceeded to MVD and checked files for a 1952 Ford color blue. Found a registration having the identical numerals with one of the letters different than the one furnished by complainant. Checking with local police, the vehicle in question was located and found to have extensive damage to front end. Was able to match pieces of plastic glass taken at scene of accident with parking light of this car. Questioning operator he admitted being involved. Reason for not stopping; did not have an operator's license. MVD reported subject under suspension. Summons was issued with charges of Evading Responsibility, Operating While Under Suspension and Operating Without a License.

JERRY LABBE JOINS STAFF

Gerard "Jerry" Labbe, nephew of Chef Oliver Durand of the Canaan Barracks, took over as dish-washer at Station H on August 2. Jerry is doing well but has some difficulty in finding the "handles" on the dishes, on occasion, before they reach the floor and crash. However, the number of dishes handled in a day is great and he is showing improvement!

TESTIMONIAL DINNER GIVEN OFF. ROY PAIGE

On the evening of November 12, the Auxiliaries of Station H held a testimonial dinner in honor of Officer Roy Paige who had served as Auxiliary Personnel Officer for about six years, prior to his recent transfer to the Fire Marshal's Division. It was held at the Wagon Wheel Restaurant in Rocky Hill and "Doc" received from the group a leather brief case and a box of his favorite cigars. Commissioner Kelly, Lieut. Kimball and Officer Waterman were guests.

Once again the glorious season of "CHRISTMAS" is with us. We here at Station "H" extend to ALL - A MERRY CHRISTMAS AND A BRIGHT AND PROSPEROUS NEW YEAR.

STATION "I", BETHANY

CONGRATULATIONS TO THE O'BRIENS

As this writer foretold in the last issue of Vox-Cop, old brudder stork has graced our presence once again, and left another bouncing baby son to Lieut. and Mrs. J. Francis O'Brien. He weighed in at 6 pounds 13 ounces, which we believe places him in the light-heavyweight class of O'Brien's. We understand that the Clan O'Brien, has voted our "Boss" the award of the Irish harp with three stars for a job "Well Done".

STATION CUISINE

Recently, our cuisine manager, "Jake" Demos had quite a siege of the old fashioned grippe, and Off. "Bean Soup" Tripp was drafted into active service once more, to make sure that the rotund appearance of this station's manpower would not shrink. It was quite a change from the regular menu as offered by our able chef, but, its a funny thing, no gripes were heard, which in itself is a moral victory attesting to the skill of this officer in culinary "Know How".

CHRISTMAS PARTY

By the time, this column goes to press and is edited, this station will have had its annual X-mas party. This year being held at the "Colonial House" in Hamden, on Monday Dec. 17, 1956. The committee in charge of arrangements being Sgt. George Panciera, Sgt. John J. Doyle, Sgt. Walter Foley, P.W. Ruth Gurresh and Officers Ciecierski and Mathews. With a diversified group such as this, how could we but have a successful time. The men wish to thank the committee for a job well done, but, who forgot the aspirins?

SIGNS OF THE SEASON

There is no doubt in our minds that the Yuletide Season is drawing near, what with Off. "Get-Two" Piascik looking at toy train books and Off. "Lippy-Lou" Menard carting off a large carton which said on its side "Country Squire Auto" deluxe size and accessories to match. The girls in the office talking about

X-mas shopping and how hard it is to get a parking place. We always thought it was a cinch for a woman driver to get, or make, a parking space when she saw a bargain.

RECRUITS

We at Station "I" wish to welcome to our area, the new class of potential State Policemen that are now in training at the state police academy under the able tutelage of Capt. Williams and his staff, consisting of Sgt. "Vern" Gedney and Off. Walter Stecko. We feel here, in that we are very close to the training which is given these recruits, that when they are sent into the field they will turn out to be one of our best classes. Good Luck "Rookies" and don't forget you are part of the very best police force in the United States barring none.

CULINARY STAFF CHANGES

We wish at this time, to welcome to our midst, a very able and efficient "Pan Walloper", young Charlie Brennan, weighing in at the dish-pan at a mean 120 lbs. Also to lament at the loss to our very able kitchen staff of our old and clean friend, "Ajax" Earl Elliot, who left for a job in the Bridgeport area to make a mint of monies. He was given a gift of a very nice clock-type radio, (to make sure in his new endeavor he would not be late for work) by all the personnel at this station and academy.

WELCOME ASSISTANCE

The Lieut. and all the men attached to this station, wish at this time, to give a vote of thanks to the State Police Auxiliary force, attached to this station for giving unselfishly of their time and energy during the past football season at New Haven, what with the inclement weather and short-tempered drivers who think it is the cop's fault that he has to wait in line to get into the "Bowl". Also a vote of thanks to the State Highway Dept. at the pond lily administration building for their superb cooperation in the matter of signs for traffic control and numerous little jobs they did for us to facilitate for

smooth flow of this traffic into and out of the New Haven area during this season. If we've overlooked anyone who assisted us during this time, our thanks to them too.

HOME BUILDING PROGRAM

We understand, that by the time we read these items, Off. "Barks" Anderson will have finally gotten the roof built on his mansion atop Bungay Hill in the town of Seymour. Better hurry up "Andy" for we understand the snow gets pretty deep up in that area this time of the year, and, we would not want to have to send out the bloodhounds to try and find you if you got lost in a drift up there.

GAMBLERS' NEMESIS

We note with pride that the underworld element of the "Valley" are on the run once more from Sgt. Paige's Raiders. All Sgt. Paige or one of his able men have to do is show up in one of these towns and you can't see one of the old familiar faces of "Bookies" or "Gamblers" about the area. We hear that all these characters are heading south for more lucrative fields.

AFTERMATH

It has been rumored that Sgt. "Walt" Foley, is taking up the art of horse back riding since he investigated a car vs horse accident in Woodbury on Thanksgiving Day. It is said that he will teach his horse not to be wandering around looking for a rider at 4:00 AM and get himself sent to "Horse Heaven" by presenting his posterior to the front end of a motor vehicle and getting the "stuffing" knocked out of himself for so doing.

"BARNEY" BOZENTKA VISITS STATION

A good sight to see the other day was when Off. Francis "Barney" Bozentka stopped in to visit awhile. He sure looks good to us and goes to prove that when you retire from the outfit it is not necessary to take a seat in an old rocking chair and slowly fade away. He is very active and has a fine position with the Yale College of medicine in New Haven, and, we proudly report, doing a very good job there from the re-

ports of various doctor friends we have there.

ASPIRING CROONER OFFERS SERVICES

There is also a rumor going about the station that Sgt. "Como" Panciera, has offered to sing several songs for the station X-mas party, to kind of keep the expenses down, which no doubt will be in his own "Lawrence Welk" fashion. Be careful Sergeant for our ladies do not carry smelling salts and if they swoon due to your crooning you will have to take care of them.

STYLE CONSCIOUS

Sgt. Doyle, better look to his medals as saratorial expert here as one of his proteges Off. Rasmussen, was seen strutting about the area with one of those new tie and plaid caps that are becoming quite the style in college circles these days. We feel that one of those two-way caps that identify Sherlock Holmes would be more fitting for Off. Rasmussen as he already has the saxophone pipe to go with this investigating apparel.

REDECORATING

Since the new furnace burner was installed the boiler room has been repainted by our custodian staff and it is now possible to eat right off the burner it's so clean and shiny. When Capt. V.J. Clarke inspected this job he was heard to comment that he felt it was a big job well done in the manner to which he is accustomed to seeing it done in the western division.

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Seventy per cent of Connecticut pedestrian fatalities occurred at night last year, says the Connecticut Safety Commission. Fifty-six of the 60 pedestrian deaths were adults; four were children. The safety group says keep a sharp lookout for pedestrians at all times, but especially at night when pedestrians become part of the darkness. If they do not wear something white or light so as to be seen easily by motorists, "Be Thy Brother's Keeper."

STATION "K", COLCHESTER

ON THE COVER

It seems only fitting at this time, since our picture is on the cover of this issue of Vox Cop, to remind our readers that we are once again celebrating our anniversary. Eighteen years ago on December 8th, Station "K" was officially opened under the command of Sgt. Roy B. Pettengill. It is interesting to note at this time that of the original complement of thirteen assigned men, only one, Lieutenant Harry Taylor, is still with the Department. Retirement, resignations and death have all taken their toll.

In reminiscing a bit over the "good old days", we opened the station log book to the official opening day page and thought it seemed worthy of repeating here at this time:

12:01 AM. Station officially opened by Sgt. Pettengill.

11:15 AM. Grand Juror Johnson, Hebron, called regarding trouble with some children. Off. Ray assigned.

12:15 PM. Constable Rogers, East Haddam, called to see if his prisoner had been fed.

1:40 PM. Telephone Company called to report station will be out of service for a short time.

3:50 PM. Telephone Company reports we are back in service.

8:10 PM. Jackman's Garage, Moodus, called for motor vehicle info.

8:45 PM. Call for Off. Duma.

9:50 PM. Off. Duma called--going to County Jail, Norwich, with prisoner.

10:15 PM. Call reporting a cottage in East Haddam ransacked. Off. Begley assigned.

It would seem from the above, that this is where the term "Lazy K" might have originated. However, as everyone knows - and we certainly can vouch for it - business has steadily increased and now many pages are filled each day in the station log book with complaints and requests and other important matters. Since the advent of this station, there has been an increase in the population of the towns covered by "K" by approxi-

mately 50%, bringing with it an increase in criminal offenses, highway traffic, motor vehicle accidents and violations, and other types of calls for police services.

So much for our past - now, if we may, we will attempt to give you a candid view of our officers and civilians as seen today by our snooping reporter:

CAPT. BOB "GOOD-NATURED" RUNDLE was seen shopping one Friday in Middletown, accompanied by the Mrs., who kept loading him down with bundles. About the time our reporter arrived, the manager of one of the stores came running up, shouting, "Captain, telephone for you" and that is when our reporter got a beautiful shot of the Captain answering the phone while Mrs. R. held it for him.

We found SGT. J. "PIERPONT" MCAULIFFE working on his son's pickup truck one Wednesday. The best shot we could get was one showing the Sergeant under the truck with his size 11 shoes sticking out from under. We missed a shot of him on the other side of the truck, however, with only his head showing and his eyes closed. He said the sun was in them??

DET. SGT. ARTHUR "APA" ANDREOLI was caught in a candid number loading his car up for that trip to Florida. Quite a striking figure in his Bermuda shorts and Ivy League cap!

We found OFF. ERNIE "MUSCLES" ANGELL working on his new home in Columbia. At the time we found him he was busy installing some bathroom fixtures. At least he was attempting to do just that for we got a good shot of him sitting in the pastel-colored bathtub reading a "Do-It-Yourself" manual.

OFF. JOE "4H" PILKIN purchased a mountain goat at the Great Barrington Fair recently and we got an amusing shot of the goat chewing on one of Joe's old socks.

We found HENRY "LONG HORN" CLUDINSKI playing in his son's sandbox. We won-

AROUND THE CIRCUIT

dered what he was looking for but Hank refused to say.

While in New London recently, we trailed OFF. BOB "CAPT. QUEEG" DONOHUE along Merchant's Row. Bob had just been out window shopping, but when he entered a jewelry store we were able to get a photograph of him purchasing a stop watch. Now that his retirement time is drawing near, he has apparently abandoned the calendar for the watch.

OFF. HERB "HORACE" HABERSTROH was snapped at home the other day going over a list of household tasks for him to do while his wife was away at work. Herb says he doesn't mind doing all these chores at home. Says it keeps him in practice for when the janitor is off duty at the barracks.

We caught OFF. TOM "FRENCHY" GAUTHIER hustling back and forth over the Hartford-Manchester pike in civies. Was it a special assignment? HOW special? And WAS it an assignment??

OFF. CLIFF "PHOTOGENIC" BOMBARD was caught recently by the camera eye working in front of a mirror and dabbing hair dye at the silver strands in his curly locks. Seems like some Marine Recruiting Officer wants his clean-cut American visage to lure reluctant enlistees via posters to Glory in the Mid East.

When we snapped OFF. FRANK "FOXY" PISCH in the act of pressing his best civilian suit we asked whether he contemplated going back into plain clothes work soon. He replied that he was only prepping for the Christmas party.

OFF. VIN "SILKY" BRESCIA was the biggest problem for our photographer. The camera had to be pre-set for delayed action which caught Vince modestly cutting a platter of wax for the Christmas party. We're certain he will hold the crowd's attention with that rock-and-roll style.

We snapped OFF. ARTHUR "I'M SERIOUS" HARVEY in the vicinity of West Rock

Tunnel while transitting to "K". Art is now a resident of the Western Division.

We snapped Off. CHAZZ "GRUMPY" MANSFIELD frowningly scrutinizing his #5 heir at the Lawrence Memorial Hospital in New London on November 4th.

OFF. DICK "BUSY BEE" POWERS was working about his new home when we arrived there and caught him off guard. When asked about life in the great far north he said he'll stay there now that wifie has bought him a new pair of cold weather boots.

OFF. NORMAN "I'M A DADDY" TASKER was just that on November 1st at Mount Sinai Hospital where our clerk presented him with Kathleen Mary. This photographer snapped all three together there and Mommy and Daddy looked real happy.

OFF. JOE "BUNDLES" SIKORSKI was snapped as he was trying to make preparations for our annual Christmas party. Joe, as usual, was entering into the true spirit of the season.

We snapped OFF. BOB "BUCKY BEAVER" MACDONALD last month leading a convoy of three moving vans from West Hartford to Vernon where he has become a proud new home owner. Bob says he knows he is going to like living in a quiet rural community, away from the hustle and bustle of the big city.

We found OFF. DONALD "WE SPELL IT DIFFERENT" KELLEY house-hunting within "K" territory. He says he thinks he ought to be nearer his West patrol. All the people out "west" agree.

OFF. FREDDIE "KID" AVERY was filmed with his wife driving a truck loaded with all their worldly possessions to their new home in Quaker Hill. The first thing he did was to buy a watchdog which measures 10 hands high and is only 9 months old and -- growing.

OFF. BILL "PORTLAND" ACKERMAN was recently flickered in earnest oneway conversation with MacDonald, Kelley and

Haberstroh. We couldn't hear him but it looked as if he were trying to apportion his residency into four parts.

SPW LOIS "MA" MILLER was photographed doing her Christmas shopping early. We know that not only her own son but all the kiddies in the Miller neighborhood will never stop believing in Santa Claus.

CLERK GLORIA BIONDI was caught posing very prettily in the boss' office, pinch-hitting for Mary. Sometimes she condescends to return to her old desk, to grace the business office, and to keep shipshape the general paperwork.

Need we repeat - CLERK MARY TASKER has declined all self-portraits in favor of Baby Kathleen Mary and this flicker boy's services were not needed with husband, Off. Norman, taking "home pictures" six times daily.

HOUSEMAN EDDIE GROSCH, now a self-styled family member, was snapped in a blur at 1/300th second recently as he rode in the ambulance with his little daughter to the Middlesex Hospital for an emergency appendectomy. The child did real fine, but Eddie will not soon forget the trip, which was made, by the way, by our experienced ambulance man and DISPATCHER WALT "WHIZZ" ADAMS.

DISPATCHER GEORGE "RUBY" BERUBE was snapped several consecutive mornings reading and digesting the International News per the newspapers. It only takes about one hour of intensive study before he is ready to discourse at length and in detail on our Foreign Policy and the balance of military power around the world.

CHEF LEO "COOKIE" CAYA was snapped as he hustled about his kitchen making preparations for the superb Thanksgiving Dinner he served last month. After the dinner, Leo showed several feet of movie film he had taken of previous dinners at the barracks.

Last weekend we took a ride around Long Island Sound and there found "SKIPPER

LEACH" sounding off like Captain Kidd. His two deck hands were "BIG WALT" CHAPPELL and "SPARKS" KRIWACKI. Seems like the "skipper" wants to make his ship radio controlled so he can spend more time fishing and less time navigating.

Sorry folks, just ran out of flash bulbs. See you in the next issue.

"Flash Bulb Cameran"

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STATION "L", LITCHFIELD

NEW FACES

While we have lost two familiar faces here, we have also gained two new ones, to balance the books.

Off. Frank DeFilippo transferred to "L" from "G" on September 1, and now can find his way around here as well as most of the "Old Timers." The salt air in Bridgeport must do something special for the appetite as testified to by the orders for six egg breakfasts by "Flip".

On November 19, Officer Charles Wilkerson arrived from Westport and is now getting acquainted with his new base of operations and the surrounding territory.

Station "L" welcomes both.

AROUND THE BARRACKS:

What with new faces arriving and old faces departing, this seems to some officers as a fitting time for a little redecorating around the local estate. Off. Neil Hurley has been putting on a fresh coat of paint in the office, with much verbal assistance. Neil had planned only to touch up the wall where the relay box for the old Teletype had been located, but when that was done, the rest of the room looked worse so Neil is still slapping it on. The only voice of disapproval was that of Custodian Jack Tobin, and his only beef was that the wall clock was removed during painting. Jack was heard to say, "When I look for the clock all day, it isn't there. How do I know when to stop working?" Time passes swiftly for a busy man, Jack.

SGT. RITCHIE RETIRING



SGT. HARRY RITCHIE

On January 1, 1957 upon reaching age 47 and completion of over twenty-one years of faithful service in the Connecticut State Police, Sgt. Harry Ritchie of this station will retire to private life.

Sgt. Ritchie was born in Bristol, Conn. on January 1, 1910 and attended the local schools there. On November 26, 1937 he married the former Rosalie Barbara Lis in New York City. They have two children, Jerianne Rosalie, age 16, and Robert Harry, age 10. Prior to joining the State Police he was employed in a local factory.

He joined the Conn. State Police on November 20, 1935 at a time when the State Police contained far fewer men than today's strength. He attended training school at Ridgefield and upon completion was assigned to the old Beacon Falls Barracks. He has since seen service at Hartford, Bethany and Westbrook as well as three tricks at Litchfield. As a patrolman he performed his assignments in a most satisfactory manner and conducted several investigations resulting in the apprehension of dangerous criminals.

On March 2, 1946 the "Kiddo" was promoted to the rank of Sgt. As a Sgt., he has tried always to set a good example to those under his command and to justify the confidence and responsibilities entrusted to him by his superiors.

The "Sarge" has many interesting and amusing tales to be told and retold, especially of the days when the motorcycle was the patrol vehicle for the Dept. It seems that some of the patrolmen then were not very apt cycle jockeys.

Here at Station "L" the "Sarge" is well known for one "SPECIALTY" of his which is saved for "SPECIAL OCCASIONS." That is the "RITCHIE CIGAR"--a non-smoking variety, although any recipient of one is convinced that they were red hot when handed out. Fortunately, for all directly concerned these "Cigars" were not too generously distributed and only then with good cause.

On Tuesday, November 20, the last day of work for the "Kiddo" all the barracks personnel were present at supper to wish the "Sarge" farewell and good luck. He was presented at that time with a "Two-suiter" suitcase which he said will see a lot of use in his new job.

Upon retirement from this Department the "Sarge" will become "Safety Consultant" for the firm of Downing & Perkins, a heavy industrial construction and moving concern.

We all will miss the "Kiddo" here but offer him our congratulations upon his retirement and wish him the best of luck in his new position.

OFF. EDWARD HEALEY RESIGNS

Off. Ed Healey, after shortly over a year's assignment at this Station resigned from the State Police on November 21 to take a position as Special Investigator with the National Auto Theft Bureau. At a farewell get-together at supper time at the Barracks on Oct. 31, Ed was presented with a brief case as a parting gift from the personnel here. Ed went on vacation then until Nov. 21, when his resignation becomes effective. Between special instruction courses and traveling Ed will be a busy boy for some time. We all wish you the very best of luck in your new endeavor Ed.

LIEUT. CASEY RAISES THE ROOF

After ten years in his home in Warren, Lieut. Casey recently informed the personnel here that he raised the roof at home, literally, that is. He wanted

more room in the upper portion of his home, a larger bedroom to be exact.

SEASONS GREETINGS TO ALL FROM THE ENTIRE PERSONNEL AT STATION "L", LITCHFIELD.

Seasons Greetings



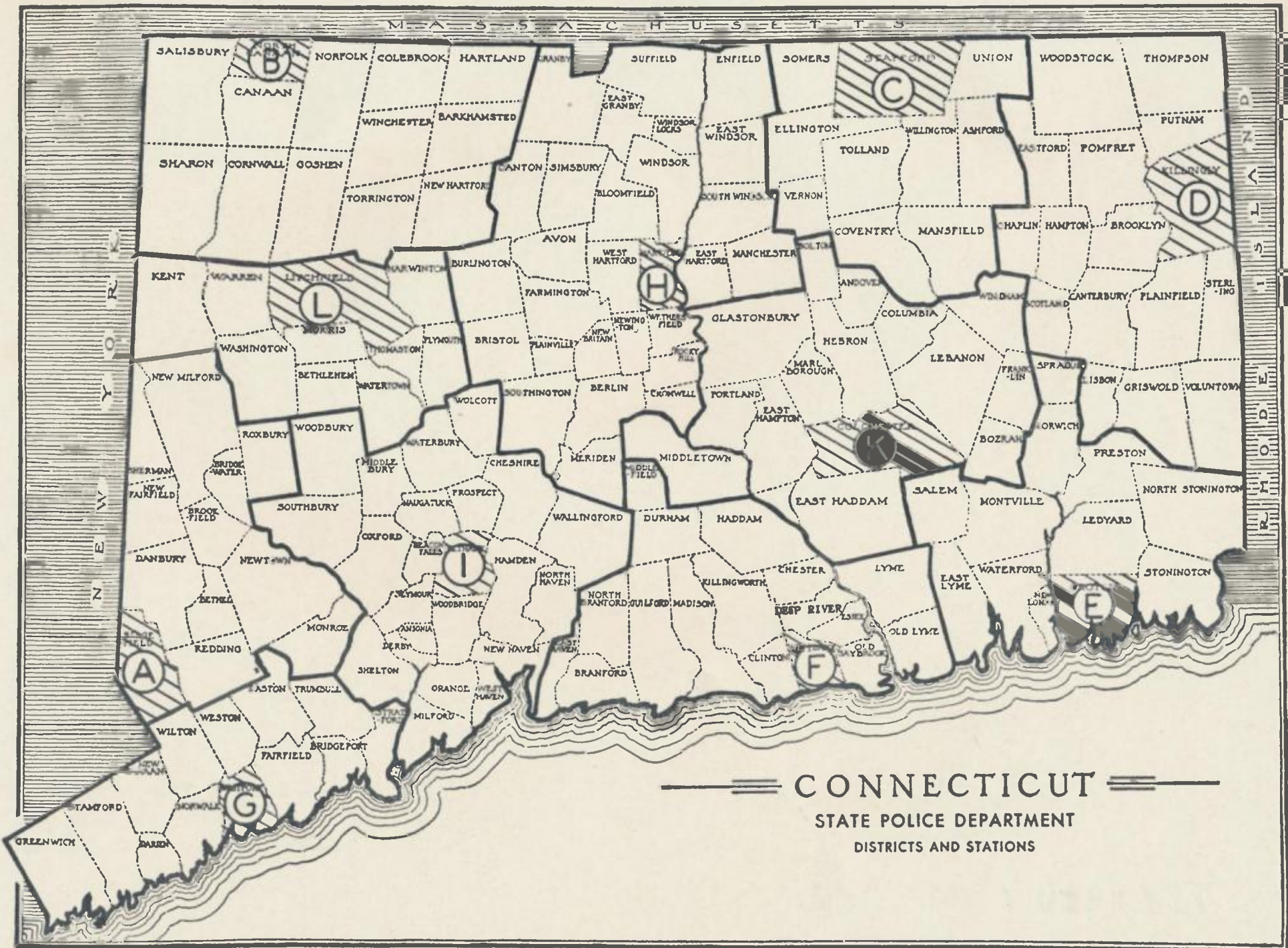
FROM

STATION "L"

LITCHFIELD







CONNECTICUT  
 STATE POLICE DEPARTMENT  
 DISTRICTS AND STATIONS