

Vox-Cop

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No. 10

CONNECTICUT STATE POLICE DEPARTMENT



PARKWAY PATROL RANCH WAGONS

MAY - JUNE, 1957

Code of Honor
of the
Connecticut State Police

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

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

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

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

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



JOHN C. KELLY
Commissioner

BY THE Yankee Clipper

Vox-Cop

May-June, 1957

State Patrol

When the patrol's around, the driver's sound.

Question: Why can't he behave when the "law's" not looking?

Care to survive this summer's slaughter? Want to steer clear of this year's butchery on the highway? Try this:

Drive as though that car behind you were a police patrol car. You'll be amazed at how safe highways can get.

A Harvester World editor and photographer made this discovery in March while riding for two days and a night with the men of the Wisconsin State Patrol. They never saw so many well-mannered motorists.

A light snow was falling as Patrol Car 155, Officer Rolland Wottrich behind the wheel, moved into the Friday afternoon traffic between Milwaukee and Waukesha. The traffic was only moderately heavy, but poor visibility coupled with occasional patches of slick pavement called for caution.

"On days like this," Wottrich was saying, "I like to cruise and be seen, so I won't have accidents to check. Not that I'm not prepared..."

He was referring to the accident gear in the back of his car: the first-aid kit, the fire extinguisher, the flags and the fusees, the flashlight with the red wand, the wrecking bar, hatchet and shovel, the Argus C-40 camera and the 100 feet of steel tape.

"It's all there," Wottrich continued, "everything I need. Thank God I don't need it often." The officer paused, then resumed a discourse on motorists.

"Funny thing," he said, "they're all mystified when you stop them. Even the fast ones. They can't underst...oops, one headlight is not enough." Wottrich

had interrupted himself at the sight of a burned out headlamp on an approaching car. Now he pulled off the highway to let the traffic pass, made a cautious U-turn, began gaining on the violator. Within moments he had curbed his quarry and was looking into the mystified face of a youth wearing a red hunting cap.

"There was no arrest there," Wottrich said later, getting back into the patrol car. "Just a five-day correction ticket. He'll have to have the headlight fixed, get a law officer to verify it, and send the ticket into the District Headquarters of the State Patrol. There's no fine, no punishment. But did you notice? While I was filling out the ticket, at least 15 drivers passed and slowed down to watch. You can bet they'll be legal the rest of the way home."

Wottrich cinched his seat belt, swung the car around in the opposite direction. "We never follow a driver after an incident," he explained. "Don't want him to think we're picking on him."

FROM WHAT THE Harvester World team could observe on the two-day tour, none of Officer Wottrich's clients could complain of being "picked on." There were but two arrests, both for speeding. ("But, officer, my speedometer isn't working." "That's illegal, too, sir.") There were a dozen or more warning tickets for borderline violations, one for driving too slow. ("I've got an invalid in the back seat." "Sorry, sir, but you were causing a bottleneck.") There were a handful of five-day correction tickets and

there were two motorist assists; a car fire extinguished, a flat tire changed.

There was no occasion to reach for the booklet, "How to Recognize and Handle Abnormal People," a police officer's manual which Wottrich carried with him. ("A police officer must keep his head even though he works in an emotional climate," the manual read.) In driver contacts (the following conversation is typical), emotions were never out of control.

Wottrich: "Good evening, sir. I stopped you for driving in the wrong lane."

Motorist: "Here goes my house and home...I wasn't speeding. I was going the right amount of speed."

Wottrich (checking driver's license): "I didn't say you were speeding, sir. I stopped you for ignoring the signs saying, "Through traffic keep right; inside lane for left turn only!"

Motorist: "I had to get away from the guy next to me."

Wottrich (pleasantly): "You could have stayed behind him, like I did. No problem at all."

Motorist: "I drive this road every day. If I was speeding, I wouldn't say nothing."

Wottrich: "If you're familiar with the roads, you must be familiar with the rules."

Motorist: "I'll never let it happen again."

Wottrich: "I don't think you will."

Motorist: "But I wasn't speeding."

Wottrich (filling out warning ticket): "This will be filed with your driver's record in Madison. You'll just have to be more careful, fellow. You've been warned."

Back in Madison, Colonel L. E. Beier, director of the state patrol, makes it clear that warning tickets are not to be substituted for arrests when violations are serious. He adds: "But we do believe that warnings are an effective way to handle minor or borderline cases. Such warnings increase our contacts with drivers. They help convince many drivers that our primary purpose in highway patrol activities is to encourage voluntary compliance with the traffic laws."

Colonel Beier isn't among those who

believe driver education is the sole answer to the highway accident problem. "Generally speaking," he points out, "drivers know the law. They know what's right and what's wrong. What they need is more respect for the law--and for the officers of the law. That's why we've screened our men so thoroughly."

Every one of Beier's 250 officers (the force has nearly quadrupled since 1955) is a graduate of an intensive 13-week traffic training course. They've weathered a curriculum that ranges from pistol training to public relations. The latter is their potent weapon. In the colonel's words, the men have "a lot of law enforcement to sell." To do that, they have to make as many driver contacts as possible.

On the wall in Colonel Beier's office is a large state highway map. Portions of some of the roads are traced in red, some in yellow, some in green. They represent, in decreasing order, the heavy fatality stretches on Wisconsin highways. Like an army commander deploying troops, Beier can concentrate his personnel in the danger areas. His prime objective is to transform the red stretches to yellow, the yellow to green.

He knows the job will never be completely done. There will always be accidents. And drivers will die.

But he's sure--and Harvester World concurs--that the toll could be dramatically cut if everyone drove as though that car behind bore the big, bold emblem, "STATE PATROL."

---Harvester World

RECIPROCITY

According to the Oregon Traffic Speaker, Marion County District Judge E. C. Stadler, Jr., has come up with something new.

He recently sentenced the operator of an automobile involved in an accident in which a woman was injured, to a jail sentence equal in length to the time his victim was confined to the hospital. In addition he also fined the operator \$100.00

'PRIDE IN THE STATE POLICE'
IS A WAY OF LIFE WITH LT. FRANK MANGAN

Area Commander Is Sports Fan, Favors Yankees

Anyone--man, woman, or child--who claims to be "the No. 1 New York Yankee baseball fan in the Lower Connecticut Valley," will not go unchallenged. The challenger would be Lt. Francis John Mangan, commanding officer of the Westbrook State Police barracks, and a Yankee fan "from way back".

Of course, "way back" doesn't mean since the turn of the century, because Frank Mangan isn't that old. His D.O.B. (Date Of Birth), as they say in the State Police Department, was June 8, 1912, in New Britain. That would make 45. But the Yankees have had a loyal supporter in Mangan for a good many of those 45 years.

"Pride In The Department"

Although charged by the nature of his office with the responsibility of providing protection for the life and property of everyone in the lower valley--except for East Haddam which is in the Colchester barracks area--Frank Mangan is a man whom few lower valley residents really know. He handles his duties efficiently, but quietly, and therefore seldom manages to get his name into the newspapers. Which is just the way he wants it.

"Pride in the department," as he puts it, not the opportunity for notoriety, is the motivating force behind the services rendered by an officer of the Connecticut State Police.

To Westbrook In 1951

Frank Mangan has completed nearly 22 years in the department, having joined the force on Nov. 20, 1935. Most of the time from 1935 to 1951, Mangan served at the Groton barracks, except for a two year period, from 1945 to 1947, when he was assigned to the State Police Special Services Division in Hartford and earned his promotion to detective sergeant.

It was on April 1, 1951 that Frank Mangan was raised to the rank of lieutenant and placed in command of the Westbrook Barracks. Recently he marked

his sixth anniversary in this important post.

Working Conditions Improved

Asked about the greatest change that had taken place in the State Police Department during the 22 years he had been a part of it, Lieutenant Mangan told The New Era that unquestionably it would be the improvement in working conditions for officers.

"Back in 1935, when I joined the force," Mangan recalled, "we had to live at the barracks and we considered ourselves lucky if we could get home to our families one or two nights a week. Today, unless on special assignment, officers can be home with their families every night, or every day, depending upon the shift they are working." Other working conditions and salaries have, of course, also improved.

Would Join Again

But, considering some of the hardships and limitations of those early years he spent in the department, what course would Francis John Mangan take, if he had his life to live over. Would he still want to become a trooper?

"Definitely" Mangan shot back unhesitatingly. "Yes, I would do it all over again. I have great pride in the department. Moreover, I feel that the Connecticut State Police Department today offers good opportunities to young men interested in police work."

Understanding Wife Lauded

Probably the greatest asset for a state trooper to possess is an intense interest in his work and the "pride in the department" which Frank Mangan values so highly. But another important asset, at least for married troopers, is an understanding wife.

Frank Mangan will tell you proudly that he is blessed with such a wife the former Alice Carlson of Kensington, to whom he has been happily married for 18 of the 22 years he has been a State

Police officer.

"She knew what my job was like when she married me," he told The New Era recently. "She knew that an officer is on call 24 hours a day and seven days a week and that there would be many occasions when our home life or our social life would be interrupted by a telephone call or short wave radio message that might send me off, on a moment's notice, to an accident, burglary, or some other case, but she never once complained. She has been truly wonderful." And you could tell by the way he said it that he truly meant every word.

Bradley Case Recalled

One of those cases he was called away on suddenly was the infamous Bradley Case, which resulted in uncovering three murders in the New Haven area back in 1946. Mangan, then with the Special Services Division in Hartford, worked on the case for months, and was instrumental in capturing and convicting Bradley.

On a happier note, Frank Mangan is an enthusiastic hobbist, when he finds the time, and his hobby is sports.

The New York Yankees, as already noted, are his favorite team in sports, but he also is a Notre Dame fan in football and a University of Connecticut and Boston Celtics booster in basketball.

Cousy "Unbelievable"

Not surprisingly, his favorite athlete for many years was Joe DiMaggio, but today, although the Yankees are still his top team, he has shifted to basketball and Bob Cousy of the Boston Celtics as his favorite athlete.

"That boy is unbelievable. There is nothing he can't do with a basketball."

---The New Era

NEW YORK CITY POLICE USE FOUR HELICOPTERS

Mayor Robert F. Wagner and Police Commissioner Stephen P. Kennedy inspected and witnessed the placing into service of three new-type police helicopters Wednesday, May 22nd, at Pier A, North River. The commissioning of the new

larger air-craft was highlighted by a rescue demonstration in New York Bay off the Battery wall. While one of the new ships took part in the rescue enactment, the other two new helicopters were on view.

The three new Bell 47-J helicopters replaced three old-model helicopters in the Aviation Bureau of the Police Department, were put into service immediately after their commissioning as the eyes of the Department in law enforcement. The new helicopters have greater power (260 h.p.); greater carrying capacity (4 persons); more speed (100 m.p.h.); greater cruising range (200 miles), and also have superior rescue equipment, and a superior method of transporting injured persons.

In addition to maintaining a daily air patrol during the daylight hours over the City, the new ships are used to relieve traffic congestions, to aid in reducing traffic accidents, to make surveys of special areas, for rescue work in emergencies and disasters and to check on reckless motor boat operators.

The new helicopters were placed into service following a testing period during which the pilots of the Aviation Bureau familiarized themselves with their characteristics. On April 28th, one of the new helicopters, while on a familiarization flight and piloted by Acting Lieutenant Kenneth Johnston, was instrumental in rescuing two persons whose sailboat had overturned in the Atlantic Ocean. On May 2nd, a second helicopter rescued from the waters off Hell Gate a patient who had jumped into the East River.

The personnel of the Aviation Bureau consists of eight pilots and fifteen mechanics, all police officers.

The addition of the new helicopters brings the strength of the helicopter squadron up to four.

The helicopters are based at the Naval Air Station at Floyd Bennett Field in Brooklyn.

A virtue and a muscle are alike. If neither of them is exercised they get weak and flabby. ---Richard L. Rooney

SURVEY REVEALS
HUNTING CASUALTIES DUE CHIEFLY
TO HUNTERS' DEFECTIVE VISION

A farm woman mistaken for a woodchuck and shot, a child mistaken for a deer and killed, a woodsman in a tree slain for a bear--anyone looking over the list of hunting casualties has the same thought: Some hunters must be blind.

And maybe it turns out, some of them are--at least to a degree.

Results of a survey conducted jointly by the California Optometric Association, the California Department of Fish and Game and the National Rifle Association show that visual acuity among some hunters is not what safety workers would wish for.

Dr. Richard Lee, who directed the sample test at the California State Fair last summer, says:

"If the average hunter is characteristic of the 406 we checked, his color perception is almost 25 per cent worse than the non-hunter's. He has one chance out of three that he failed the depth perception test, he may be the one out of eight who failed to show normal lateral vision, or the one out of 12 whose visual acuity is less than 20-30 with one or both eyes."

The California test covered 1,343 state fair visitors, of whom 406 said they hunted. Ages ranged from 10 to 78.

The California findings make grim reading in conjunction with the NRA's uniform hunter casualty report for last year.

Checking out more than a thousand gunshot casualties in 32 states and three provinces, the NRA found that 45 per cent of all the persons hit were struck by shots fired intentionally.

MISTAKEN FOR GAME

In 13 per cent of 1,236 cases, the victim was mistaken for game, in 12 per cent the victim was "out of sight" of the shooter, in 11 per cent the victim was "covered" by a shooter swinging on game and in 9 per cent the victim moved into the line of fire without being seen in time.

The California report, although it attempts no positive conclusions, ob-

serves that "it is apparent" how a combination of visual defects--possibly unknown to the hunter--could lead to a casualty.

Les Lahr, assistant chief of the California Patrol, puts it this way:

A hunter with 20-30 vision, faulty depth and lateral motion perception and color blind sees a deer 200 feet away. But he doesn't see movement of a second hunter toward the line of fire from the side. Faulty depth perception may decrease his intended target and faulty color vision permits him to see no more than a green, brown or black object moving slowly in the background, and which he may mistake for another deer.

"Does this account for some of the strange hunting casualties?" Lahr asks.

"Maybe yes, maybe no."

DEAN F. NOBLE HAS NEW ASSIGNMENT
WITH INTERSTATE COMMERCE COMM.

Dean F. Noble, for 2-years District Supervisor, Bureau of Motor Carriers, Interstate Commerce Commission, Connecticut area, was guest of honor at a testimonial dinner and reception recently at the Rockledge Country Club, West Hartford. Mr. Noble is now District Director for the BMC, Interstate Commerce Commission, in San Francisco.

The testimonial dinner was attended by federal, state and municipal officials as well as friends in the motor transport industry, with whom Mr. Noble was associated in his assignment to ensure federal interstate regulations obedience by traffic originating in Connecticut as well as passing through the state.

John F. Maerz, executive vice president of the Motor Transport Association of Connecticut, was chairman of the testimonial committee.

In the old days if anybody missed a stagecoach he was content to wait a day or two for the next one. Now he squawks if he misses one section of a revolving door.

---AAMVA Bulletin

TURNPIKE POESY

The effect of the Connecticut Turnpike on the wives of the men who build it is reflected somewhat in this poem. Mrs. Larry Gitchell who wrote it didn't give it a title. Ray McMekin, Division Engineer of Division A didn't give it a title.

We're going to take the liberty of naming it, then you can sing it to the tune of "The Railroad Runs Through the Middle of the House."

Here it is with our title:

"WE'LL FINISH THIS 'PIKE ON TIME!"

Chorus:

The Turnpike goes thru the middle of the house

The Turnpike goes thru the middle of the house

The Centerline goes thru the middle of the house

Since Connecticut bought the land!

Verses:

Oh, we got folks out of the middle of the house

We got folks out of the back,

But they moved right into the middle of the house.

When HUBBARD turned his back!

Oh, TONY works near the Norwalk dumps
He's cleared a good wide path

With fill and bridges he's leveled the humps

And faced the natives wrath!

In Section Two there's a lot to do
And the people there get mad.
They hate to see our dynamite crew,
And treat FRENCH mighty bad.

GITCHELL works in a river on the 'Pike

Where it's hurry up and wait,

For the tide comes in and the tide goes out,

But the steel will all be late!

At the Westport line things are going fine

On the Turnpike that is new,

But BEECHER's stuck in the Saugatuck muck

So he can't admire the view!

VIRGINIA smiles as she takes each call,

She types and works all day.

She knows where we are and what we do,

But she won't give us away!

Oh, Mac and Myers are busy men.

They keep this gang in line

With a rush and a roar and a fuss and a cuss,

They'll finish this 'Pike on time!

---Cuts and Fills

TOLL SUPERVISOR HELPS
CAPTURE ESCAPEES

Two teen-agers charged with stealing six cars between Rhode Island and Greenwich came to grief at the latter place. Toll Supervisor Joseph Weinle forewarned about a speeding car was on the watch for it.

A station wagon approached and halted short of the toll lanes. The occupants explained they had no money for tolls and Mr. Weinle asked them to go to the office and show the driver's license and the car registration. Instead the two darted into the woods, pursued by Mr. Weinle.

State Police and Greenwich Police were called and after a search of the Gimbel estate on King Street, captured the pair.

Police reported that the pair escaped from a Rhode Island correctional institution the preceding day and had stolen successive cars, abandoning each car as it ran out of gas. At Greenwich, lacking money, they left the Merritt Parkway at Round Hill Road and then circled back on to the route by mistake.

---Cuts and Fills

Teen-agers don't know all the answers, as they claim; they haven't heard all the questions yet.

COMPLIMENTS

Vox-Cop

May-June, 1957

CIDC

CONNECTICUT INDUSTRIAL DEVELOPMENT COUNCIL

Office of the Connecticut Development Commission

ROOM 473, STATE OFFICE BLDG.

HARTFORD 15, CONN.

Member Agencies:

June 14, 1957

CENTRAL VERMONT
RAILWAY

CONNECTICUT BANK
& TRUST CO.

CONNECTICUT DEVELOPMENT
COMMISSION

CONNECTICUT DEVELOPMENT
CREDIT CORPORATION

CONNECTICUT LIGHT
& POWER CO.

CONNECTICUT
POWER CO.

HARTFORD ELECTRIC
LIGHT CO.

HARTFORD GAS CO.

HARTFORD NATIONAL
BANK & TRUST CO.

HOUSATONIC PUBLIC
SERVICE CO.

NEW YORK, NEW HAVEN &
HARTFORD RAILROAD CO.

SOUTHERN NEW ENGLAND
TELEPHONE CO.

UNITED ILLUMINATING CO.

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

Dear Commissioner:

The Connecticut Industrial Development Council wishes to thank you for your cooperation in providing an escort for its tour of industrial properties on June 11 and 12, 1957.

The Council particularly wants you to know of the outstanding job done by Officer Ralph Waterman, the escort. We, who were responsible for the operation of the tour realize the smoothness of getting our guests to the sites was due to him. We want you to know how greatly we appreciate his, what we consider, more than line of duty service.

We heard many favorable comments about Officer Waterman from our guests. As these people are top flight men in the industrial development field, we feel their remarks are a compliment to the Connecticut State Police personnel.

Thank you again for your help in making this year's Industrial Site Tour a success.

Sincerely yours,

Paul F. Kane

Paul F. Kane
Tour Committee

Connecticut Industrial Development Council

PFK:wn

C O M P L I M E N T S

ROTARY DRILLING EQUIPMENT, INC.
221 West Olive Street
Scranton, Penna.

June 9, 1957
North Branford, Conn.

Dear Commissioner Kelly,

June 7, 1957

Dear Sir:

On Thursday Afternoon, June 6th, one of our salesmen had an unfortunate accident on route 15 near Manchester, Connecticut. His left rear tire blew out causing him to swerve off the highway and the result was his station wagon overturned.

We wish to take this opportunity to thank Officers LeBlanc and Nepiarski for the kind and courteous treatment they extended to Mr. Vilardi at the scene of the accident.

We are a subsidiary Company of Sprague & Henwood, Incorporated, Diamond Core Drill Contractors, and do considerable traveling in the State of Connecticut. It is very nice to know that our employees may expect the kind treatment that was extended to our Mr. Vilardi in case they are unfortunate enough to have an accident.

Thank you.

Very truly yours,

ROTARY DRILLING EQUIPMENT, INC.

Ralph A. Robinson
Treasurer

Within the period of the past 7 or 8 months, we have had a situation existing on Totoket Road, North Branford, which necessitated the calling of State Policemen.

On these two occasions, the last of which was within the past 7 days, Inspector Richard Mulligan, who represents the State, along with North Branford Resident State Police Officer George Baldwin, responded very promptly and listened patiently to our complaints, and have discharged their respective duties to the extent of their jurisdiction.

Just to know that there are such fine men ready and able to help, and available in a time of difficulty, is in itself a most comforting and reassuring feeling, and since it is not considered ethical to offer them anything beyond our words of gratitude, we certainly wish to commend them to their Superior Officers.

Our hazardous situation had had in it's favor, not only the efforts and accomplishments of your Officers, but also the hand of PROVIDENCE, in averting what could have easily been a very sad situation and possible loss of life.

Very sincerely yours,

Mr. and Mrs. Howard T. P. Blair

Patrolmen who were the subject of letters of commendation between the period of April 25 to June 25 were:

- | | | | |
|--------------------|------------------|------------------|--------------------|
| Everett Anderson | Harold Greenberg | William Mathews | Tyron Smith |
| George Baldwin | Kenneth Hayden | John McLaughlin | Stanley Sobieski |
| Wilfred Bellefleur | Wendell Hayden | Jerome Nepiarsky | Stanley Sobolewski |
| Robert Conner | Clifford Herrick | Harold Neville | Walter Stecko |
| Michael Conroy | Palmer Jacques | Francis Pisch | Paul Stensland |
| Edward Courtney | Francis Jepson | Edwin Puester | John Sweeney |
| William Doyle | Donald Kelley | Robert Rasmussen | Kenneth Tripp |
| William Ellert | Phillip Larizzo | Raymond Reynolds | Leo Turcotte |
| John Falvey | Leo LeBlanc | Joseph Riley | Ralph Waterman |

Also the subject of commendatory letters were Insp. Richard Mulligan and Aux. Off. Arthur Reckert.

. JUVENILES .

Vox-Cop

May-June, 1957

Delinquency and Prosperity

The old idea that juvenile delinquency is something associated mainly with a low economic level was attacked strongly by a United Nations observer at a conference on juvenile delinquency held recently in Boston.

Manuel Lopez-Rey of Madrid, a former Spanish jurist who is now a United Nations director of social defense, said that juvenile crime appears to flourish on a parallel course with material prosperity, rather than with poverty.

Mr. Lopez-Rey, who has observed juvenile delinquency throughout the world for the U.N., said "The better the physical or material conditions of a country, the greater the juvenile delinquency. That is practically a universal fact. Juvenile delinquency is increasing as a parallel phenomenon with the improvement of material conditions."

"When people start to think only of material things, they disregard the spiritual values or responsibilities," Mr. Lopez-Rey said. "A high standard of living appears to bring with it a high rate of delinquency."

The speaker cited conditions in the United States to emphasize his point. "The United States is generally conceded to have the highest standard of living in the world today, and figures would seem to prove that it has also one of the highest, if not the highest, incidence of juvenile delinquency," Mr. Lopez-Rey said.

The problem of juvenile delinquency is not being solved by having well-developed social services, although such services are necessary and desirable, in the opinion of the U.N. observer. He pointed to Sweden and Denmark as "virtually public-welfare states" and commented that juvenile delinquency in these countries is very high and increasing, as it is in the United States.

Mr. Lopez-Rey didn't imply that the standard of living should be lowered in order to decrease delinquency. The prob-

lem, he said, is "how to combine the good living conditions and the well-developed social services with the survival of good family ties, the survival of individual responsibility as in the past."

No specific solution for the juvenile delinquency problem was offered, but by inference Mr. Lopez-Rey placed a large share of blame on parents. He said that "Until the parents of the world acquire better moral and spiritual values, we cannot expect the children of the world to do so. Juveniles have to learn it from their own parents, and to an all too great extent adults today are living double lives."

The views of Mr. Lopez-Rey may be opposed by other observers, but they offer a challenge to those who are seriously concerned with the problems of juvenile delinquency. If an increase in the material prosperity of a country produces a parallel rise in juvenile delinquency, as Mr. Lopez-Rey contends, the problem would seem to be one of maintaining social and moral values without sacrificing material advantages.

---The Meriden Journal

REPORT ON CHILD CRIME

The Senate Subcommittee to Investigate Juvenile Delinquency recently issued a 252-page report which rejects some of the traditional beliefs about the causes of delinquency.

Low economic status, lack of organized recreation and poor housing are not real factors in the rise of delinquency, the report said. Instead, the group blamed weak family life and lack of psychiatrists, social workers and other therapeutic forces to prevent or cure the personality problems arising from family and social strains at all economic levels.

The subcommittee has been studying various aspects of delinquency for almost four years, holding hearings in many parts of the country. Its lengthy report summarizes all previous studies and outlines many federal, state and local measures to control delinquency.

Discussing a lack of organized recreation as a supposed "cause" of delinquency, the report says that "Careful studies have shown in fact that delinquents are generally more interested and skillful in games and sports than non-delinquents. They have been shown to have more frequent club affiliations, even in alleged character-building agencies, and they are more adept at group leadership in their group affiliations. In the real sense, the delinquent is on the average considerably more socialized than are his non-delinquent contemporaries. In fact, it is partly through his group activities that he gets into trouble in the first place.

Slums may be cleared and the new housing projects that take their place may provide "a ready-made gang," the report states, and adds "Perhaps this explains why 13 1/2 per cent of the total juvenile delinquency cases came from housing projects in Boston in one year." The report says that "there is more to raising a good boy than housing him."

Poverty cannot be blamed for the rise in delinquency, according to the report, which said "If poverty is the cause of delinquency, we should be singularly free from it in comparison with other nations. We are not."

The committee said that "if society is to achieve any really effective curtailment of law violation, it must come largely through the medium of the family, since it is there that attitudes of conduct are bred, out of which anti-social lives develop. Better children can come only from better parents."

Although the survey indicated that delinquency is increasing, the subcommittee made the following optimistic prediction: "Over the next three years, when the programs being instituted this year are in full operation, the nation should show tremendous improvement in its juvenile delinquency rate and a substantial decline in the number of recid-

ivists (repeaters) coming to the attention of police and courts."

---Meriden Journal

COMBATting DELINQUENCY

Last year an estimated 530,000 boys and girls appeared before the nation's courts to face charges involving child crime. If the present delinquency rate continues upward at the current pace, more than a million children will be hauled into court in 1965, according to estimates in a report issued recently by the Senate Subcommittee to Investigate Juvenile Delinquency.

What is the chief cause of juvenile delinquency and how should it be combated? The answer to both these questions should not surprise anyone. The report blames weak family life for the rise of delinquency. As to the solution, it states: "If society is to achieve any really effective curtailment of law violation, it must come largely through the medium of the family since it is there that attitudes of conduct are bred, out of which anti-social lives develop."

The report fails to state just how one goes about improving parents. It does, however, suggest that more psychiatrists, psychologists and social workers be put to work on the problem.

Three items which have been thought to contribute to delinquency in the past were discounted. These are lack of organized recreation, poor housing and low economic status. As to recreation, the report notes that there is little hope for the playground director to succeed where school teachers have failed. Now housing projects that replace slums often provide "a ready-made gang," the report notes. As far as the socio-economic status is concerned: "If poverty is the cause of delinquency, we should be singularly free from it in comparison with other nations. We are not."

It would not be surprising if some of the conclusions in the report are disputed. We doubt, however, if few persons will dispute the report conclusion that "Better children can come only from better parents." ---New Britain Herald

MAGNER BLAMES PARENTS
FOR JUVENILE DELINQUENCY

Responsibility for juvenile delinquency was laid squarely on the shoulders of parents by Police Capt. James Magner in a talk recently before members of the Bunker Hill Community Club in Bunker Hill Congregational Church.

"Maybe I don't believe there is such a thing as juvenile delinquency," Capt. Magner said. "I prefer to call it parental delinquency."

If a boy or a girl commits a delinquent act, he said, "somebody, somewhere along the line, has failed to mold the character and personality of that child."

Who, then, has the greatest responsibility? he asked. Certainly not the schools, for they do not have the child at all until he is at least five, and then only a fraction of the day. Not the churches, for, he said, in many cases, children are in church at most only an hour or two a week.

"In my time," he told his listeners, "we weren't called juvenile delinquents. We were 'fresh kids' or 'bold kids,' and we knew what to expect from our parents if we were."

Capt. Magner explained just what, under the law, a policeman may and may not do in handling juvenile case investigations.

He said a curfew for youth has been suggested as a possible deterrent to juvenile crime, and asked: "Who said there is no curfew? We had one in our house when I was a boy, and we still have one. It goes back to the parents again."

No General Answer

Asked if he could outline typical motives for juvenile acts of delinquency, Capt. Magner replied there is no general answer possible. One thing is certain, he said, juvenile delinquents "do not always come from so-called 'broken homes,' or from what might be called 'poor homes.'"

"Doting parents," he said, "often do their children great harm."

He cited examples of parents teaching children under 16 years of age to drive, and of parents negating the corrective

measures of school authorities.

Then, he said, there are the many examples of the breakdown in the dignity of the home and of parental authority. Loose habits of parents regarding speeding laws and income tax returns are common examples of bad example, he said. Ultimately, he said, it must always come back to the parents--for they are the prime teachers of the children, and their example, for good or bad, will be followed.

"The old woodshed is still a great equalizer," Capt. Magner said.

He said the recent enactment of laws making parents liable for property damage caused by their children may be a first step in bringing many parents to fuller realization of their responsibilities.

After his brief introduction by Jerry Melchionna, Bunker Hill Community Club president, Capt. Magner spent a few minutes summarizing the makeup and function of the Waterbury Police Department.

Has 256 Officers

With 256 police officers, the department is operating in the 1957 city budget with a disbursement representing 8.7 per cent of the local citizen's tax dollar, Capt. Magner said.

He outlined the revenues and functions of the department's bureaus, citing 5,689 arrests last year, 2,515 of which were for violations of motor vehicle laws.

Waterbury has a crime rate lower than the Connecticut, New England and national averages, he said, and this is due in large measure to two factors: The city is "off the beaten track" for petty criminals, and it is essentially "a religious town."

Then, too, he added, there is the work of the department in seeking to prevent crime, rather than merely stop it.

He took for example the work of the Detective Bureau, which in recent weeks has effectively prevented a rash of package store holdups by studying crime patterns and investigation, and in rounding up car meter thieves by patient study.

Capt. Magner said the greatest stride

in crime prevention undertaken by the department has been the training school for policemen. Prospective officers attend sessions for three weeks, 48 hours a week, in which they are taught by representatives of the department, the Federal Bureau of Investigation, the State Police Academy, Juvenile Court and the Civil Rights Commission, as well as the chaplains.

The department is working now, he said, on plans for a new training program, in which all officers with less than 20 years' experience will be required to take two weeks of "refresher" training each year. That way, he said, efforts of crime deterrence should be more effective than ever--with greater protection for the public and greater safety for policemen.

---Waterbury Republican

YOUNG CRIMINALS

It has been the established practice of most American newspapers, particularly those like our own where the bulk of circulation is handled by home deliveries, to withhold the names of youths under 16 who come into conflict with the law. (In some states under 18). There is some indication that this policy may be modified.

Except in cases where the penalty, if the crime were committed by an adult, would be death or life imprisonment most newspapers religiously refrain from using names of teen-agers 16 or under. There is no law which says they must do so, and the practice has grown up with the idea of giving a "break" to first offenders or those involved in misdemeanors rather than felonies.

It has been the general policy of juvenile courts to bar newsmen from hearings and to deny them access to court records.

But no less an authority than J. Edgar Hoover, chief of the Federal Bureau of Investigation, has been among the leaders in an attempt to seek modification of this policy. He has complained

of the "maudlin sentimentality" which surrounds the treatment of youthful law-breakers. In his opinion, such treatment tends to encourage cocky defiance in youthful offenders.

Only recently one of the great Midwestern newspapers, The Cleveland Press, announced a changed policy under which teen-agers' names would be printed in situations where the offenses had been continuous, where they were of a serious nature and where it was felt in the opinions of the editors that the best interests of the victims and the law-breakers would be served by making the names public.

A statement of policy recently adopted by the judges of the Juvenile Courts of Virginia says in part that "in punitive cases there is no objection to publicity, but incalculable damage may be done in non-punitive cases by publicity."

That seems a common sense approach. Few American editors will find fault with such a stand.

---Waterbury Republican

CRIME EXPERTS DEVISE FORMULA TO DETECT FUTURE CRIMINALS IN KINDERGARTEN STAGE

By James S. Geggis

Scientists are preparing to release a nearly infallible formula for detecting the nation's future criminals while still in knee pants.

The formula was devised by two widely-known criminologists, Professor Sheldon Glueck and his wife, Dr. Eleanor T. Glueck, both of Harvard Law School. Indications now are that it can almost unerringly point the finger at the future murderer or bank robber.

Their study, based on histories of 1,000 Boston teenagers, resulted in an amazing conclusion: That potential criminals can be spotted while in kindergarten stage.

Present statistics show that one out of every 100 American boys becomes a problem for the police. And nearly 300,000 are brought into court annually.

Recently, FBI Chief J. Edgar Hoover said juvenile delinquents were the hard-core criminal element in the nation. And he warned that there is now an alarming, record-breaking rise in teenage crime.

According to the Gluecks, the heart of the problem lies in the home. Their formula, based on exhaustive study of more than 400 traits in the biological and social make-up of children, operates out of the family relationship.

Some Theories Shaken

Some long-held theories on causes of juvenile delinquency were shaken with announcement of the investigators' findings. One surprising result was that delinquency, often thought a product of the slums, could occur in any economic background.

"A boy getting a \$100-a-day allowance can still have a father and mother who hate him," the Gluecks said.

Their findings were not universally hailed. Doubting psychologists and social workers objected to their research methods. The Gluecks themselves made no claims despite 10 years of intensive study.

Who is the criminal embryo? The Gluecks through study of some 500 juvenile delinquents shut up in reform schools, came up with a surprisingly clear portrait.

He is adventurous and a braggart, energetic and impulsive. His self-reliant nature and grandiose notions make him immune to ordinary fears of defeat or failure. He despises authority, prefers to run with danger. He doesn't brood over his frustrations; he explodes.

Investigators also discovered that juvenile delinquents are no less intelligent than other boys and that in muscular development they are usually superior.

Anxiously awaited now are results of a pilot study by the New York City Youth Board. For the past four years, first graders, guinea pigs in the experiment, have been carefully watched. What happens to them will largely determine success or failure of the Glueck formula.

Conclusions are not expected to be announced for several months but re-

searchers predict on the basis of current results that the formula will prove to be better than 90 per cent accurate.

If successful the nation will be left with an even tougher problem: How to prevent delinquency before it starts.

---U.P.

ARE WE TOO EASY WITH JUVENILES?

By Capt. G. C. Kopp

The question, to punish or not to punish, juvenile delinquents, has been raging for some time. Generally speaking it is the opinion of the law enforcement that more and sure punishment given to offenders would decrease juvenile delinquency. It is the general opinion of police where there is sureness of punishment to fit the crime, that this will act as a deterrent to the juvenile who would have tendencies to commit crime.

Many social and welfare workers disagree with this philosophy. Those engaged in work dealing with juveniles generally contend that punishing a juvenile for an offense will only make the juvenile more antagonistic toward society and will not deter criminal tendencies.

Both police officers and social workers have proving points for their arguments. This writer, however, is inclined to lean in the direction of the argument presented by the police officer.

Actually there is not too much difference between the juvenile of today and the juvenile of two decades ago. Many juveniles of two decades ago would have expressed criminal tendencies then, as do many juveniles today. The real difference was that there was a sureness of punishment. In most cases the authorities were not called on to inflict the punishment. The execution was carried out in the juvenile's home, or maybe more appropriately, the woodshed. A trip to the woodshed nearly always impressed in the mind, as well as on certain parts of the anatomy, that the personal rights of others must be respected.

---From an Editorial--On Guard

Between



Ourselves

LATE CHIEF'S MEMORY HONORED



A scroll commemorating the death of Police Chief Daniel Cosgrove was presented to his widow May 2 by officials of the State Police Assn. Chief Cosgrove was a member of the executive board of the association for a number of years. Left to right, above, are Mayor Joseph F. Mor-elli, State Police Commissioner John C. Kelly, Mrs. Catherine C. Cosgrove, Supt. William Roach of Waterbury, president of the association, and Chief Edward M. Kiely.

(Herald Photo)

ENFORCEMENT OF LAW
IS NO WITCH HUNT

There are signs that the community is at last waking up to the idea that it does not have to endure quietly the display and sale of dirty magazines on the news stands. Nor does such a drive have much in common with censorship or book burning. Any community has a right to protect its young people against any influence that is notoriously bad. All it has to do is use the legal tools that have been provided by statute. Yet there is disquieting evidence that even some legislators are not aware that there are already laws on the books covering this matter.

Recently the House approved a resolution directing the Legislative Council to investigate salacious pocket books, magazines, and comic books to report back to the 1959 Legislature. There is no particular harm in this, perhaps, except that it may cause some people to believe that we must sit idly by until 1959, and meanwhile let ourselves be inundated by obscene literature.

Legislation is not needed so much as enforcement of existing laws. In Section 3293d of the supplement to the General Statutes the 1955 Legislature banned the display or sale of any comic books dealing with crime, terror, sex, horror, or physical torture. But even before the passage of this act, which deals with sales to those under 18, the state had a general obscenity statute.

Section 8567 calls for up to two years imprisonment for anyone who sells or displays "obscene, indecent or impure" books, pamphlets or other things that may contain impure or indecent language or pictures. It is entirely possible that such a statute may not be adequate to meet the current situation. Or it may go too far. But if anything is wrong with it, the place to find out is in the courts. And if the courts find that the law is inadequate, or will specify in what respects the law is lacking, then the Legislature will have a clear understanding of what is necessary to keep news stands and stores reasonably clean without going in for the fatal excuses of censorship.

Until now there has been a complete absence of initiative by the law-enforcement agencies of the state, including the State's Attorney's office. Dirty books, pamphlets, and magazines have flooded the stands without let or hindrance. But once the law enforcement agencies of the community make it plain that they are not going to permit these conditions to flourish, the flood of filthy magazines and books will dry up quickly. The least we can do is to find out how effectual our laws are.

---Hartford Courant

WHAT IS OBSCENE?

Several groups in West Hartford have combined to clean the news stands of undesirable magazines. That has an ominous sound, but is not necessarily as bad as it sounds. Merchants are being asked not to display pornographic magazines so that they may attract children. But merchants are not being asked not to sell magazines that, in the opinion of the spokesman for one of the groups, are pornographic. "They can keep them behind the counter for sale to adults who request them," he said. "But they should not display them for the youth of West Hartford to read."

This is a significant concession, because it indicates that there has been a partial acceptance of the theory that pornographic literature should be bought and sold. That is not in accord with the statutes of Connecticut. Section 8567 reads:

Any person who shall buy, sell ... or have in his possession with intent to sell ... any book pamphlet, paper or other thing containing obscene, indecent or impure language or any picture, print, drawing, figure, image or other engraved, printed or written material .. . shall be imprisoned not more than two years or be fined not more than one thousand dollars or both.

The fact that citizens of West Hartford consider these publications pornographic--and pornography is largely synonymous with obscenity--does not necessarily mean that they are legally ob-

scene. But their willingness to accept them as pornographic and yet not object to their sale is an acceptance, mentally, of the right to sell obscene literature.

The frequent moves toward banning obscene literature from news stands are among the riskiest of all ventures. This has been made so because of some judicial pinheads, aided and abetted by people with watch-and-ward mentalities. This combination usually succeeds in having genuine literature banned.

There is a vast difference between this kind of literature and the "confidential" type that regales in detail the sex life of Hollywood in obvious pandering to the prurient. That this is obscenity in the common meaning of the word goes without saying. But thus far there has been no attempt by anybody to drive this filth from the public stands by having it judicially declared obscene.

Many people shy from such a proceeding because they do not want to be witch hunters. But an honest determination of whether this kind of trash is obscene or pornographic would be healthy. As it stands now there is an element of incongruity in the attempt of those in West Hartford to say that a thing is pornographic "but don't sell it except to adults."
---Hartford Courant

WESTBROOK LAND SEEN
AS 'PROBABLE' SITE OF
NEW POLICE BARRACKS

The new State Police Barracks for the Station F area will be located in Westbrook.

The site will be on the Holbrook-owned acreage on Spencer Plains Road--an area that is bounded, too, by the Connecticut Turnpike.

The bill introduced into the General Assembly to sanction the exchange of 7½ acres of land on Route 80 in Killingworth (purchased by the state some years ago for a barracks site) for an area of similar size to be taken from the Holbrook property passed.

The Westbrook site is located close

to the site acquired for the proposed Westbrook Municipal Airport. Its nearness to the new Connecticut Turnpike, which will require heavy police patrol played an important part in its choice as a barracks site.

FINE POLICE WORK

Once again the Connecticut State Police have turned in a fine job, in the arrest of a Thomaston man, charged with the murder of eight-year-old Brenda Doucette of Bristol.

The State Police, in checking out the stories of sex deviates, found discrepancies in George J. Davies' alibi. Eventually, they drew a confession from him. It was less than a week after the girl was murdered that Davies was caught--a tribute to the efficiency and diligence of the men in blue.

What of Davies? It is impossible to foretell what plea will be offered for him, what the finding of the courts will be. The general public's attitude toward the killing of Brenda Doucette is one of shock and disgust.

But there is realization that the perverts, the psychopaths and the deviates are a breed apart from other criminals. The incurables, the dangerous ones, must be kept out of normal society, where they represent potential criminals. J. Edgar Hoover calls them "predictable criminals."

These men, often jailed for morals charges, are endlessly freed after completing their terms. There is no treatment for them in prison--only a sentence of time. Frequently, they are back in a cellblock before too many weeks or months pass.

The state has the opportunity to take special action against these men--or for them--by creating a special institution. Under the terms of a bill sponsored by Mrs. Gertrude Koskoff of Plainville, the incurable ones would be kept in such an institution. Those whom the state feels it can cure would be released.

Something should be done before more George Davies are allowed to roam free in society.
---New Britain Herald

Deputy Hickey Honored At Testimonial Dinner



TESTIMONIAL DINNER for Deputy Supt. Frederick S. Hickey was held at Waverly Inn on the occasion of his 40th anniversary as a member of the Waterbury Police Department. About 500 friends and associates attended. Shown left to right are: State Police Comsr., John C. Kelly; Capt. James Magner, Waterbury Police Department; Hickey and U. S. Rep. James Patterson. ---Waterbury Republican photo

About 500 high police officials, political figures and close friends attended a testimonial honoring Waterbury Police Deputy Supt. Fred Hickey recently at Waverly Inn.

Hickey was honored on the occasion of his 40th anniversary with the Waterbury Police Department.

Among many dignitaries on the extensive speakers' program were U.S. Rep. James Patterson, Mayor Edward D. Bergin, and Judge Frank T. Healey. John M. Gleason, former chief of police of Greenwich and past president of the International Association of Chiefs of Police, served as master of ceremonies.

Rep. Patterson spoke of Hickey as "a wonderful police officer" maintaining high police standards throughout his career. Patterson spoke of his career as "an unblemished record" and asserted that to be the "greatest achievement of which any police officer can boast."

Mayor Bergin paid the same high tribute to Hickey, elaborating on the tradi-

tion which the deputy superintendent represents. The mayor referred to the many great names which have become attached over the years to the Waterbury Police Department, and asserted that Hickey typifies them all.

Judge Healey directed much of his tribute to the deputy superintendent's wife and family, pointing out that achievements of the kind Hickey has won are invariably due in part to the support and encouragement of family life.

Gleason described Hickey's loyalty to his superiors, in particular to Supt. of Police William Roach.

On behalf of the members of the police department, who could not attend due to schedule, Sgt. Ralph Baril of the Motor Patrol, gave Hickey a gold wrist watch inscribed "To Deputy Hickey from Your Boys."

Larry St. Louis, chairman of the general committee, presented the deputy with a purse.

---Waterbury Republican

FATHER LYDDY 69,
DIES IN NEW HAVEN

The Rev. Walter J. Lyddy, a Roman Catholic priest who was the spiritual leader of thousands of Connecticut policemen, died in a hospital recently. He was 69.

Father Lyddy, pastor of St. John the Baptist Church here, was stricken with a heart attack April 29.

He was chaplain of the State Police Assn. of Connecticut, which has a membership of 4,000 policemen, for the last 20 years.

He was the brother of a policeman, Police Supt. John A. Lyddy of Bridgeport.

Native of Bridgeport

A native of Bridgeport, Father Lyddy studied for the priesthood at St. Thomas Seminary in Bloomfield, the University of Lugano in Switzerland, and St. Mary's Seminary in Baltimore.

He was ordained in Baltimore in 1913.

His first assignment was as curate in St. Thomas Church in Southington. Later he served successively at St. Michael's Church, Westerly, R.I., St. Joseph's Church, Danbury, and St. Mary's Church in New Britain.

In 1931, he was named pastor of Our Lady of Mt. Carmel Church in Meriden.

He remained there until 1947 when he was named pastor of St. John the Baptist Church.

Father Lyddy was the son of the late John E. and Sarah J. (Conlin) Lyddy. His father was a Bridgeport alderman and police commissioner.

Besides Police Supt. Lyddy, he leaves a sister, Mary E. Lyddy of Bridgeport.

Funeral services were held at his church with Archbishop Henry J. O'Brien celebrating a pontifical high mass of requiem.

Burial was in St. Michael's Cemetery, Bridgeport.

*~~*****~~

How many undervalue the power of simplicity! But it is the real key to the heart.

---Wordsworth

UNIFIED STATE COURTS RECOMMENDED
BY AMERICAN JUDICATURE SOCIETY

Substitution of a unified state court for the complicated, overlapping, and inefficient assortment of courts found in most states and in large cities today was urged by Glenn R. Winters, Executive Director of the American Judicature Society.

The unified court should consist of a supreme court division, a number of trial court divisions corresponding to the ordinary circuit, superior, or district courts, and a still larger number of magistrates or minor court divisions to handle traffic and small claims. Cases filed in the wrong division would simply be transferred, saving time and trouble for persons filing suits.

Simplified court procedures similar to those used in the federal courts should also be adopted by state courts, Winters claimed. Centralizing administrative authority in the chief justice of the state supreme court with power to assign judges where they are needed, maintain statistics on the work of the court, handle purchasing and other housekeeping functions for the entire judicial establishment, receive complaints and otherwise represent the court to the public, would make court administration more efficient, he added. An administrative assistant should be assigned to assist the chief justice.

---Good Morning Judge

Drivers of two stolen cars became frightened at the same highway patrol car red lights--flashing at the scene of an accident in Stockton, California--and fled...on foot.

So owners Robert F. Wisecarver and Kenneth Hallmark had their autos back.

Both had reported their cars stolen.

Patrolman Art Dossey, investigating a minor traffic accident, saw an automobile stop suddenly and the driver flee into a field.

Minutes later, a second car braked to a stop and the driver fled.

Dossey assumes both drivers thought they'd come to a roadblock.

Public Act No. 510

AN ACT CONCERNING RETIREMENT SALARY OF
STATE POLICEMEN RETIRED AFTER TWENTY YEARS' SERVICE

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Each state policeman, forty-seven years of age or over, who is in the active service of the state police department on or after July 1, 1957, shall, at the time he retires or is retired in accordance with the provisions of sections 150d and 151d of the 1955 supplement to the general statutes, as amended, receive a retirement salary equal to fifty per cent of his base salary for twenty years of service as a state policeman, and for each additional full month of service as a state policeman after twenty years of such service there shall be added to his retirement salary a sum equalling one-twelfth of two per cent, computed on his base salary.

Approved June 4th.

File No. 1449

AN ACT INCREASING STATE EMPLOYEES' COMPENSATION

Be it enacted by the Senate and House of Representatives in General Assembly convened:

SECTION 1. The temporary salary and wage increase provided by number 517 of the special acts of 1955 shall be incorporated permanently into the pay plan of the state by being added to each minimum and maximum and to each step of the salary schedules. Thereafter, in arriving at the amount of the regular salary increases provided for in section 325 of the general statutes, the new minimum less one hundred eighty dollars shall be used as the minimum basic salary.

SEC. 2. On and after July 1, 1957, for the period ending June 30, 1958, the amount of one hundred twenty dollars shall be added to the salary or wages of each regular full-time permanent state employee who has had at least a year's employment in the state service. On and after July 1, 1958, for the period ending June 30, 1959, said amount of one hundred twenty dollars plus an additional sixty dollars shall be added to the salary or wages of each such employee. These amounts shall be prorated and payable with each payment for services during the above period. As other full-time permanent state employees attain at least a full year's employment, their salaries or wages shall be increased accordingly.

SEC. 3. The sum of eight million dollars is appropriated from the general fund to be transferred, as required, by the governor and the finance advisory committee to carry out the purposes of this act. Necessary additions from the resources of the highway fund or special funds may be made by the governor and the finance advisory committee.

SEC. 4. The provisions of this act shall apply to agency heads and their deputies but not to those whose salaries are set by statute.

Approved June 5th.

EMPLOYEES' CONTRIBUTION
TO RETIREMENT FUND
INCREASES IN SEPTEMBER, 1957

State employees will find that their take-home pay starting with the first pay check in September, 1957 will be decreased by 1 per cent because the employees contribution to the Retirement Fund will be increased from 4 per cent to 5 per cent at that time.

This increased contribution to the Retirement Fund has been contemplated for quite some time. The following Administrative Regulation was printed in the April 9th issue of the Connecticut Law Journal.

State Employees' Retirement Commission
NOTICE

In accordance with the provisions of Section 105d of the 1955 Supplement to the General Statutes, and by authority of Section 157d of the 1955 Supplement to the General Statutes, and of Section 387 of the General Statutes, notice is hereby given that the State Employees' Retirement Commission intends to adopt the following regulation, effective September 1, 1957:

"The contribution rate payable by employees participating in the State Employees' Retirement Plan, effective with the first pay-period commencing in September, 1957, shall be five per cent of salaries, including the full amount of any maintenance furnished."

Explanation

The contribution rate payable by covered state employees was two and one-half per cent from September 1, 1939, to September 1, 1945, and has been four per cent since September 1, 1945. An actuarial restudy recently completed develops the following actuarial estimates for the ten-year period commencing September 1, 1957:

1. Estimated retirement salary payments for ten-year period, \$78,760,000.
2. One-half thereof, payable from State Employees' Retirement Fund, \$39,380,000.
3. Estimated contribution refunds for employees leaving service or dying during ten-year period, \$9,934,000.

4. Allowance for past favorable experience, i.e., estimated excess of employee contributions 9-1-45 to 8-31-57 over amounts withdrawn from Fund during that period, \$11,625,000.

5. Total estimated requirements (item 2 plus item 3 minus item 4), \$37,689,000.

6. Estimated employee contribution for ten-year period at maximum rate of five per cent specified in Section 387, \$37,111,000.

Henry S. Beers, Chairman
State Employees'
Retirement Commission

STATE RETIREMENT--SOCIAL SECURITY
THE DECISION WILL BE YOURS TO MAKE

House Bill No. 2112 (concerning the State Retirement System and Social Security) was passed by the Connecticut Legislature and was signed into law as Public Act 595 by Governor Ribicoff on May 29.

A brief explanation of this bill is as follows:

First, before this bill becomes effective, the Congress of the United States must pass an amendment to the Social Security Law permitting Connecticut to sub-divide a retirement system. When this happens, each present state employee will be given the opportunity of deciding whether he will stay under the present retirement system just as it is now, or going under a coordination of the present retirement system with Social Security. If Congress does not amend the Social Security Law, this Act shall become void.

For those state employees who decide to stay under the present retirement system, all the benefits will be just as they are at the present time.

A referendum will be held among those state employees who have not elected to stay under the present retirement program. If a majority of those people vote in favor of the coordinated plan, all state employees, except those who elected to stay under the present state retirement plan, will be included under the coordinated plan. All future state

employees will automatically come under the coordinated plan.

If the referendum vote accepts the coordinated plan, the Social Security coverage will, in all probability, be retroactive to January 1, 1956. The State will pay its share of the retroactive social security taxes, and each employee shall be liable for his own share of the retroactive taxes although the employee's share will be paid from the amount he has paid into the retirement fund.

Each employee under the coordinated plan will be required to contribute to the Retirement Fund two percent on that portion of his salary and maintenance on which social security taxes are payable, as well as to pay his share of the social security taxes which at the present rate is two and one-quarter percent, and five percent on the excess of his salary. Under the present Social Security Act, the largest amount of salary which may be covered at this time is \$4,200.00 per year.

If a person covered under this Act retires before he or she is eligible for Old Age Insurance Benefits or for a Social Security disability allowance, he will receive monthly payments equivalent to the amount to which he or she would be entitled under the present retirement system. When that person becomes eligible for Old Age Insurance Benefits or for Social Security disability allowance, if earlier, the amount which he will receive in monthly payments from the State will be reduced by the amount of Social Security Benefits which he or she receives from the Federal Government. Under this plan he or she will never receive less than they could receive now under the present State Employees' Retirement System.

Similar adjustments have also been made for those persons who might retire from the State Service because of disability or on a combination of age and years of service with less than twenty-five years and in no case will they receive less than they would have received under the present State Employees' Retirement System.

Other Bills Affecting State Employees
H.B. No. 166, introduced by Rep. E. D.

Smith of Mansfield. This bill provides that re-employed State Employees who desire to buy back their former State Service for retirement purposes, but cannot under existing laws, may do so at the salary received at the time the services were rendered, instead of at their present salary, which will amount to a considerable saving for these employees. (Signed by Governor 6-7-57)

H.B. No. 2359, introduced by the Public Personnel Committee, legalizes the existing Grievance Procedure and sets up a 7 member Appeal Board with a compensation rate of \$50.00 a day in lieu of expenses.

S.B. No. 412, introduced by Sen. Florence D. Finney of the 36th District (by request). Although the original bill called for setting up the State Personnel Department as a separate State agency and appointing the State Personnel Director as a Commissioner, the new law sets up a Civil Service Commission with a 3 member Board appointed by the Governor, with the approval of the General Assembly; and sets up the Personnel Department as a separate agency, but takes considerable power away from the Personnel Director; it also makes numerous changes in the Merit System Law, the effect of which it is impossible for us to interpret at the present time.

H.B. No. 491, introduced by Rep. Helen B. Javorski and Rep. Peter A. Crombie of Enfield. This law will eliminate the one year time limit for returning withdrawn retirement contributions.

H.B. No. 1574, introduced by Rep. Andrew Repko of Willington, provides that contributions to the Retirement Fund which are not withdrawn by an employee leaving the State Service within a period of ten years, shall legally remain in the Fund. (Signed by Governor 5-22-57)

Happiness does not come from possessions, but from our appreciation of them. It does not come from our work, but from our attitude toward that work. It does not come from success, but from the spiritual growth we attain in achieving that success.

---Weekly Unity

LEGISLATION INTRODUCED

Congressman Antoni Sadlak has introduced legislation in the Congress of the United States to amend the Social Security Law so that Connecticut State Employees will have the option of remaining under the present state retirement plan or changing to the combination of modified state retirement and social security as provided for in Public Act 595. This same type of federal legislation has been passed for nine other states.

If Congress passes the necessary legislation, then the present state employees will have their choice of the plan they feel is to their own best interest. Each individual can choose to either keep their present state retirement just as it is or choose to take the combined modified state retirement plus social security. All future state employees will automatically come under the coordinated plan.

When the necessary legislation is passed by the Congress, then a referendum must be held among state employees before it will take effect.

The Public Personnel Committee of the Legislature has spent considerable time and effort on this complicated problem of state retirement and social security. They felt that the addition of survivorship benefits to our present retirement plan was urgently needed. They obtained expert advice and considered many plans in an attempt to accomplish survivorship benefits without causing any present state employee to lose any of the present benefits they now enjoy. All things considered, the Committee felt that the passage of Public Act 595 was the best way of providing survivorship benefits. They refrained from bringing out the bill with a favorable report until they had reasonable assurance that the Congress of the United States would pass the necessary legislation so that each individual present state employee would have the option of keeping the present retirement plan or changing to the combination of modified state retirement and social security.

It has been apparent for quite some time that eventually state employees

would be faced with making a decision on the acceptance of some sort of combination of retirement and social security. It is fortunate that it is working out so that state employees will have the opportunity of continuing with their present state retirement and have no part of social security if that is the decision the individual employee wants to make for himself.

WHAT MAKES SOME WORKERS
MORE ACCIDENT-PRONE?

by
Robert Mitchell

This is a report by the Medical Research Council on why some workers have more accidents than others. The research project covers a 15 year period and includes test results on some 4,000 workers from various industries. Regardless of what steps management takes, indications are that some workers will still encounter accidents.

A study of bus drivers indicates that whatever safety precautions are taken there are still those who are "accident-prone". It appears, therefore, that accident proneness is related to inherited characteristics. Age, experience, sickness, etc. were also tested. There is a progressive decline from 14 to 60 years with the tendency of accident rate to rise between 50 and 54, followed by a further decline. Youth and experience are definite operative factors, but there seems to be no positive correlation with sickness except that "it did appear that subjects with several accidents, in all categories, tended to report sick more than others." Over an extended period of time it appears that the relationship between psychological tests and accident rates is positive and effective employee selection methods would increase proficiency and reduce accidents.

---Safety News

Only he who can see the invisible can do the impossible.

---Frank Gaines

Safety minds

Vox-Cop

May-June, 1957

A SAFETY PRAYER

Almighty God, our Heavenly Father we humbly beseech Thee to look down upon us and guide us safely on the highways today.

Instill in us Thy spirit of love and consideration for our fellow men, so that our actions may follow Thy light and with Thy help, we may lessen the loss of life by accident.

We seek Thy infinite understanding and mercy. **AMEN**

NEW HIGHWAY LAWS AID RIBICOFF'S SAFETY DRIVE

New advances in a highway safety program were hammered out by the Legislature to bolster Governor Ribicoff's efforts in this field.

Connecticut, as a result of the legislation, has become the first state to enact a two-year provisional license requirement. It applies to all new drivers under 21 who are licensed after next Jan. 1.

Chairman Robert I. Catlin, State Safety Commission, originated the idea aimed at placing new drivers on probation, where they must prove themselves over a two-year period to earn regular license privileges.

A Law Requiring that all new drivers under 18 years must have passed a school driver training program, or the equivalent, stands along side as the second most important safety move. It also increases application fee for this group from \$2 to \$5. The extra revenue will provide \$10 in state aid for each pupil attending such a school training course.

Slow poke drivers, who travel far below the normal traffic flow, will be placed in the category of violators under another bill. Lawmakers and safety experts contend such motorists constitute a real hazard.

Second offenders nabbed for driving without a license or while the latter is under suspension will face heavier penalties and possible jail sentences under two other laws approved.

Motorists will be required to see

that their cars' automatic turning signal devices return to a neutral position after completing a turn under another measure.

A law requiring the Motor Vehicles Commissioner to keep the point system for evaluating driver records up to date was approved. While the system has been used for years, it has been largely bypassed since the Governor's license suspension order for speeders. New equipment ordered should help in the point system administration.

Another Measure requires the Governor when he names seven State Safety Commission members every other year to include one person actively engaged in safety-accident prevention work.

Two measures which some maintained would have strengthened the program were defeated.

One bill would have given legal recognition to chemical tests in drunken-driving cases -- a law in 23 states.

The second would establish absolute speed limits which, if exceeded, would be bona fide evidence of speeding. Present speed limits serve only, as a guide, with factors such as traffic and road conditions, time of day and other matters also considered.

On the matter of car purchases, the Legislature passed a law empowering the State Banking Department to check on all finance agreements to see if motorists are overcharged in interest.

---Hartford Times

GRAND AWARD FOR PEDESTRIAN SAFETY GOES TO STATE OF CONNECTICUT

The lowest pedestrian collision experience in statistical history, its overall program, earned for Connecticut a Grand Award in the 1956 Pedestrian Protection Campaign sponsored by the American Automobile Association. This is the fifth such honor since 1944, the first year the Connecticut Safety Commission participated in the program. The state has also won first place in its group every year except 1945 when it received a special citation for pedestrian program.

In accepting the honor, the Connecticut Safety Commission says, "This is the reward of the total effort of all state departments with related interest and public support groups, but mostly to be commended are the highway users whose cooperation has helped achieve a reduction over 5-year average as follows: pedestrian toll, 74 against 87; pedestrian injuries, 1302 against 1575; pedestrian accidents 1376 against 1662." The significance of the decrease in pedestrian deaths is even sharper when the ratio of overall traffic deaths is considered. The Commission points out that ten years ago pedestrian deaths and car occupants were about evenly matched. Today they represent about one-fourth of all traffic deaths.

According to the American Automobile Association, competition for top places was the keenest in the eighteen-year history of the contest. Since conditions vary so widely between states, a formula based on population factors, motor vehicle registrations and weather conditions is used to classify the states in four groups. In the final judging Connecticut was selected over Minnesota, Wyoming and Massachusetts (tied) and Oregon - all first place winners in the various state groupings.

In addition to the Grand Award, Connecticut communities also were singled out amongst cities in their class. In the 100-200,000 population group, New Haven received a Special Citation; Waterbury, Honorable Mention for Program Activities; and Bridgeport, Honorable Mention for Improvement in Program Ac-

tivities.

New Britain, the only city in the 50,000-100,000 population group to be cited, received Honorable Mention for Casualty Record.

Three cities honored in the next group, 25,000-50,000 population were Greenwich, Special Citation; East Hartford, Honorable Mention for Casualty Record; New London, Honorable Mention for Program Activities and Fairfield, Honorable Mention for Improvement in Program Activities.

In receiving a Special Citation among cities under 10,000 population, Plainville was the sole Connecticut community in its group to be honored in the 1956 appraisal of pedestrian record and program.

Certificates for Excellence of Record were earned by the following communities for no pedestrian deaths as follows: 25,000-50,000 population (2 years or more): Norwich and Middletown; 10,000-25,000 population (3 years or more): Southington, Wethersfield, East Haven, Stonington, Winchester, Derby and Vernon; under 10,000 population (4 years or more): North Haven, Trumbull, New Canaan, Farmington, Plymouth, Bloomfield, Bethel and Guilford.

TRAFFIC DEATH REDUCTION BY STATE RANKS EIGHTH

In a report to the Connecticut Safety Commission, the National Safety Council announced that Connecticut, with a 15 per cent reduction of traffic deaths, as compared with a three per cent cut across the nation, ranked eighth in a group of 29 states in the nation showing decreases for the first four months of 1957 over comparable period last year. The city of Bridgeport is also cited as one of three leading communities in its class of 100,000-200,000 population, ranked according to number of deaths per 10,000 registered vehicles.

In the same population group, comprised of 53 towns, Bridgeport also

ranks third in the nation on the basis of number of deaths per 100,000 population. Hartford is fourth and Waterbury eleventh.

Other Connecticut towns singled out were West Haven, ranking 21st, and West Hartford 44th in the 25,000-50,000 population group of 160 towns, and in the 10,000-25,000 group of 175 towns, East Haven ranked 62d.

As of May 31st four counties, Hartford, Tolland, New Haven and New London are credited with decreases, the other four counties being charged with increase over 1956, according to statistics furnished by the Motor Vehicle Department.

Norwich, the largest town on the state honor roll for this period, has not recorded a traffic death since March 22, 1956. Other fatality-free towns over 10,000 population are: Bristol, West Haven, New London, Fairfield, Milford, Groton, Wallingford, Enfield, Windsor, Darien, Branford, Watertown, Winchester and Vernon.

BLAMING AVERAGE DRIVER

There are approximately 75 million licensed drivers in the United States at the present time, driving more than 60 million motor vehicles. It may seem like a rude statement, but these 75 million individuals comprise the largest force of potential killers ever assembled in one fraternity. Members of this group have killed more people than all the wars this nation has been a party to.

This latter statement has been widely used by safety councils as a means of frightening motorists into more careful driving, but not so widely known is the fact that it is the "average driver" who is responsible for the great majority of accidents.

To be sure, a small percentage of drivers falls into the habitually careless category, and the complete elimination of this dangerous statistics would be little changed by its complete elimination.

Norman Damon, vice president of the

Automotive Safety Foundation, is one of many interested safety officials who believe the nation's driving ills are in large part attributable to the emotions of the man behind the wheel. Certainly the dogmatic driver -- the one who assumes he has the right of way and all others should look out for him--is ruled more by emotions than common sense.

So, too, is the driver who loses his temper in congested traffic or is angry because of a spat with a member of his family or a business associate.

Five booby-traps are credited by Damon with the transformation from a careful, law-abiding driver to a menace on the highway. These are over-confidence, emotional disturbances, shortsighted thinking, car neglect and distractions.

Any driver who relaxes his guard on any of these five accident factors is placing himself in the class of potential killers. ---Torrington Register

THE RIGHT OF WAY

It has been well said that the right of way is something to be courteously given but never should one assert his right of way.

Experience dictates that any one operating a car will contribute to the safety of his family and himself by driving with the attitude that HE NEVER HAS THE RIGHT OF WAY.

A driver who assumes that he will get the right of way, or who, when in an accident, claims he had the right of way, had not thought the problem through to the possible outcome of legal action. His claim of the right of way may be disregarded; he may be charged with contributory negligence, and, in consequence, have his case thrown out of court.

We repeat again--

Approach intersections slowly enough to allow plenty of time to look well to the right and left, and approach with foot on the brake prepared to stop. Give the other fellow a "brake".

---M.V. Driving Practices

BICYCLE SAFETY?

Just how far are you going to carry this safety stuff? We'll tell you . . . we are going to carry it just as far as the population reaches . . . just as far as men, women, and children dream, work, play, and breathe . . . just as far as old age can hang on and back again to a new age beginning.

But why so much talk about bicycles? What's so dangerous about a bike?

There's nothing dangerous about a bike, nor is there anything dangerous about a car. It's just that these things hurt people every now and then, even little kids. We didn't make these figures up - they come from police files, coroner files, from government records. These records aren't selling anything, they aren't trying to sway anybody . . . they're past history, they've happened, it's a matter of record now. Yes, it's no lie . . . that today there are more than 20,000,000 bicycles on American streets and highways . . . that 3 out of every 4 youngsters (between the ages of six and fifteen) ride a bicycle . . . that there is 1 bike for every 3 registered motor vehicles . . . that every hour, day and night, 3 bicycle riders are injured . . . that every 21 hours, a bicycle rider is killed . . . that 417 bicycle riders were killed, yes - KILLED, dead, last year, and these were only the cyclists who were struck by motor vehicles!

So you see why we talk about bicycle safety? Don't you agree that something should be said and DONE about a toy that helps kill 417 men, women, and children a year?

If that many people were killed because of mishandling and unsafe operation of a toy bike, how many more will be killed, because of undeveloped safe habits, when driving a car! NO ONE IS TOO YOUNG TO BE TAUGHT SAFETY! In fact, it is a natural instinct to protect ourselves and to be afraid of danger. It has been proven that exposure at an early age to effective traffic law enforcement and worthwhile safety education, such as teaching a child safe habits and practices while riding a bike, helps youngsters to develop those constructive attitudes which will later make them

safe drivers of automobiles. As the Association of Casualty and Surety Companies states - "A comprehensive bicycle safety program in your community will result in better traffic citizens for today and tomorrow!"

---Louisiana Life Saver

TWO WHEEL SAFETY

The single greatest safety need facing the youngsters of Meriden is better training in the use of bicycles. Every day which sees no fatality involving one of our children on a two-wheeled bike is a minor miracle of which we are not appreciative enough. It's the kind of miracle we can't expect to go on indefinitely.

On foot, our children are reasonably aware of the rules of safety. They have been taught faithfully and consistently in school the old, necessary precautions; stay on the curb till the light changes; never run from between parked cars without looking both ways carefully; use the cross-walks; mind the policeman; all the rest. The rules for pedestrians are relatively simple, and while constant reminder and review are necessary, it's the rare and inattentive child who is not reasonably versed in them.

But when we buy our child his first bicycle, how many of us give him comparable training, or see that he gets it from someone else? True, a good many of us worry. But our actual course of instruction is too likely to be a shouted, worried "Be careful!" as he wobbles off down the street for the first time.

A bicycle rider under today's traffic conditions is faced by all the major decisions which a motorist meets. He is bound by the same laws and regulations, and it is in the interests of his own safety to observe them. His life literally depends on his knowledge of good driving practice, his observance of the traffic laws, and his caution and good judgment. An uninstructed cyclist can be as great a menace to himself and to others as an untrained motorist.

Here is a rich field indeed for the

new school safety program to be undertaken in the schools by the Meriden Police Department. Here is a chance to teach youngsters truly life-saving information with which too few of them are familiar. Here is an opportunity for the awarding of badges and certificates and any other devices which may appeal, on the basis of tests passed not only on pedestrian safety but on the rules of the road.

There's a tremendous extra dividend, too. Today's safe bike rider is tomorrow's teen-age driver. Knowledge and judgment planted early and carefully cultivated will make the transfer from two wheels to four safer too.

---Meriden Journal

70-to-75 MPH TOO FAST, HIGH COURT TELLS DRIVER

Seventy to 75 miles an hour is too fast to be driving along the Wilbur Cross Parkway even though Connecticut doesn't have a fixed speed limit, the Supreme Court of Errors said recently.

That was how a State Policeman clocked Monroe S. Gordon of New Britain about 4:45 a.m. April 9, 1956, before arresting him for speeding. He was on his way to work in New Haven at the time.

After Common Pleas Judge John T. Dwyer found him guilty of speeding, Mr. Monroe appealed.

Mr. Monroe contended that exceeding the 55-mile-an-hour posted speed limit on the parkway did not automatically make him guilty of speeding.

Associate Justice Edward J. Daly, wrote the unanimous opinion of the high court, did not dispute this but pointed out that greatly excessive speed was something else again.

"The degree of excess of speed over the posted limit is an important factor to be considered by the trier in determining whether, under all the circumstances, a motor vehicle has been operated at a speed greater than was reasonable," said Justice Daly.

"It is an open question for the trier to decide whether, in any given case, the speed is actually unreasonable under

all the circumstances.

"The defendant (Gordon) not only operated his automobile at a speed 15 to 20 miles per hour in excess of the limit, but while doing so, passed three cars.

"We cannot say that the court erred in concluding that the defendant operated his motor vehicle at a speed greater than was reasonable."

AUTO MAKERS DROP EMPHASIS ON SPEED AND QUIT RACING

The auto industry is going to de-emphasize speed and horsepower in promoting its product. Heads of the several car companies, sitting as directors of the Automobile Manufacturers Association at Detroit recently, recommended unanimously that the industry not take part in or assist in any way automobile races or other competitive events in which speed or horsepower is emphasized.

The association believes, the recommendation said, "that the automobile manufacturers should encourage owners and drivers to evaluate passenger cars in terms of useful power and ability to provide safe, reliable and comfortable transportation, rather than in terms of capacity for speed."

The auto makers in the past have participated, directly and through their dealer organizations, in stock-car racing; they have furnished the pace car for the annual Indianapolis 500-mile race and in many other events have competed for results that could be publicized broadly as sales promotion.

Many of the races have been followed by conflicting claims, and sometimes accusations of rule violations to obtain greater speed or power performance. There also have been criticisms in some governmental and medical sources of what has been termed the industry's "horsepower race" that has brought car engines with 300 and more horsepower.

The car makers called upon themselves to get out of all competitive tests of cars involving or suggesting racing or speed, including acceleration tests.

They also recommended that the indus-

try should "not advertise or publicize actual or comparative capabilities of passenger cars for speed, or specific engine size, torque, horsepower or ability to accelerate or perform, in any context that suggests speed."

The resolution also called upon the car makers "not to encourage or assist employees, dealers or others, or furnish financial, engineering, manufacturing, advertising or public relations assistance" in any event suggesting racing or speed.

Most of the auto companies have maintained "test teams," or "experimental staffs," as a part of their own proving grounds and test track personnel. In many instances these groups have been headed by professional racers, including former winners of the Indianapolis race.

The distinction of being selected to furnish the pace car for the Indianapolis race has been much coveted among the manufacturers. It has been said that some makers have spent up to \$100,000 in preparing the car and several reproductions of it, and in otherwise capitalizing on the designation of their cars to get the race under way.

AUTO INDUSTRY SEEKS NEW BRAKES TO MATCH BIG HORSEPOWER INCREASE

By Douglas Larsen

The automobile industry is seeking new brakes for its horsepower race.

This does not mean less powerful engines. It's a vast research program to get new and improved brakes for safe control of all the new power.

Next year will probably find the biggest jump yet in horsepower, to challenge the brake developers as never before.

The power jump will come from the widespread offering of fuel-injection engines as optional equipment. Fuel injection means shooting liquid gas directly into the piston chamber, shortcutting the conventional carburetor system of first vaporizing the fuel.

This reporter has just driven an ex-

perimental Pontiac with a fuel-injection system, planned to be offered to the public next year. It is like being behind the wheel of a souped-up sports car. The acceleration, from any speed, is astonishing.

It's this startling boost in engine performance which the new fuel-injection systems and other improvements will offer next year that now has the brake researchers working overtime.

During the past 10 years almost everyone in the car design business has been working at odds with the brake boys.

Cars have been built heavier, making them harder to stop. Automatic transmissions have eliminated the braking effect of engines. Styling has covered the wheels and made them smaller, increasing the vital heat dissipation problem.

New roads have increased the average highway speed, putting a greater strain on brakes. Congested city traffic has also put an added burden on brake systems.

Up until now the brake experts have kept pace by improving the basic components of the conventional drum system. This involves the principle of applying friction to the inside rim of the cake-tin-shaped drum.

The metal parts of the brake assembly have been constantly improved to take greater heat and wear. Brake systems have been stabilized so that stopping does not pull a car to one side. Brake linings have also been improved to take greater wear and heat.

So-called power brakes are not considered a fundamental improvement. Actually, power brakes only make it easier for the driver to push the pedal down. They do not add any inherent stopping qualities to the brake system.

Today, however, brake research is taking some basic new approaches to the problem of keeping high-powered cars under control. This includes improving the traction of tires.

The friction between tire and road has always been the basic limiting factor in brake development. When a brake locks a wheel, the maximum action it can take in stopping a car quickly, only the friction of the skidding tire is left to

bring the vehicle to a halt.

Now this problem has been successfully attacked by the Penetred Corp. of Marshfield, Wis., with the help of the University of Wisconsin. It's a method of introducing special steel coils in the tread without adding driving noise but providing emergency traction and non-skid properties.

During normal driving the steel ends remain embedded in the tire. But when the brake is suddenly applied the tire tends to flatten on the road, and the steel emerges like a cat's claws. Good-year is rushing experiments with this tread and is already producing some tires with it on a limited basis.

Most brake research is now exploring the disc principle. This is the equivalent of stopping a spinning cymbal by clamping another cymbal to it.

This system is noisy. "Another drawback is that dirt, water, salt and slush cannot be sealed out," explains a General Motors expert.

Ford, Chrysler and GM all have elaborate disc brake research programs. The experts believe the noise and sealing problems can be licked.

At the same time work is still being done to improve the drum system. Chrysler has a new brake which applies more uniform friction to the drum. Studebaker-Packard is adding fins to the drum to speed cooling. Oldsmobile is attacking the ever-present heat dissipation problem with a flange on the drum.

The Bendix company, which makes about one-quarter of all the brakes for the industry, is working with a revolutionary lining material that includes a ceramic substance.

Most industry experts believe that the 1958 models will come up with the first major improvements in braking systems which have appeared since the war, as a result of these efforts. (NEA)

Q. On an average, how many new drivers are licensed to operate motor vehicles every year?

A. 2,500,000 new drivers have been licensed to operate motor vehicles each year since 1949. ---Highway Highlights

HOW TO AVOID... FALLING ASLEEP AT THE WHEEL

By Dr. John R. Rodger
Bellaire, Mich.

You are driving along a road more straight than curved, without much traffic. Your senses are lulled by the purr of the motor. You pay less and less attention to your driving. What lies ahead begins to blur--then suddenly you come to with a start.

Here you are over the center line, with an oncoming car desperately veering -- and you avoid it by inches! You have just missed being one of the 1,500 motorists killed or one of the 53,000 injured each year on our highways by dozing at the wheel.

Safety experts say the sleepy driver causes more accidents than all drivers with physical defects put together. This menace is not one that licensing bureaus can do anything about. Driver for driver, a sleepy one is just as much a hazard as a drinking one.

13 Orphaned Children

Almost every week newspaper stories tell of "the driver who apparently went to sleep at the wheel." Typical are the two Detroit fathers killed while going home from a night shift, leaving 13 children orphaned; and the soldier in Texas who drove off the road to sleep and was killed by another driver who fell asleep at the wheel.

Among the lucky sleepy drivers is the young executive in my state who, after a day's work, frequently drives 100 miles to meetings. One night he awoke behind the wheel to find himself going down a two-lane road side by side with a truck and trailer!

Dozing at the wheel is not restricted to night-time driving. Many "fatigue" accidents occur in broad daylight. The worst accident last year in my rural county came at 10 a.m. -- obviously caused by fatigue.

What can you and I do about this problem? First, we must recognize it as one of the hazards of driving and take appropriate preventive measures, just as we recognize the hazards of slippery

roads or foggy weather.

Second, we can reduce the risk of fatigue by avoiding unnecessary trips unless we are rested. This in itself would do the most to cut down fatigue-caused accidents. Too often we plan a week-end trip with 100 or more miles of driving after an exhausting day at the factory or office. Too often this results in terrible accidents.

In planning a vacation motor trip, we would have a safer, more enjoyable time if we scheduled relatively short, easy days of driving, with stops and side trips to break the monotony.

If much of our driving is commercial, we can insist that the daily mileage not be excessive. We must resist the temptation to try to see that extra customer because of the extra cash it might bring. That cash won't mean much to the driver's widow.

We can reduce the fatigue-producing factors of our car. We can be sure that the muffler doesn't leak, adding deadly carbon monoxide to the air inside. We can leave the window partly open in traffic to avoid drawing in fumes from other cars.

We can reduce glare fatigue by equipping our new cars with crash panels instead of a shiny metallic dash board. In sunny climates, non-glare glass will help, or the wearing of dark glasses in the daytime. (They should not, of course, be worn at night because of the reduced visibility.)

We should not drive too soon after a big meal, particularly after a heavy noon lunch.

Alcohol, even in small quantities, is too dangerous to mix with our driving. The driver often forgets that in quiet surroundings small amounts act as a sedative.

On the road we should take a "rest stop" at least every hour or two. The driver should get out, stretch and walk around whether or not he feels tired. This is a good time for a cup of coffee or cola drink which will supply caffeine to help us stay alert. Caffeine containing tablets may be used if your doctor advises them.

It is safer to travel with someone than to "go it alone," particularly if

you can alternate at the wheel. However, if you nap while your companion drives, be sure that you are fully awake before you take over. Conversation can help keep you awake, but if your passengers run out of that and you get sleepy, try the car radio. Watch out for soothing music. You may like Beethoven or Brahms, but it may be safer to tune in to hill-billy music or rock'n roll.

See Your Doctor

Beware the too-warm car in fall and winter. Excessive heat can make you sleepy.

The drugs you have taken may produce dangerous sleepiness. Play safe; ask your doctor if the drug he is giving you can affect your driving.

The barbiturate drugs, tranquilizers, antihistamines and almost any drug used in treating high blood pressure can cause drowsiness. The hangover from a sleeping capsule may be lethal to the morning driver. Any drug you take should first be tried when you are not driving to determine its effect.

Can you do anything else? Yes. See your physician and ask his advice. There are certain so-called analeptic drugs which, under a doctor's guidance, can safely be used by some people when all other measures fail.

But in the last analysis, the menace of the sleepy driver is your responsibility and mine. We cannot blame all accidents on road-builders, or on the other fellow. You and I have a fundamental duty. At all times we must drive carefully, soberly -- and stay awake.

---Parade

THE HUMAN FUSE--SAFETY FACTOR

The blowing of a fuse in an electrical circuit causes inconvenience until it is replaced. The "blowing of your top" or resorting to unsafe practices is something else again. They lead to needless pain, suffering and expense, there is no fuse here that can be replaced. Consequently each individual must develop self-consciousness for safety

---Fleet Supervisor

IN-SERVICE STUDIES

Vox-Cop

May-June, 1957

State Police Marksmen Win 93 Medals At North Atlantic Championship Match



A TOTAL OF 245 REGISTERED SHOOTERS PARTICIPATED IN THE NORTH ATLANTIC REVOLVER & PISTOL CHAMPIONSHIP SHOOTING MATCH HELD AT NIMITZ RANGE, ROCKY HILL, JUNE 7, 8 AND 9.

CONNECTICUT STATE POLICE ENTRANTS PARTICIPATED IN 27 MATCHES AND WON A TOTAL OF 93 MEDALS. THIRTY FIRST PLACE MEDALS WERE GARNERED, 33 SECOND PLACE MEDALS, 29 THIRD PLACE MEDALS AND ONE FOR FOURTH PLACE.

LT. MICHAEL D. SMITH WAS IN CHARGE OF THE STATE POLICE DETAIL WHICH WAS COMPOSED OF LT. EDWARD FORMEISTER, DET. SGT. JEROME SMITH, SGT. RALPH BOYINGTON, DET. SGT. WALTER PERKINS, SGT. JOSEPH SULLIVAN, DET. VINCENT O'BRIEN AND OFFICERS JOSEPH CIECIERSKI, JOHN JONES, JAMES McDONALD, THEODORE SHEIBER, PHILLIP LARIZZO, JAMES ANGESKI AND JOHN MCLAUGHLIN.

THE POLICEWOMEN'S TEAM CONSISTED OF KATHRYN HAGGERTY, MARGARET JACOBSON, LOIS MILLER AND DOROTHY SCOVILLE.

ABOUT OUR CAMERA LENSES

By Lt. Edward Tierney

Lenses may be classed according to their use. There are lenses for still cameras, enlargers, motion picture cameras, portraiture, process cameras and projectors (projection lenses are catalogued with their respective projectors). Within these groups the lens' purpose determines its specifications. For example, in still camera lenses, prime consideration must be given to focal length, apertures and film size-covered at maximum and minimum apertures.

The focal length of a lens determines the size of the image of an object placed at a given distance from the lens. The longer the focal length, the larger the image reproduced, provided the camera-to-subject distance remains the same. A four inch lens will produce an image twice the linear size of a two inch lens at any given distance. Generally, a "normal" lens for a camera has a focal length slightly greater than the diagonal of the negative. Lenses which are appreciably shorter than this are called wide-field or wide-angle lenses, while lenses exceeding the diagonal considerably are known as telephoto or long focus lenses, depending on their construction. "Normal" lenses are used to provide a "what-the-eye-sees" perspective in a finished picture at proper viewing distances. A wide-angle or wide field lens is used to include a greater-than-normal area in a picture; a long-focus or telephoto lens provides an enlarged image.

Coupled closely with the focal length of the lens is the film-area-covered at maximum and minimum apertures. When fitting a lens to a camera which has no rising or falling front, swings or tilts (or these adjustments are not to be used), one can use a lens which just covers the camera's negative area at maximum aperture. If, however, the camera is to be used for studio work, architectural photography, or any branch of photography in which the various camera movements (swings, tilts, etc.) are to be employed, a lens of greater coverage

must be chosen. Often however, if a large lens opening is not needed, the greater film-covering-area can be obtained by closing the lens to a small aperture.

The speed of most lenses used today is marked in "f/" stops. The f/ stop is known as either the lens opening, or the aperture. Each f/ stop is the focal length of the lens divided by the diameter of the lens diaphragm opening. The f/ stops 1.4, 2, 2.8, 4, 5.6, 8, 11, 16, and 32 are successive decreases of one-half in the amount of light they transmit. Lenses which let in a great amount of light (f/ 1.4, 2, 2.8, etc.) are known as large-aperture lenses, while those with low transmission (f/ 16, 22, and 32 etc.) are known as small aperture lenses. Large aperture lenses are used when there is little light, or the object is not stationary and thus fairly high shutter speeds are necessary; when photographing a stationary object, one may employ a much longer exposure and therefore a lens with a fairly small aperture.

Wherever lenses are discussed, the term "definition" arises. Definition refers to the ability of a lens to form a clear image of fine detail. Poor definition and lack of sharpness in negatives are more often due to faulty camera adjustment and handling than to lack of lens quality. All our cameras are equipped with 135 mm lenses, with apertures from f/4.7 to f/32 and speeds from 1 sec. to 1/400 sec. and are capable of photographing any and all phases of Law Enforcement Photography.

RESEARCH SHIFTS FROM
HORSEPOWER TO BRAKES

Auto engineers, who for years have concentrated on boosting the horsepower under the hood, now are checking the stopping power under the brake pedal, according to the Wall Street Journal. There's more research being devoted to brakes today than at any time in 20 years, the report says.

TIPS ON REMOVAL
OF GLASS-HELD VICTIM

Difficulties in disengaging an accident victim whose head has been driven through a windshield are often a matter of discussion among squadsmen who have had to "break out" additional portions of the tough safety glass so that the victim could be removed from the vehicle.

Emergency activities in such a situation are often of a lengthy and dual nature: removal of other portions of the safety glass while, at the same time, seeking to prevent any further injury from the broken glass.

An IRFAA editorial inquiry to Libbey-Owens-Ford Glass Company, Toledo, Ohio, regarding the best method of removing safety glass in such situations brought reply from the company's Director of Public Relations, James M. Ashley, who wrote that he had had this "very provocative problem studied by our qualified people so that you might be given our best thinking. This is our recommended procedure:

"Operating from the outside of the vehicle, put a 'collar' around the head and neck. Make sure that this collar is inserted between the glass and the victim at all points. This collar, ideally, should be made of the metal-studded cloth from which our workers' aprons and other protective clothing are made. On the accident scene, however, any heavy cloth can be made to serve--an overcoat, a suit coat, a pair of trousers. The thinner the cloth, the more folds are desirable.

"Once this collar is in place, pry outward the segments of glass formed by the radial cracks which go outward like the spokes of a wheel from the point of impact. Make sure the collar is serving its purpose of keeping the victim from additional cuts and scratches. The plastic interlayer of the safety glass will be exposed when these segments are pulled. Use a razor blade or pocket knife to cut this plastic along the radial cracks as the segment is pulled.

"When a hinge is formed by the next circumferential crack outward from the hole, cut the plastic along this line

and remove the segment. Repeat this process until the hole is large enough to lift the victim back into his car. When moving the victim, keep the collar in position to protect him.

"Our people have tried to offer a solution which requires no special equipment. Usually, someone has a knife, and almost always, someone has a pair of trousers. I hope this proves helpful."

---Squadron News

TELEPHONE MANNERS

Nearly everyone has had the experience of picking up the receiver after hearing the telephone bell jingle, to hear a rough voice say "Who is this?"

That was one of the first forms of unmannerly telephone conduct, and fortunately it has almost disappeared. Such an inquiry is obviously impolite and inconsiderate. There are more angles to be encountered, however, and Fortune Magazine publishes results of studies made among businessmen. They reveal improvement in telephone courtesy.

It is the topmost officials of business concerns who are the most meticulous about their manners, according to the survey. Nearly 40 per cent of some 150 company presidents interviewed claimed they answer their own telephones. Said one president, "I find that 95 per cent of the calls coming in are ones I want to take. Why screen out the 5 per cent of nuisance calls at the risk of irritating the others?"

Another angle explored by Fortune researchers has to do with secretarial intervention. "Virtually all the executives polled agreed that the supreme telephone insult is to place a call through your secretary and make the party at the other end of the line hold the connection until you're ready to come on," says Fortune.

"Such answers as 'He's in conference' are now regarded as utterly cornball, in fact offensive. 'He's in a meeting' is permissible. But the best practice of all, it is agreed, is for the secretary to give the caller a precise idea of what the executive is doing."-Torr. Reg.

RECENTLY ENACTED LEGISLATION

Public Act No. 60

AN ACT CONCERNING RESIDENT STATE POLICEMEN
FOR TOWNS WITHOUT ORGANIZED POLICE FORCES

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1987d of the 1955 supplement to the general statutes is repealed and the following is substituted in lieu thereof: The commissioner of state police may appoint not more than (fifteen) twenty-five suitable persons from the regular state police force as resident state policemen in addition to the regular state police force to be employed and empowered as state policemen in any town or two or more adjoining towns lacking an organized police force, and such officers may be detailed by said commissioner as resident state policemen for regular assignment to such towns, provided each of such towns shall pay an equitable share of the cost of compensation, maintenance and other expenses of such detail, such share to be determined by the state police commissioner with the approval of the commissioner of finance and control. Such town or towns and the state police commissioner are authorized to enter into agreements and contracts for such police services, with the approval of the attorney general, for two-year periods. The state police commissioner shall exercise such supervision and direction over any resident policeman so appointed as he deems necessary, and each appointee shall be required to conform to the requirements of the state merit system. Each resident state policeman shall have the same powers as officers of the regular state police force and be entitled to the same rights and subject to the same rules and regulations as the state police department.

Approved April 11th.

Public Act No. 431

AN ACT CONCERNING THE STATE POLICE FORCE MOTOR PATROL

Be it enacted by the Senate and House of Representatives in General Assembly convened:

SECTION 1. Section 1986d of the 1955 supplement to the general statutes is repealed and the following is substituted in lieu thereof: The commissioner of state police may appoint (three hundred fifty) four hundred fifty men as state policemen and twelve women as state police-women. The commissioner of state police shall appoint therefrom a major and such number of captains, lieutenants, detective sergeants, sergeants and detectives as he may deem necessary to officer efficiently the state police force. One of such officers may be detailed by said commissioner as deputy fire marshal and from such number of officers the commissioner shall detail motion picture inspectors. Said police commissioner shall establish and maintain a detective division, a motion picture inspection division, a traffic enforcement division, a photographic and identifica-

tion division, a communications division and a division for the investigation of fires, special hazards and the storage, transportation and use of explosives, and shall detail from the ranks of state policemen and policewomen officers as detective sergeants and detectives to be engaged throughout the state for the purpose of preventing and detecting any violation of the criminal law. Salaries of the members of the state police department shall be fixed by said commissioner with the approval of the commissioner of finance and control. Subsistence shall be maintained for state policemen and state policewomen at the expense of the state, and said policemen and policewomen shall be reimbursed for all expenses incurred in the performance of official duty. Said officers, policemen and policewomen may be promoted, demoted, suspended or removed by the commissioner; but no final dismissal from the service shall be ordered until a hearing shall have been had before said commissioner on charges preferred against such officer, policeman or policewoman. Each state policeman and state policewoman shall, before entering upon his duties, be sworn to the faithful performance thereof. The commissioner of state police shall designate (one hundred) one hundred fifty men for motor patrol work exclusively.

SEC. 2. This act shall take effect from its passage.

Approved May 28th.

Public Act No. 522

AN ACT CONCERNING JURISDICTION OF TRIAL JUSTICES

Be it enacted by the Senate and House of Representatives in General Assembly convened:

SECTION 1. Section 3319d of the 1955 supplement to the general statutes is repealed and the following is substituted in lieu thereof: Each trial justice, in any court held by him in the county for which he is appointed, shall have jurisdiction of all offenses committed in the town in which he holds such court, which are punishable by a fine of not more than (one hundred) two hundred fifty dollars, or by imprisonment in jail not more than sixty days or both; provided, in prosecutions under section 2412 and section 1317d, each trial justice may impose greater penalties as provided by said sections; but, in lieu of punishing any convicted person by imprisonment in jail, he may punish him by imprisonment in the county workhouse, for a term not exceeding ninety days. When a trial justice may commit any person for the non-payment of any fine, he may commit him to jail or to such county workhouse until he pays the same.

SEC. 2. Section 8725 of the general statutes is repealed and the following is substituted in lieu thereof: No trial justice shall have final jurisdiction of any prosecution for crime, the punishment for which may be imprisonment in the State Prison. When any person shall be brought before a trial justice upon any complaint charging an offense for which the punishment may be greater or less than a fine of (one hundred) two hundred fifty dollars and an imprisonment for sixty days, he may try the same; and, if in his opinion no greater punishment ought to be imposed, he may render judgment therein for a fine of not more than (one hundred) two hundred fifty dollars and an imprisonment

for not more than sixty days and grant a warrant for the execution of the same; but, if in his opinion such offense shall be of so aggravated a nature as to require a greater punishment, the accused shall, except when otherwise specially provided, be bound to the next superior court having criminal jurisdiction to be held in the county in which the offense was committed.

SEC. 3. This act shall take effect July 1, 1957.

Approved June 4th.

Public Act No. 81

AN ACT AUTHORIZING THE COMMISSIONER OF STATE POLICE
TO CONDUCT TRAINING SCHOOLS FOR LOCAL POLICE OFFICERS

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Any municipality or other political subdivision of the state may enter into an agreement with the commissioner of state police to secure the services of the state police training school in the instruction and training of applicants to and members of police departments in the municipality seeking such services. The agreement shall provide for the subject matter, duration, personnel, time, place and technical services to be devoted to the course of study and for the reimbursement of the state for the actual costs of the services, materials and overhead, such costs to be determined by the commissioner of finance and control.

Approved April 23rd.

Public Act No. 149

AN ACT CONCERNING THE LICENSING OF PRIVATE DETECTIVES

Be it enacted by the Senate and House of Representatives in General Assembly convened:

SECTION 1. Section 3738 of the general statutes is repealed and the following is substituted in lieu thereof; The commissioner may grant a private detective license to any suitable citizen of the United States and a private detective license to any corporation, partnership or association making written application therefor. The applicant, if an individual, shall be not less than twenty-five years of age and of good moral character, and shall have had at least one year's experience as an investigator. No member of the state or any town, city or borough police force, no constable and no sheriff or deputy sheriff shall be eligible for a license under the provisions of this section for such period as he continues to be such a member or hold such office. Any licensee may employ as many agents, operatives and assistants as he deems necessary for the conduct of his business, provided such licensee shall furnish to the commissioner, at such times as he requires, a cer-

tified list of the names, ages and addresses of the persons so employed.

SEC. 2. The commissioner shall issue to each person granted a private detective license and to each renewal licensee a suitable identification card bearing the signature of the licensee on the face and on the back thereof. The licensee shall, at his own expense, cause a small photograph of himself to be affixed to such identification card. The licensee shall carry such card at all times when engaged in the activities of his business. Failure to carry such card, signed and with a photograph affixed, shall be cause for the suspension or revocation of such license by the commissioner.

SEC. 3. This act shall take effect from its passage.

Approved May 1st.

DO YOU WATCH YOUR CURVES?

Nature's Fault?--No, although several basic principles of natural law apply to this situation. Adverse weather conditions can normally be adequately anticipated, sufficiently so that the alert driver may govern his driving practices accordingly. But certain fundamental natural laws have definite effects on safe vehicular operation and a lack of understanding or disregard for these may lead to serious difficulties. Let's briefly review these principles:

Centrifugal Force: This is the force which impels a body outward from its center of rotation. In the case of a motor vehicle it is the force which tends to push a vehicle off the road when it is rounding a curve. In substance this helps us realize why it is essential to reduce speed to a point where any given road curve can be negotiated safely.

Coefficient of Friction: Like Centrifugal force this is another factor affecting the stability of a vehicle. Condition of brakes and tires naturally affects the gripping efficiency of the vehicle to the road. It becomes even more important when the vehicle is rounding a curve thereby being affected by other natural forces. Obviously a combination of poor mechanical conditions and wet and hazardous road conditions reduces the co-efficient of friction to a dangerous point.

Center of Gravity: Another primary factor which must be considered in determining the stability of a vehicle.

The center of gravity runs down the center line of a vehicle, and the greater the distance between the wheels the greater the resistance to overturn. Also the lower the center of gravity the greater the resistance to overturn.

Wear on Tires: Centrifugal force increases the wear on tires. Its sideways thrust flexes the cords of the tires, stretching and weakening them. Skidding and sliding rubs off the surface of tires reducing their efficiency.

Conclusion: Although the foregoing discussion is rather detailed it should help us to understand the numerous reasons why curves are dangerous. Excessive speed, resulting in too much centrifugal force, can turn a vehicle over or force it into the opposite lane. Poor brakes and tires, adverse weather conditions and tardy or inadequate adjustment to poor road conditions multiply the dangers inherent in every curve. So for the sake of safety--watch your curves--slow down, and respect the need for additional precautions at curves.

---Fleet Supervisor

Q. How many states now use radar speed-determining sets?

A. Radar speed-determining sets are now used by all 48 states, the District of Columbia, Alaska, Hawaii and Puerto Rico to help authorities enforce speed laws.

---Highway Highlights

AROUND THE CIRCUIT

Vox-Cop

May-June, 1957

STATION "A", RIDGEFIELD

CONVALESCENTS

The convalescent home at Station "A" had a wonderful season this year and last, and now all that remains is for Officer Wilson to return to duty, and we understand that he will return in about two weeks. Officer Wallace, recently underwent surgery at St. Vincent's Hospital at Bridgeport, and came in for duty a little too soon and was forced to return to the Sick List where he is at present.

Sgt. McNamara has returned to duty and is on a strict diet and talk about being streamlined! You would hardly recognize him.

MEMORIAL DAY WEEKEND

All of our personnel readied themselves for the Memorial Day weekend which started off with a bang, with a fatal accident, car-pedestrian, on the day before Memorial Day. We had the usual parade traffic duty for the Memorial Day Parades at Georgetown and Newtown and our Officers and Auxiliaries did themselves proud, as the saying goes, with nary an incident to report.

GRADUATE STUDENTS LECTURE ON ATOM

We have with us at this time, Professors Abel and McNamara both of whom after attending School at the Academy are lecturing to the rest of us on the mighty atom and some of it is really interesting.

FISH REFUSE TO COOPERATE

Officer Croce has returned from a Maine vacation but the fish apparently didn't realize that he was there as they failed to show up for the annual meeting. Jack is mighty quiet these days reflecting on the stubborn fish who didn't bite. He did tell about the cold weather experienced at Maine this time of year.

NEW PERSONNEL

We welcome Officers Charles Dirienzo and Francis Barbieri to our midst and already a remarkable resemblance has been noted between movie star Yul Brynner and Officer Dirienzo (Mostly the head).

HUMORIST

Likeable Officer Charles Lundberg can be seen any day, chuckling over some of his shaggy dog stories and what a sense of humor!

MILO STILL LABORING ON CAR

Chef Milo Scanlon can be seen laboring on his 1954 Ford Sedan getting ready to leave in October for his daughter's home at Phoenix, Arizona and I wonder why he won't allow Mechanic Freddie Leary to assist him.

REFLECTIONS

Officer "Buttercup" Albert can be seen these days looking in the mirror and smiling to himself (What is your fatal attraction, Bruce?)

"SWEPT WING" FALTERS

Wonder why Dispatcher Travaglini's "Swept wing" Dodge was parked at the corner of East Ridge and Governor Street lately? Folks say he is turning it over to the Dodge Mechanics so that they too may learn the mysteries of why it halts operations and ceases to operate entirely on occasion.

SUMMER RESIDENTS RETURNING

Officer Edward McMahon is now the Official Greeter for the returning Vacant House owners and extends them a warm welcome!

LT. FERRIS RENOVATING HOME

Lieutenant Ferris busily engaged in painting his house in his spare time under the capable direction of his better half, Mrs. Ferris, and she knows just how to go about it. He is being assisted no doubt by his new German-Shepard

dog "Rin" who is rated one of the most intelligent dogs in the County. "Rin" has visited the Barracks here and everyone agreed that he knows his police work.

OFF. JONES ON SHOOTING TEAM

Officer John Jones now a member of our Official State Police Shooting Team is often seen these days wearing the long peaked cap used by the team, quietly doing some dry shooting. He, in our humble opinion, is one of the best shots on the team!

DIETING ZEAL WANES

Speaking of diets, our Officer Francis has lost 12 lbs. (according to him) and is seen these days looking longingly at all the lovely desserts concocted by Chef Milo Scanlon.

STATION "B", CANAAN

GYPSIES VISIT STATE TRAILER PARK

"Gypsies" have passed through our area of late and one group replete with young and old people of both sexes, dozens of children and dogs made themselves at home in a state forest trailer park on Rte. 7. Unlike the gypsies of old the newest editions travel in 1957 pick-up trucks and trailers. Needless to say, close tabs were kept on them by the patrols and one group got a state police escort to the edge of our territory. One urchin called to Off. Charles Sedar, "Hey Cop - Want a puppy?"

SPORTS CAR TRACK OPENS IN SALISBURY

The Lime Rock sports car track located just off Rte. 7, a few miles south of the barracks, was officially opened with a district race event a few weeks ago, which attracted 6,000 enthusiasts with barely any advance publicity. On June 8-9 a two day national event, which was widely advertised, drew many thousands more. Better trained parking lot attendants and additional gates and parking spaces improved the traffic situation on the grounds. Canaan Barracks

personnel with the aid of auxiliaries handled the highway traffic with the experience gained from countless ski meets and country fairs in the years gone by. This quiet village which is a part of the Town of Salisbury witnessed activity, traffic wise, such as it never before experienced.

ROOKIES GET TASTE OF CRIMINAL CASES

Our new officers from the last class, all of whom came from larger cities downstate, have had a chance to see criminal violations old in a nature but with the "quaint" twists and variations such as only native Litchfield County transgressors can supply.

PLUMBING TROUBLES REMEDIED

The barracks has had its share of plumbing troubles of late and roto-rooters, snakes and power flushing applications have corrected it, so they claim. The trouble has been all in the basement and in the cell block area. One night back it chose a time when all three cells and the women's detention room had guests to "act up."

SGTS. WAITING TO APPLY KNOW-HOW

Sgts. Starks and Buffa claim they are going to be real disappointed if the nuclear scientists and the world's geneticists have their way and curtail the bomb tests. They won't get to make test runs with the radiac equipment, after the recent in-service sessions at the Academy.

WOULD-BE HUNTERS FOILED

Two Waterbury residents came to the Falls Village area recently and judging from their equipment which included high power lights and rifles plus hunting knives, their intentions were not of the best. However, when Officers Bonolo and Lawson located them, they were in a residential and business district and they had shined their light on a local resident's bedroom window. Illegal deer hunting, jacklighting for deer and carrying a dangerous weapon didn't quite fit the crime but Breach of Peace did. The keenly discerning and veteran Trial Justice Winton B. Rodgers levied \$75 fines each on the B of P charges. Our

friends paid readily and were happy to leave the area with their hunting equipment intact. Fingerprint record checks revealed they were State of Maine transplants with criminal records of a serious nature in that jurisdiction.

TOLLAND COUNTY TALES

TRANSFERS

Bill Carroll has left our station for Station "I". Good luck in your new assignment, Bill.

To us, from Station "I" comes another Bill, Bill Russell. Welcome to "C".

ON THE MOVE

Wendell Hayden is selling his home in Manchester and is moving to South Windsor. Bill Ellert is still looking for a place nearer to "C".

THEFTS FROM CARS

With the arrest of an 18 year old by the Willimantic Police Department, several of our cases were solved. Gordon Adams, of Willimantic, accompanied by a 14 year old girl, rode about the adjacent towns nights and took goods from cars parked in dooryards. Blankets, cameras, tools, fishing equipment, clothes and other articles were taken. The goods were recovered and the two gave no reason for their activities. On the day they were turned over to this department, the girl had her dog and a very small kitten, which had to be fed with a bottle, with her.

Two cars from which articles were taken were parked in the yard in front of a Deputy Sheriff's home.

KIDNAPPING COMPLAINT BACKFIRES

What started out to be the investigation of a kidnapping complaint ended up with the arrest of the girl supposedly kidnapped and of her sister, both for sex violations. Nine men were also apprehended, some involved with the 14 year old girl, some with the older woman, married and the mother of four young children, and some with both of the wom-

en. Bench warrants were issued for all and were served by Officer Stanley Nasitka, assisted by Officer Frank Shay and Policewoman Margaret Jacobson. The girl, an epileptic, has been referred to the Juvenile Court.

JUVENILES AND MORE JUVENILES

Officers and the policewoman have been kept busy of late with the investigations of many cases involving juveniles, many of them apprehended for malicious damage to private property, breaking and entering and theft. One fourteen year old boy went off with 2 rifles and about a hundred dollars worth of men's and boy's clothing from one house. Said he had always wanted a rifle and needed some new clothes.

HOLIDAY QUIET

Everyone enjoyed a quiet Memorial Day week-end. We only hope that Fourth of July will be the same. With the exception of a few accidents, the traffic wasn't too heavy.

FROG-MEN COME TO STAFFORD

This department assisted the Borough Police Department of Stafford Springs in the search for a missing woman. As she had last been seen near one of the mill ponds, a thorough search was made of the ponds by Frog-Men from the Hartford Y.M.C.A. without locating her. The next day, her body was found wedged in a mill raceway conduit near where she had last been seen.

It follows that when men are no longer free to study the results of their learning and understanding, even when occasionally the ideas achieved disagree with authority or dissent from orthodox beliefs, a great conserving force in society has been lost. Repression of an idea does not disprove it. The only way to handle ideas is to permit them to be expressed and to expose them to the objective challenges of thinking men who themselves represent many diverse points of view.

STATION "D", DANIELSON

WEDDING BELLS

Dan Cupid has been making successful raids on the perennial boarders at Station "D" -- Donald Nurse took the step on May 6 and our confirmed bachelor, Merrill Johnson, weakened and he and Rita were married at St. Joseph's Church in Webster, Mass. on June 8th.

Don and his bride bill and coo in a little love nest over in Brooklyn though he has been doing so much work on it in the past two weeks that he has been accused of buying an unfinished house.

We have given a step by step story of the building of Merrill's dream house in Thompson, so we won't bore you with the details again. We have dug the foundation, nailed each board and finally moved in all of the furniture and now we suspect that Merrill is going to invite us all to a house warming. We know that he has been looking forward to the day that he could have his many friends at his new home to partake of his generous hospitality. Our custodian, Nick Woyk, is particularly anxious to see the new floor covering as he has a professional interest in these matters.

VACATIONISTS

Bob Hetherman is traveling west and then north for his vacation, but we have not been able to figure out where he is going.

Leonard Cusson is spending his vacation working on the home he recently purchased in Brooklyn and sweating out the transfer of the old homestead.

Off. Gail Smith, who has recently returned from Harvard, is also building a smaller house in Windham. He said for some accountable reasons his family is shrinking. Good luck Gramp.

Chef Raoul "Ray" Lariviere is planning to spend his vacation in August visiting relatives in the far and middle west. He said he is definitely going to take in Disneyland. This is a different type of vacation for Ray because all previous vacations were spent in either Fenway Park or chasing the Red Sox. Don't despair, Ray, it's only a slump.

RUSS OLSON PAYS VISIT

We had the opportunity the other day to visit with Russ Olson when he showed up at Station D with a very timely film on animal disease and we all liked the fur coats the mounties in the movie wore -- Attention quartermaster --

MARY SMUTNICK RECUPERATING RAPIDLY

Dispatcher and Mrs. Paul Smutnick spent two anxious weeks last month when their new baby, Mary Louise, came down with whooping cough and was placed in an oxygen tent at the Hartford Hospital. It was touch and go for a time, but their prayers were answered and the baby is home now and recovering fast. Paul said he doesn't mind getting up nights now with the baby -- We understand, and wish all three of them the best.

TOO MANY ACCIDENTS

Between May 12 and 24th Station D had more than its share of fatal accidents--four with five killed--and all of them, though, in different locations and at different times, had two things in common, speed and youth. Two were aged 20, one 17, one 19 and the other 27. All are pending coroner's reports at this time.

ARSON TOUGH CRIME TO CRACK

Bill Pelzer has been working diligently on the fire cases that plague the southern border of D territory and has reached that point that all he asks out of life is to get the firebug.

HAFERSAT SUFFERS ANNUAL ILLNESS

Otto Hafersat is now in the throes of his annual malady that runs from April 1 to November 1. How he suffers during his off duty hours, how he burns, from sunrise to sunset holding down the deck of his beloved boat.

NEW PHOTOGRAPHER

Cora Browne, clerk and snutter bug, came back from Cape Cod with some color shots that should be published. She claims she is really happy because to all of the other photographic paraphernalia she owns, she has finally added a camera. Never owned one before, she said.

COLUMN HAS AT LEAST ONE FAN

The one thing that bolsters up the morale of your reporters is the knowledge that at least one person reads this column, so you can imagine how our chests and heads swelled when we were called by the Windham County Transcript inquiring, "What happened to Station D column in last month's Vox Cop?"

MEDITATION

Sitting here (June 8) waiting for the final word, we wonder whether the three large economy size bottles of aspirin that lie there in the new benedict's pigeon hole has anything to do with getting married?

STATION "E", GROTON

OFF. CORCORAN CITED

Off. Corcoran was cited for "cool courage, fearlessness and calm judgement in the face of imminent danger," by the State Police Board of Awards. Off. Corcoran is credited with the capture of an armed gunman who was holding a woman as hostage. The woman's husband had been shot previously in an aborted holdup.

LT. AVERY RETURNS TO DUTY

Lt. Avery spent a few days at the Hartford Hospital where he had a hand ailment remedied. We are glad to report the Lt. is happy he had it done.

OFF. DOUGLAS ADDRESSES SCOUT TROOP

Off. Douglas spoke at a Boy Scout troop meeting at Norwichtown. His topic was based on safety and was supplemented with films.

PAROLEE'S "VACATION" CUT SHORT

Officers Farrow, Leitkowski and Sullivan investigated an accident in which one of the operators was a prison parolee, having been "out" just a week. The arrest charges were reckless driving, evading responsibility, driving under suspension and theft of motor vehicle. His arrest was an example of police cooperation which resulted in his apprehension just two hours after he cracked up, having fled from the scene.

hension just two hours after he cracked up, having fled from the scene.

ROAD-E-O HELD IN NEW LONDON

A Waterford youth took top honors at the Road-E-O which was held at Ocean Beach Park in New London. Off. Greenberg was one of a group which graded the participants.

"SICK HIM" BACK FIRES

After having been arrested on a reckless driving charge the operator of a truck exhorted his dog to attack Off. Douglas, who was the arresting policeman. Charges were pressed against the offender for this violation but would a police dog attack a policeman?

CD EXERCISE HELD

Twenty five State Police Auxiliaries of Station "E" and twenty five local auxiliaries together with fire police were all coordinated under the same command recently. The occasion being a civilian defense exercise which was held in the Groton Sub Base area.

SEASONABLE OCCUPATION

Off. Sternberg is expected to be busy this summer using radar to check speeders in this area.

LENGTHY CHASE

Off. Jacques arrested an operator for evading responsibility, reckless driving and operating while license was under suspension. The officer had to chase a twenty-year-old operator thirty dangerous miles and only after his tire went flat did he catch him to lodge the complaints.

"BELIEVE IT OR NOT"

Sometimes a "screwy" story makes good reading. If it does, read on. Off. Elton investigated a case where four youths were travelling in a car when they spotted another car with four men in it parked alongside the road. Thinking the parked car needed assistance they stopped and as the would be Samaritan neared the parked car, changed his mind, and hurriedly drove off, as he didn't like their looks. The then parked car chased the first car forcing it

off the road. Because the first car had its windows rolled up and doors locked the four men couldn't get in but did manage to break three windows before the car could pull away. The four youths really did give it the "gun" this time and eluded the four men who had broken their windows. Off. Elton captured the men later and arrested the operator for operating while license was under suspension, reckless driving, breach of peace and destruction of private property. But why did he chase the first car after breaking its windows and travel at such a crazy speed? His reply. "I just wanted to apologize."

LIFE AMONG THE CIVILIAN PERSONNEL

Chef Girotti had to convalesce when an unwelcome visitor paid him a visit. The visitors name is Sciatica.

Kitchenman Rheaume enjoyed a vacation in southern Maryland.

Dispatcher Jankowski took the State Police exams. Congrats Joe in passing the written.

Steno Ballistrini is contemplating a vacation soon, destination unknown.

Clerk Ferro is sporting a tan. Glad to have the red lobster phase over with.

Janitor Phelan is looking forward to his forthcoming vacation while Mechanic Losacano has already used up part of his.

CRASH HOSPITALIZES FIVE

Off. Larizzo investigated an accident in which two cars had to be towed away and five people were hospitalized. The first operator heard a fire siren and pulled toward the curb. The second operator glanced in his rear view mirror to see if he could see the fire engine coming. Whoops, too late, he should have stopped voluntarily but did it the hard way.

FUGITIVE RETURNED

Off. Hickey had the opportunity of going to Ohio to bring back a prisoner for uttering forged checks.

Be fair, be just, be merciful to everybody everywhere. ---F.H. Beaumont

STATION "F", WESTBROOK

BUSY SUMMER AHEAD

The advent of warm weather has resulted in officers of this barracks making more than 100 arrests for motor vehicle violations. If this is any criterion we can expect the busiest summer we have ever had at Westbrook.

PERSONNEL CHANGES

Off. Francis Jepson has been transferred to Colchester, while Off. George Bunnell has been transferred here.

Kitchenman John Maloney having resigned, Cyrill J. Luddy has taken over his duties here at Westbrook.

BILL CONLON BACK TO DUTY

Off. William Conlon has returned to duty after an extended sick leave due to a severe case of pneumonia. "Butch" is a bit slimmer but soon will be himself again.

SUMMER MOVE UNDERWAY

Det. Sgt. Thomas C. Leonard is winding up affairs at his home, preparatory to moving to Mansfield Cove where he will put in his usual summer stint as Resident Sergeant.

SHARP SHOOTERS

Sgt. Boyington and State Policewoman Kathryn Haggerty are sharpening up their shooting eyes so they will do well in the shooting matches this summer. The sergeant informs that his new contact lens are aiding him to obtain better scores.

WYATT EARP VISITS HARRIS HOME

Hugh O'Brian, alias Wyatt Earp, is noted for the speed with which he can draw his gun. We have never learned how it was accomplished, but our Officer Ernest Harris took him into custody when he appeared in our barracks area recently, and Wyatt dropped in at the Harris home to change his clothing prior to proceeding to New York.

While visiting, Wyatt made a peanut butter sandwich for young Robert Harris who then became the only kid in the

world who had a peanut butter sandwich made by Wyatt Earp, which is really something. However, we're betting that Robert is a chip off the old block, and that peanut butter sandwich, distinctive though it may have been, was very short lived.

STATION "G", WESTPORT

AUXILIARY NEWS

The Auxiliary Party, held at the Three-Door Inn recently was a huge success, and among those attending were Mrs. Spear, our chef and Mary Coulombe, our radio dispatcher, who was the life of the party -- or so she thought.

Officer George Boston, who is in charge of the Auxiliaries of this station, has been accepting many new applications and is seen handling stacks of papers that must be signed, etc. etc.!

On June 11 our Auxiliary Class will close the current series of lectures. Their speaker will be Associate Justice of the Supreme Court, Raymond Baldwin, who will give a talk on the History of the State of Connecticut, and Its Courts. Auxiliary members are expected to invite guests.

VACATIONISTS

Sgt. Jerome Smith is sporting a nice deep coat of tan, acquired when he recently went on vacation with his charming wife and daughter. They spent their time in Hollywood--Florida that is.

Officer George Raiselis is spending his vacation building a new house. After this is over, he says, you can call me a Master Builder!

Officer John Carlson has just taken some of his vacation time and has been telling us about his most-enjoyed fishing trip in Maine, in the company of Jack Croce, of this department. They report exactly "two fish" for their efforts!

We hear Officer John Raineault will be taking off soon for the southern climate of Florida. Have a nice trip, John.

CONGRATULATIONS TO UNGERS

Officer William Unger has been passing out cigars, for the usual reason -- he now has a new addition in the family, a little son! Our best wishes to you and the Mrs.

JOHN PALMIERI RETURNS TO FOLD

John Palmieri, our houseman, recently went to the hospital and we are happy to report he's now back and among us, feeling like the Same Old John!

NANCY MURPHY TO GRADUATE

Sgt. Robert Murphy is making plans to attend the graduation exercises at the Danbury State Teachers College, where among the proud graduates will be his daughter, Nancy. Congratulations, and may we take this opportunity to wish you success in your new teaching position at Stamford, Nancy.

CHANGING TIMES

Our physical appearance is being changed on both sides, with all the activity in plans to handle the coming Connecticut Turnpike. To the east of our barracks we are getting a State Highway garage and on the west side we see the preliminary steps of a connecting highway to Sherwood Island and the Connecticut Turnpike. This has brought out many "sidewalk superintendents" who are keeping a critical eye on the activities.

MODERN TRAFFIC CONTROL

Sgt. Bonuomo was surveying the traffic situation for the Memorial Day weekend via none other than a helicopter, and with him was Capt. William Gruber of our Traffic Division at Headquarters. The take-off point was the new Sikorsky Plant airfield which is adjacent to the Merritt Parkway at Stratford.

HIT-AND-RUN VICTIM DIES

Our condolences to Officer Roy Carlberg, in the loss of his cousin in a tragic accident. His cousin was the little Peterson girl who died as a result of a hit-and-run accident at West Hartford on Memorial Day.

We wish to report at this writing that the driver has been apprehended.

STATION "H", HARTFORD



Above Lieut. Kimball, Commanding Officer of the Hartford State Police Barracks, presents a clock radio and purse to Frank O'Rourke, Dispatcher at the station, as he terminates an eight year period of service as dispatcher, first at Headquarters and then at the Hartford Barracks. This token of friendship was from the personnel at Headquarters and Station -H- all of whom wish him well in his new work. He is to be Chief Records Clerk at the State Prison in Wethersfield.

STATION "I", BETHANY

MURDERER APPREHENDED

As we go to press for this period, it is with pride and a feeling of a job well done that it can be reported that the instigator of two brutal murders in this area recently is at this time on trial for his life. Once again it has been proven, that when a spirit of co-operation exists between the investigative agencies involved, there is no doubt as to outcome of the case under investigation; and that is the successful culmination and apprehension of the guilty parties involved.

SPEEDSTER

Our Hartford source of info has reported that a certain lieutenant who is in command of Station "I" has now purchased a new pair of track shoes. A further check reveals the fact that this was done in order for him to keep up with his new lawn mower, which we understand cuts lawns at about 15 mph. It is said that the patrols in that area are on the watch to see that the good lieutenant does not exceed the posted speed limit in the area.

OUR ERUDITE SERGEANTS

We understand that our three able and astute sergeants are in order for another "sheepskin" award after the completion recently of the atom bomb school held recently at the State Police Academy under the capable guidance of Capt. Leslie Williams and Sgt. Vernon Gedney. The sergeants have very little space left on the walls of their respective trophy rooms on which to hang any more diplomas. Our advice at this time is to utilize the ceiling if it comes to the acute stage.

GRAND OPENING SCHEDULED FOR FALL

Off. "Andy" Anderson informs that he should have the champagne bottle breaking ceremony for his new home sometime this early fall. For his coat of arms over his fireplace it is recommended that a hammer and saw crossed over a background of a pile of 2x4's embossed

on a piece of plywood be adopted for the Anderson Crest. We hope all the advice and recommendations which he was given by all the "old" house builders are incorporated into his new home, for we certainly would not want anyone to feel that his advice had been ignored.

WOULD-BE PLUMBER IN DILEMMA

Off. Carl Carlson, we understand, is becoming quite a plumber around his house. It has been learned that he has connected and disconnected his washing machine about 10 times since he has moved same to the new wash room in his basement. The truth of the matter is that he just does not seem to be able to find the right corner in which to place the machine. It must be very confusing for Mrs. Carlson to go down to her wash room and have to start looking around for her washing machine. It is rumored that she has threatened to hide all of Carl's plumbing tools if he doesn't let the machine alone.

STOUT ROOTER

Off. "Bob" Campbell was seen driving around in his new 1957 Ford station wagon recently. It is said that this is the only way he can get his whole family to the Boston Red Sox games without causing any dissension in the ranks.

DOUBTING THOMAS

Off. Joseph Ciecierski was observed the other day out on the rear pistol range by a group of young school children who were being shown through the barracks by Off. Anderson. A remark was overheard between two of the young boys to the effect that "What is that state trooper doing way down there, near the end of the range, why don't he get up closer to the target where he could hit it?" Could it be "Joe", that these children have some doubts that you are not quite the "shot" that your scores show you to be.

ULTRA-MODERN

Off. George Cirishioli very nearly became a permanent resident of Prospect recently when a new home in that area just slipped by his fingers. We found that this place had just about every-

thing that a new home needed, including believed in the old fashioned method of an automatic beer can opener and cock- doing these pleasant chores by hand. tail shaker. Oh well, George, we always Better luck next time.

OFFICER JAMES LENIHAN RETIRES



On Saturday, May 11th, 1957, Officer James Lenihan retired from the State Police Department. Lieutenant J. Francis O'Brien, Commanding Officer of Station "I", Bethany expresses sincere best wishes to Jimmy and presents him with a fine array of gifts from Jimmy's wide circle of friends at Bethany. We all trust that Jimmy and the "Missus" will put the gifts to good use during those many week-ends of leisure he now looks forward to.

OFFICER RAYMOND PIASCIK RETIRES



On Wednesday, May 1st, 1957, Lieutenant J. Francis O'Brien, Commanding Officer of Station "I", Bethany, extended to Officer Raymond Piascik sincere best wishes on the occasion of Ray's retirement from the State Police Department. On behalf of Ray's many friends - police and civilian - at Station "I", the Academy, Special Service Division and Area #2 Civil Defense office, the Lieutenant presented him with a "terrific" matched over-night bag and two-suiter as tokens of their abundant good wishes.

LOOKING AHEAD

Off. Falvey is becoming very astute in the art of photography lately to the extent that we hear that there is a good possibility that he will take up this type of work in the future. Looking ahead to the future no doubt, when he will retire and have a "trade" to fall back on.

KOSTOK BUILDS OBSERVATION TOWER

It has been noted recently that our Off. "Alex" Kostok has begun to build a cupola atop his new garage. We wonder if this is going to be some sort of "fire lookout tower" so that in his leisure time he can climb up and be on the alert for local conflagrations. We understand that he is being groomed for the position of No. 5 driver on the 1927 Ford Pumper of the Bethany Volunteer Fire Laddies. Success "Alex" to you.

NEAR MISS

Recently on an untimely death case that Off. John Lombardo investigated, he came very close to joining the Legion of Angels; for as he was investigating the death of a 16-year-old lad, he brushed his hand against a very fine wire, which he thought was a long cobweb, hanging from a small fir tree at the scene and received quite a jolt of electricity. Investigation developed that this very fine cobwebby type of wire had been thrown over high tension wires near the boy's place of employment and had caused his death by electrocution. A note of caution was issued by the power company officials to the effect that it does not take a heavy gauge wire to carry high tension electricity. In this case a wire as fine as hair caused instantaneous death to a lad who was not familiar with this fact.

MAJOR PHOTOGRAPHIC TASK

Off. O'Brien is very busy these days taking numerous photographs necessary in the recent murders in Wolcott and Waterbury, so much so, in fact, that he has given out bids to various makers of camera equipment to supply him with a complete outfit for the taking of same. We would warn these people that they had better give him the best of equipment

to work with as he asked, or there will be numerous letters being exchanged between them re the matter of a piece of defective equipment if such was the case. We all know that when it comes to writing a forceful missive our "Chappy" has few peers.

"MARGE" BACK FROM "INDIES"

Our traveling clerk, "Marge" Paike, has returned to the fold once more with a slight calypso accent in her speech. We have asked her numerous times to give us the latest renditions in the calypso style but to this writing she has declined to do so. Oh yes, don't forget to ask her about her pictorial record of her West Indies trip; for an amateur photographer, we understand she has many good "shots" of her trip.

DAN WINS TUSSLE WITH WEIGHT

At this writing, we are happy to report that our "Danny" Reardon has finally made his "fighting weight" once more and can get back into his old uniform. For a while there, it was quite a battle, but he made it. Congratulations on your accomplishment "Dan". See if you can convince "Lippy Lou" Menard that this is the best thing in the world for you, at least try to have him get rid of one chin.

ENTHUSIASTIC STOCK HOLDER

We have been advised that another batch of Coca Cola stock has just been purchased by our champion of the Coca Cola drinkers, Off. "Smiling Ed" Puester. It is understood that the other day, while playing golf with Sgt. "Hacker" Panciera, our "Ed" became incensed with the club steward because he tried to give him only a regular sized bottle of "Coke" instead of the new "king size" bottle which he has been treating himself to lately. Be careful "Eddy", not every club handles the large size and you may very well find yourself barred from the course if you carry on in this manner.

HIGH FLYER

It is rumored that Off. "Jimmy" Ferguson has applied for a pilot's license to operate "whirly birds" after a recent

assignment in one. The State Aeronautic's Bureau would do well to look to their laurels if our "Jimmy" takes to the air, for it is well known that "Jim" is quite a "flyer".

GROUND IMMACULATE

Our grounds custodian has the barracks looking quite ship-shape at this writing. "Zip" Halucuk and his helper "Cochise" Judway are to be complimented in their efforts, for it certainly shows effort and pride on their part. Keep up the good work men.

STATION "K", COLCHESTER

"GRIPES" AND "QUOTES" AT "K"

CAPT. RUNDLE 7-HQ
 "Where's the tie-up?"
 LT. LAWRENCE 1-K
 "K is too far from home."
 SGT. MCAULIFFE 2-K
 "What - No activity?"
 SGT. ANDREOLI 3-K
 "Put more spit and polish on those shoes."
 OFF. PILKIN 7-K
 "So what!"
 OFF. MAYNARD 8-K
 "Ah! the rain'll clean the car."
 OFF. DONOHUE 9-K
 "Too long to wait."
 OFF. WOODEND 10-K
 "Who said this was lazy K!"
 OFF. GAUTHIER 11-K
 "I can't find those rabbits."
 OFF. ANDREWS 12-K
 "How can I be a Lieutenant?"
 OFF. BOMBARD 13-K
 "The book says this way."
 OFF. PISCH 14-K
 "All the good fishing is gone."
 OFF. JEPSON 15-K
 --He just transferred here. Wait awhile.--
 OFF. BRESCIA 16-K
 "Where are all my auxies?"
 OFF. ANTHONY 17-K
 "I don't like that patrol."

OFF. MANSFIELD 19-K
 "Who's writing this Vox-Cop?"
 OFF. POWERS 20-K
 "No bi-carb on hand?"
 OFF. TASKER 21-K
 "The big city--Hartford--bothers me."
 OFF. SIKORSKI 22-K
 "The bundles are smaller nowadays."
 OFF. MACDONALD 23-K
 "What no thirds - I'm still hungry."
 OFF. KORWIN 24-K
 "I'm still single."
 OFF. AVERY 25-K
 "Well, I like judo."
 OFF. ACKERMAN 26-K
 "I've got to get up too early."
 SPW MILLER J-45
 "Somebody moved the target."
 CHEF CAYA
 "That'll hold you until you get to a restaurant."
 CLERK MORRIS (nee Biondi)
 --None--She just got married.
 DISP. JOSEPHS
 "The phone is ringing."
 MECH. CHAPPELL
 "You leave it here - I'll fix it."
 MECH. LEACH
 "Nothing wrong with that car."
 CLERK TASKER
 "This report is wrong."
 CUSTODIAN O'HEARN
 "All I do is clean, clean, clean."
 TECH. KRIWACKI
 "Just speak louder, that's all."

Sunday School Teacher: "Now, Tommy, tell me what must we do before we can expect forgiveness of sin?"
 Tommy: "We gotta sin."

---AAMVA BULLETIN

A man wanted to buy a bus ticket, and he had only a \$2 bill. To get the ticket \$3 was required. He took the \$2 bill to a pawnshop and pawned it for \$1.50. On his way back to the station he met a friend to whom he sold the pawn ticket for \$1.50. That gave him \$3 for his bus ticket. Now, who is out the dollar?

---AAMVA BULLETIN

STATION "L", LITCHFIELD

CHECKING THE ROSTER

LIEUT. CASEY is again anticipating another addition to his fine stable of riding horses. Seems that his mare Betty is that way again. At this rate the horse population of Warren will soon equal or pass the human population.

On April 26th several members of this station attended the wedding of SGT. DUREN'S daughter Marilyn to James Schaurer in the Waterbury Methodist Church. The young couple are now residing in Oakville.

SGT. SULLIVAN is keeping his pistol hot and the barracks walls ringing with his shots getting ready for the up-coming pistol shoot.

Now that DET. ROBERT WALTZ has completed his new home, with some assistance from OFFICER HURLBURT, and is now in the process of moving in, the reports are that Bob is going to assist Hurb in the construction and painting of his "ranch" in Warren.

OFFICER HANK CLUDINSKI, we are informed, is trying his hand at growing a miniature orchard. Miniature apple and pear trees, we understand. How long before the barracks personnel can look for some home-grown fruit Hank?

OFFICER ROBERT CONNOR is being kept busy with his Cub Scout activities. Seems Mrs. Connor is a den mother and Bob is official chauffeur in his off duty hours.

Seems that OFFICER DEFILIPPO is having trouble sleeping nights because of extremely loud and unusual noises. What can it be "Flip"?

Wonder how much OFFICER FALZONE will see of his pride and joy, his '54 Lincoln now that his son Paul is home from college for the summer. Better keep that gas tank full Paul.

OFFICER FUESSENICH has returned to duty after spending much of his vacation getting his swimming pool ready for the season and taking care of his acres of rolling lawn.

OFF. HURLEY informs us that he has just completed remodeling his garage in-

to a playroom "hide-a-way". No need to hide Neil, we know where to look.

OFF. JACK KENNY is looking to his vacation with much anticipation. He is hoping for warm weather so he may wear his new white suit and fancy straw hat he purchased for this occasion. He also feels a case of "Boat Fever" coming on. Anyone have a cruiser to lend for two weeks?

OFFICER KOVACH has his power boat in the water at Lake Winnepesaukee in New Hampshire. Good boating Al.

OFFICER SWICKLAS is spending some of his off hours overseeing and advising the expansion of his wife's restaurant, "The Cozy Corner", and more time in his garden.

OFFICER THOMPSON is wearing that "Maine" look again. Can hardly wait to get on that Maine beach and eat plenty of those Maine lobsters. How about bringing home some samples Al.

The camping and touring season is with us again and OFF. JOHN WILCOX is preparing for his annual trip. He is busily readying his sleeping bags and his "Sleep Jeep". Good jeeping John.

OFFICER WILKERSON is reported to be quite active and competent in "Skeet" shooting and a good golfer but does not participate too much in bowling. Understand that is because of his sister, quite a bowler apparently, as she has been mentioned in the newspapers as being in state competition.

DISP. GROHS has recently acquired a new movie camera and is practicing shooting with it. How long before the first production and showing Marge?

DISP. MEEKER informs us that there is a new voice of authority at his home. Seems Mrs. Meeker recently took their two-year-old boxer to "Dog College" and now when the "Baron" speaks, Dave jumps. Case of "dog leading man's life" no doubt.

CHEF JOE GAUTREAU informs us he nearly mowed his lawn the hard way recently, burned it off, that is. Joe says he was using a "borrowed" power mower when suddenly the machine caught fire and burned up. Rather hard on the mower isn't it Joe, especially when it's borrowed.

HOUSEMAN TOBIN can be seen in the barracks yard most any time of the day

either patting or polishing his new acquisition, a 1954 Packard. Take it easy Jack or you'll wear it out before going on the road.

AUXILIARY NEWS

The Auxiliaries at this station have been quite active lately. Most of the group have just completed the advanced first aid refresher course.

Twelve or more Auxies participated in the Memorial Day parade in Litchfield for which many complimentary reports have been received.

HEADQUARTERS

VACATIONISTS

Anne Hagarty of Traffic Division flew to Sunny California, where she spent two weeks visiting relatives.

Betty D'Ambrosio and her husband took a "flying trip" to Texas recently and reportedly had a good time.

CONVALESCING

Esther McManus, Accounting Division, is recuperating at home after having an operation and spending two weeks in the hospital. We will be glad to see her back soon.

Mildred Lovell has been on the Sick List for over a month and we hope to see her back in General Office in the near future.

WELCOME BACK

We are all pleased to have Off. Wayne Bishop back in our midst. We trust he is feeling much better.

IACP CONFERENCE

During our recent hot spell Comsr. Kelly, Major Remer, Capt. Gruber and Lt. Pastore attended a Regional Conference of the IACP at Rockland, Maine. We understand the weather there was ideal.

PERSONNEL CHANGES

Lois Bennett and Lance Beizer are again working in HQ during the summer months. New faces this summer are Ro-

berta Wisk, a junior at UConn, Sandra McCorrison who will study nursing at Framingham Union Hospital in the fall, and Lucille Presutti who will enter New Britain State Teachers College in Sept. Permanent personnel include Louise Poulit, Public Relations; Anne Genlot, Traffic Division; Gertrude Robichaud and Beverly Boucher, General Office. We welcome them to the Department.

RECRUIT CLASSES TO START SOON

Headquarters' halls have been filled lately with hopeful candidates for the next class of State Policemen opening soon. The young men took the oral part of their exams.

ANIMAL KINGDOM

Sgt. Henry Kaliss has a slew of hobbies that take up his off-duty hours and which he shares with his family at their Wolcott home. He's a rabbit fancier and has nearly a 100 of various species of rabbits, several of which have combined to win their breeder a host of show ribbons. As if this were not enough, the State Police force's amiable public information officer has a tankful of tropical fish, is just starting what promises to be a successful cavy breeding program, and has an aviary of parakeets. Several of his talented feathered friends have hatched their young under the trooper's understanding prenatal care. And then to top it all off the Kaliss venture in animal husbandry boasts a pair of hamsters which, when the Pedlar saw them last week were anticipating a visit from the stork (or whatever it is that delivers baby hamsters.)

Asked how he got into this fascinating off-beat activity, Sgt. Kaliss answered, "Oh, I always liked people and animals." What better reason?

Almost overlooked in a cataloging of the four-footed members of the Kaliss household are a friendly French poodle and a fluffy Persian cat.

---The Yankee Pedlar

The past cannot be changed; the future is still in your hands. ---Hugh White

