

# Vox-Cop

Vol. 11

ISSUED BY THE

No. 11

## CONNECTICUT STATE POLICE DEPARTMENT



PREFLIGHT CONFERENCE  
HIGHWAY TRAFFIC AND PLANNING CONTROL

JULY - AUGUST, 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

July - August, 1957

## "Interpol" Makes Life Tough For Criminals

By Godfrey Anderson

The longest arm of the law doesn't even own a pair of handcuffs. It has never arrested a man. But it has a stubborn memory and never forgets a crime--or a criminal.

The International Criminal Police Organization, known better by its cable address--Interpol--is not a police force itself.

It is, instead, a nerve-quick brain, absorbing and cataloging hundreds of reports from the working police of its 57 member nations and then flashing them back--by radio and wireless--putting its finger on crooks almost anywhere in the world.

A Lebanese banker was swindled of \$5,800 by three men who gave him forged checks on the "Banco De Panama." He complained to the Paris headquarters of Interpol where officers were receiving similar reports of checks drawn on the "Banco De Honduras" and the "Banco De Columbia."

Four quick arrests followed in Switzerland and Spain. The Lebanese banker confirmed the descriptions of the arrested men.

There are limits to Interpol's authority and scope. It never handles petty crime. It keeps hands off political, racial, religious and military cases.

By keeping its member police posted on the international movements of known criminals, it concentrates on gold and diamond traffickers, drug peddlers, smugglers, swindlers, white slavers and murderers.

In a discreet gray stone mansion in a fashionable quarter of western Paris, Interpol keeps tab on crime in all the nations of Western Europe, the United

States, several American and Asian countries.

The main chink in its coverage is Communist controlled Eastern Europe. The Iron Curtain which keeps the rest of the world out, ironically has become a haven for criminals sought by Interpol.

"If a man gets through the Iron Curtain, there is nothing we can do," a high Interpol official said. "We have no members over there."

Behind high gates and walls which shut the public out, Interpol keeps its files of some 250,000 names. Flags of member nations line the broad marble staircase.

### Constant Vigilance

Top man of Interpol is its secretary-general--stocky, graying Marcel Sicot, who is loaned from the French Surete Nationale.

As a detective, he tracked down and arrested Ernst Weidemann, who murdered several young girls and buried them under a villa at Versailles. Condemned just before the outbreak of World War II, Weidemann was the last man publicly guillotined in France.

Sicot is aided by 50 inspectors. All are French except for one Siamese whose salary is paid by the Thailand Government.

In The Hague, Sicot has a special six-man counterfeit bureau, staffed by Dutch experts and paid for by Holland.

Surveillance of criminals is perpetual. Once a name gets into Interpol's files, it stays there until he dies. When he goes to jail, a notation is made in his dossier. When he gets out, Interpol notes that too.

Interpol lists its criminals four ways--alphabetically by name, phonetically by name, by fingerprint records and by type of crime.

When a country puts out an arrest warrant on a man, his dossier is tagged with red which means he may be seized on sight. A green tab means he is to be watched. A black tab means there's a body to be identified.

A 30-year-old Pole was wanted for the murder of a German in September of 1945. German police sent a photograph of the wanted man in a bathing suit, taken on a seaside holiday. Interpol tagged the picture with a red tag and sent it to member police. A few months later, the man was found by police in Charleroi, Belgium, where he was living under an assumed name.

#### They'll Know Him Regardless

Because many crooks use aliases and change their identity repeatedly, probably no more than 90,000 criminals are represented by Interpol's quarter of a million filed names.

Some criminals go even further than changing their names. They try to confound Interpol by changing their appearance, too.

In defense against this, Interpol classes its photographs by a numbering code on features and facial characteristics. They call the system "spoken likeness."

For instance, a man's forehead in a photo is classified in one of three categories--backward sloping, vertical or bulging. Every feature in his full face photo and his right profile photo is cataloged in this manner.

"Some criminals go to immense lengths to change their appearance," explained Police Commissaire Jean-Jacques Marc. "But, even if a man goes to a plastic surgeon he can usually change only one of his features. With our system he can still be identified. He would need to change forehead, nose, mouth, chin, cheek formation and right ear to get away with it."

Interpol's private radio network covers all of Western Europe, reaches to Turkey, Israel and North Africa.

Take the case of a rapid moving Bel-

gian swindler, sometimes known as Louis Smyth. Swiss police reported he was wanted for a \$70,000 swindle in October, 1950. Interpol checked up, found he was really Edward De K---, wanted in his native country for writing bad checks, falsification and jail breaking.

#### The Man Who Went Back

The red alert went out and he was arrested that same month at Aix-Les-Bains, extradited to Switzerland, he went to jail and was released in May, 1953, a fact that Interpol duly noted.

Setting himself up in business in Paris, he said he was a manager for a large Johannesburg firm. Six months after he had been released from the Swiss jail, the queen's prosecutor in Amsterdam called for his arrest on theft of \$30,000 diamonds he had undertaken to sell for an Amsterdam dealer. A Paris magistrate issued a warrant for breaking of foreign exchange regulations.

Interpol's system buzzed with the red alert for his arrest. In April, 1954, 11 months after he had been released from jail, he was arrested at Pisa, Italy. By now, he has 11 convictions scattered through Belgium, England, Switzerland and Paris.

Interpol is as persistent as it is patient.

An American and an Englishman left a trail of bad checks behind them as they skipped over the world. Interpol found them, lost them, and finally caught them.

First reported by police in Curacao, Dutch West Indies, the men were posing as American engineers and were writing checks on a non-existent bank, purportedly in San Francisco.

An Interpol check showed the American was wanted in the United States for using false checks. Scotland Yard was interested in the Englishman who had three convictions in England, three in Canada and one in Singapore.

Interpol called for information on their movement. Member police reported they had left the United States by plane in September, 1953. They went through Guatemala, Cuba, Haiti and Costa Rica, leaving bad checks behind them all along the way.

Switch Was Futile

With the heat on and Interpol closing in, the pair split up in Venezuela. The American took off for Cuba, the Englishman for Trinidad. Scotland Yard reported that the Englishman had left via Antigua for England. The American reportedly left a few days later, also for England.

The American's trail led through England, Paris, Lisbon and Madrid where he was arrested by Spanish police who sent his fingerprints to Paris. In a routine check, Interpol found that it was not the American at all, but the Englishman who was using the American's papers.

The American was found back in Antigua using the Englishman's alias.

The entire case was wound up in little more than a year.

In addition to criminal cases, Interpol is often called on to trace missing persons, especially children. In a typical month, it may handle more than 200 cases.

Supported mainly by the French Government, Interpol has relatively small amounts of its fare paid for by members. A move is on to increase sharing the cost. An average annual operating budget is roughly \$100,000.

Among reforms that Interpol would like to see are a multilateral extradition treaty to replace all the bilateral treaties now existing, which sometimes hamper its work, make criminal records international in character, so that a crook could not be treated as a first offender in one country when he has a long record in several others.

Long Arm of the Law

Controlled by a general assembly of police officials from member countries, Interpol had its beginnings before World War I in the tiny principality of Monaco. Monaco had a severe problem with crooks from all over the world moving into its gambling houses. It had only a 200 man police force to control them.

A conference of 40 nations was called to work out the problem, but the outbreak of World War I all but killed the idea.

The earliest central police file was in 1923 when Austria supported an Inter-

pol in Vienna. Hitler captured it and carried away the files to Berlin where U. S. troops recovered them after World War II. They were largely outdated, but the idea behind them wasn't.

Interpol was founded again in Paris soon after the war ended and is now going strong. Cooperation is at a high tide between nations who abhor the international trade in drug traffic.

When a French sailor was arrested in Montreal with 12 kilos of heroin, Interpol snapped into action. Eleven months later, two ringleaders accompanied by their mistresses were arrested in the three nation investigation that arose from the case.

Interpol supervised the whole matter, trapped the pair in Cuba where they had failed to pay a hotel bill, and had them extradited to the United States as undesirables. U. S. narcotics agents took over from there, expelled the pair to France.

When the boat docked, French police, armed with warrants, were waiting for them.

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IF YOU'RE DOWN ON LUCK,  
SO'S THIS COP

An Auburn policeman apparently convinced his colleagues can't win no matter how hard they try, posted this memo on the headquarters bulletin board:

"If he's neat, he's conceited; if he's careless, he's a bum; if he's pleasant he's a flirt; if he's brief, he's a grouch; if he hurries, he overlooks things; if he takes his time, he's lazy; if you get pinched, he's had it in for you; if he passes you up, he's easy; if he's energetic, he's trying to make a record; if he's deliberate, he's too slow.

"If you strike him, he's a coward; if he strikes back, he's a bully; if he outwits you, he's a sneak; if you see him first, he's a bonehead; if he makes a good catch, he's lucky; if he misses it, he's a simp; if he gets promoted, he's got pull.

"If he doesn't, aw! What's the use?"

---U.P.

## THE UNITED STATES BORDER PATROL

By Paul K. Crosby  
Assistant Chief of Border Patrol

## Immigration and Naturalization Service

The United States Border Patrol was established in June 1924 to detect and prevent the smuggling and unlawful entry of aliens across the land boundaries. The following year its activities were extended to include the Florida and Gulf coasts. As every person who crosses the borders must be examined to determine alienage, violators of customs and other laws are often encountered and dealt with.

The basic Border Patrol operation is river or line watch. The boundaries are watched, night and day, at points where aliens most frequently attempt to enter illegally. Line watch is maintained from places of concealment; by scouting afoot, and by using observation towers, "high points" and airplanes from which patrol cars or jeeps are directed to apprehend the border violator.

Because it is impossible with the small force available to cover every possible crossing place, "sign-cutting" is used extensively. This means the searching for tracks of illegal crossers and tracking them down. Sign-cutting accounts for a large proportion of apprehensions on the Mexican border. The work is performed using all types of equipment, even airplanes, depending on the terrain. Border violators have been trailed many miles and their arrest several days after entry, is not an uncommon occurrence.

Railroad, bus and airplane terminals, yards and docks are inspected frequently. Motor vehicles, boats, trains and airplanes are searched to find aliens and smugglers who attempt to leave the border area. Farms and ranches in the border area are frequently checked--often with the assistance of an airplane from which patrol cars are directed to groups of workers.

The Border Patrol is organized in such a manner that a force may be detached from its sector and dispatched to other locations in short order. This

Special Mobile Force is an integral part of the organization and is composed of twelve man units, each completely equipped and trained to operate independently or to bolster another sector. Using this principle,--most efficient use of manpower and equipment is effected. The Special Mobile Force is also used to sweep interior areas when information indicates a concentration of illegal aliens.

Border patrol officers are trained to seek out items of alien information from all sources which may be used in their own sector, or anywhere else. This information is relayed to the proper office where it is acted upon. Border violators already here are thus located, patterns of alien travel determined and trends of illegal movement detected in advance.

Liaison is maintained with all other law enforcement and welfare agencies and co-operation has proven to be of mutual benefit. Border Patrol officers assist other agencies in the apprehension of criminals and fugitives from justice and the other agencies realize that crimes attributable to the border violator are completely out of proportion to actual numbers.

The alien who violates our border is breaking the laws of this country and of his own. Having broken one law, it is easier for him to break another. More than half of those now being arrested have prior criminal records--one in six for other crimes ranging from petty theft to rape, robbery and even murder. Nearly three-fourths of the so-called repeaters, have been repeaters before and half of them have resorted to the use of assumed names to avoid detection. Removal of the border violator from many areas has been followed by a reduction in crime and reduced demands on welfare agencies.

The nature of the work makes it impossible to maintain regular schedules, and the hours of duty are irregular. Emergencies frequently keep officers on duty for extended periods. Patrol officers are subject to call at all hours and may be detailed away from their stations for weeks at a time. They may be transferred to any part of the United

States at any time to meet changing conditions.

Assignments may involve exposure to severe climatic conditions and extreme temperatures. The duties are arduous, with a great deal of night work required. Border Patrolmen make numerous arrests of dangerous criminals. They may be subjected to extreme physical danger. Encounters with armed law violators are not infrequent. In addition, many stations are located in small communities often remote from many conveniences of modern living.

Positions are subject to Civil Service rules and regulations, and information concerning applications is available at any post office. Applicants must be United States citizens or nationals; be at least 5'8"; weigh at least 140 pounds, and have good vision and hearing. After passing a written examination and an oral interview, they undergo rigid physical examinations. In addition, a thorough investigation is made to determine their honesty, loyalty and general character.

Appointees receive career--conditional appointments. Following an initial training period of approximately three months at the Border Patrol Academy at El Paso, Texas, they are assigned to a sector on the Mexican border. During their probationary period of one year, they work with seasoned officers and participate in further training. Officers with whom they are assigned make periodic progress reports, which are considered by a board of supervisory officers twice during the probationary year, when they are given written and oral examinations in immigration law and related subjects and the Spanish language. At the end of one year's satisfactory service they are automatically promoted to Patrol Inspector.

Qualifications for further promotion are determined by Service Officer Selection Boards. Officers may be promoted to supervisory positions in the patrol, or to a number of other positions in the Service such as Investigator and Immigrant Inspector.

Patrol Inspectors have all the rights and privileges accorded under Civil Service.

---Law and Order

SHE WAS WEARING GLASSES--  
OFFICER COULDN'T SEE 'EM

Progress has brought a peculiar new headache to law enforcement officers.

An attractive young lady was stopped by an Oklahoma highway patrolman. She was driving her car slightly in excess of the legal speed limit. He asked her to see her driver's license as a matter of routine and noted it plainly stated she was restricted to driving while wearing glasses. The lady obviously was not wearing spectacles.

Regretfully, the officer sighed and began a polite dissertation on the merits of obeying the law. He pointed out that her license was a restricted one, that she must always wear her glasses to drive.

"I know it," she replied. "What's more, I'm wearing them." With that the young lady quickly ducked her head and popped out her contact lenses. "Here they are," she smiled.

To avoid such incidents, the Oklahoma Department of Public Safety is asking all drivers who wear contact lenses to carry cards made out by their physician which show their corrected vision with the lenses, and just show the card to officers on request.

The contact lenses are considered an advantage in some ways, Tony Scaramucci, head of the Oklahoma Drivers' Licenses Division, says. "For one thing you don't have the obstruction of surrounding frames. And we're told that visual correction is sometimes better than with conventional glasses."

--AAMVA Bulletin

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HIS LAST RACE

A motorist was 100 yards from an open level railway crossing and was proceeding at 50 miles an hour. A train was also approaching at 60 miles an hour, and its distance from the crossing was 375 feet.

Problem: Did the motorist get across?

Solution: Yes, the motorist got a cross. His widow bought it out of the insurance.

---Fleet Supervisor

HOW 2 POLICEMEN BECAME AUTHORS

By Milton Lewis

If a certain disappointed felon with a knife reads this he may get some solace out of inadvertently making authors of two police officers, whose "John Benton, Rookie Policeman," was published May 20.

This will also cause others to recall O. Henry and his Baghdad-on-the-Subway, as he often referred to New York.

A hurricane hit the city one day in September, 1955. And like many others, Miss Dorothy M. Bryan, in charge of the children's book department of Dodd, Mead & Co., left her office early--at 4:30 p.m. Her office is at Fourth Ave. and 29th St., and when she ducked into the East Side IRT subway at 28th St., headed for home, it was jammed.

A man "with a foreign accent" was pressed against her in the northbound train. He kept insisting to Miss Bryan that he had to get off at Grand Central. Miss Bryan, clutching her briefcase, assured him she was getting off there, too, and not to worry.

They both got off at Grand Central and separated. Miss Bryan had taken only a few steps when one side of her briefcase flapped open. It had been cut clean with a sharp knife--and two valuable manuscripts were missing, along with the annual report of the Visiting Nurse Association of Glen Cove, L.I., where Miss Bryan lives.

Miss Bryan felt sunk. The manuscripts were of "Wren," by Marie Killilea, retold from the material of the adult best-seller "Karen," which dealt with the partial cure of a child born with cerebral palsy, and "Mary Florence: the Little Girl Who Knew Lincoln," by Kathleen S. Tiffany.

The next day Miss Bryan had a visitor at her office. It was Sgt. Thomas P. Connors, managing editor of the police magazine "Spring 3100." Sgt. Connors had found the nurse association report in Grand Central on his way home in the subway and also picked up the badly mutilated and mud-trampled manuscript of "Wren." Both bore Miss Bryan's name and affiliations.

He did not see the manuscript for "Mary Florence," but that, it developed, had been turned in by some one else to the Transit Authority's lost and found department. That, too, was returned to Miss Bryan, who suddenly said to Sgt. Connors, "You may be just the man I'm looking for--to write a book."

This was after Sgt. Connors explained to her that her suspicious were probably well founded--that the man "with the foreign accent" had undoubtedly slit her briefcase, in hopes that it contained a pay roll or jewelry. And when he found it consisted of nothing but "typewriting," he threw his "loot" away in disgust.

Foreword by Kennedy

And that was how "John Benton, Rookie Policeman," came to be written by Sgt. Connors, on the force since 1946, and Lt. Paul Glasser, a former newspaper man now with the department's Office of Community Relations. He has been on the force since 1940.

The foreword of the book, cast in fiction form and pitched for teen-agers to interest them in making police work a career, was written by Commissioner Stephen P. Kennedy.

"It's a hard way to get a book written," Miss Bryan explained, meaning the combination of a hurricane, a crowded subway car, a man with a knife, a publishing woman with a bulging briefcase and a police officer who happens to be the managing editor of "Spring 3100."

---New York Herald Tribune

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ONE - TWO - THREE

THREE COMMON ALIBIS of the victims of traffic accidents:

I didn't know....

I didn't see....

I didn't think....

Three good general rules to make those alibis unnecessary:

Know your driving job.

Keep your eyes and mind on it.

Use considerate common sense.

---Fleet Supervisor



CONNECTICUT DEPARTMENT OF MOTOR VEHICLES  
40th ANNIVERSARY  
1917 - 1957

June 1, 1957 marked the fortieth anniversary of the Motor Vehicle Department as an official agency of the State of Connecticut.

A very interesting and comprehensive bulletin was prepared by the department not only to commemorate the anniversary but to outline the history of both the department and the automobile, that ubiquitous American vehicle that led to the formation of the Motor Vehicle Department and changed the living habits of the human race.

All information in the bulletin - including the many apparently dogmatic, believe-it-or-not items - is completely accurate and factual. Nothing therein is based on human memory. All of the material is from records or references on file in the M.V. Department or in the Conn. State Library and the Hartford Public Library.

Comm. John J. Tynan and his staff are to be congratulated on this Fortieth Anniversary of their Department and for issuing this thoroughly enjoyable and informative bulletin in commemoration of this occasion.

Following are some excerpts from this bulletin.

A HISTORY  
OF THE AUTOMOBILE IN CONNECTICUT

"It is both interesting and startling to have reliable historians give us these facts:

"America's vast and almost unbelievable automobile industry may well have gotten off to an infant start right here in Connecticut, where two pioneer inventors were running their automobiles around Hartford County in the days of George Washington.

"In those days, when practically the entire human race was convinced that man was destined to walk forever because he never would be able to make a machine to carry him, Nathan Reed and Dr. Apollos Kinsley were driving their self-built steam automobiles in and around Hartford.

"Reed was driving his crude contrap-

tion as early as 1787, while Dr. Kinsley was operating two steam cars around the city between 1795 and 1797. Because these vehicles actually moved successfully under their own power and were operated for considerable lengths of time, they certainly should be considered as being the world's first successful automobiles, historians tell us. (There is one, dubious claim for an attempt to make an automobile earlier than Reed's, but the vehicle hardly got beyond the stage of being anything but a platform with wheels and an unsuccessful steam engine. In fact, this vehicle originally was conceived to be a tractor rather than an automobile, but it never ran.)

"Other automobiles, all steam cars at first, were invented and built in Connecticut in the later years. For example two brothers, James House and Henry Alonzo House, built and drove a remarkably successful steam automobile in and around Bridgeport during the middle 1860's, often taking parties of friends on trips as far away as Stratford.

"And when it comes to the modern gasoline-propelled automobile it was Hiram Percy Maxim who, in Hartford in 1895, "astonished and amused the public on Park Street with the first practical gasoline car of which there is authentic record in America."

"And from then onward the amazing and rapid development of the American automobile throughout the nation soon led to Connecticut's early recognition of the automobile as a vital future factor in modern life at the dawn of the Twentieth Century and the ultimate establishment of the Connecticut State Department of Motor Vehicles.

CONNECTICUT'S  
FIRST AUTOMOBILE REGULATIONS

"It is a simple fact and not provincialism when we say that Connecticut was a leading pioneer - if not the pioneer - in laws and regulations governing the operation of automobiles. Here are some examples from the early years of both

this century and the modern automobile:

"In 1901 - Connecticut enacted the world's first automobile speed law, up to 12 miles an hour within city limits and 15 miles an hour in country areas. The law was introduced into the General Assembly by State Representative Robert Woodruff of Orange, one of many legislators alarmed by the hazards of speeding automobiles. This law also provided that automobiles must be slowed or stopped if they annoyed or frightened horses anywhere near them, since such animals could cause serious accidents. And the top penalty for violating this law was a \$200 fine and 30 days in jail!

"In 1903 - Connecticut was one of the first states in the nation to require automobile registrations, the registration assignment being given to the office of the Secretary of the State. The fee was \$1. This Connecticut law, under which 1,353 cars were registered in 1903, followed closely upon the nation's first required registration in New York State in 1901.

"In 1907 - Connecticut pioneered with driving licenses when it issued them to 8,991 automobile drivers through the office of the Secretary of the State. There was no examination; the fee was \$2 for an automobile license and 50¢ for a motorcycle license.

#### THE HISTORY OF THE MOTOR VEHICLE DEPARTMENT

"The reason for the founding of this new state department was simple: The burden of administering Connecticut's automotive laws and regulations had become too vast and too complex for the limited facilities of the office of the Secretary of the State.

"Early in 1917 the then Governor Marcus H. Holcomb sent to the State Senate the name of Robbins B. Stoeckel, of Norfolk, in nomination to be Connecticut's first Commissioner of Motor Vehicles. This nomination soon was confirmed and Mr. Stoeckel assumed charge of the new department when it opened June 1st in three rooms on the third floor of the State Capitol.

"In 1919 the State Legislature established an MVD highway patrol, authorizing an increase to 30 uniformed men e-

quipped with motorcycles. An important adjunct of this action was the authorization establishing MVD inspection stations at the New York and Massachusetts state lines to weigh and inspect trucks on a 24-hour schedule.

"In 1929 the first teletype equipment installed for communicating with police departments.

"In 1931 MVD moved to new State Office Building, 165 Capitol Avenue, across from the State Capitol, Hartford.

"Driver-license examinations returned from the State Police to the MVD.

"In 1932 the State Police and MVD cooperate to inaugurate system of warnings for traffic violations not serious enough to warrant arrest.

"In 1936 Governor's Committee on Street and Highway Safety organized; later became State Highway Safety Commission; now (in 1957) is the Connecticut State Safety Commission; works with MVD and other public or private agencies in helping to promote safety education for public benefit.

"In 1947 - This department pioneered with the world's first Point System for the control of careless or dangerous drivers. Under this system a driver is judged by the number of points he accumulates against his driving record on file in the department. Basically, the system operates on the condition that the more points a driver has the worse his record is. MVD action ranges from warning letters to friendly conferences to outright license revocations.

"In 1955 - The present (1955-1959) MV Commissioner established a strong program, under the powers of his office, to suspend or revoke driving licenses and automobile registrations in various cases where motor vehicles were used for illegal or immoral purposes. Such cases for example, would include drivers or owners who are sexual deviates or perverts, who annoy, entice or molest other persons (especially women or children), who carry weapons illegally in their cars or on their persons, who use motor vehicles for transportation in committing crimes or who behave improperly towards other drivers or pedestrians (such as making profane or obscene remarks from vehicles)."

# COMPLIMENTS

Vox-Cop

July - August, 1957

Kew Gardens,  
Long Island, New York

Deep River, Conn.  
August 21, 1957

Dear Sir:

With our deepest gratitude we wish to extend our sincerest thanks to one of your State's finest, namely Conn. State Trooper #161. Without his kind efforts I think we would still be stranded on one of your highways.

Recently my friend and I were returning from our vacation, via the Merritt Parkway, when much to our dismay we found our car was overheating and then it finally stalled out right in the middle of the parkway.

Frankly, we were two girls in distress as there was no water to be found for the radiator and the heat of the sun wasn't helping the car to cool down any. Plus the fact that we were starting a minor traffic jam.

We weren't sure whether we were happy or not to see Trooper #161 pull up along side of us. However, with the aid of a push from him we were able to get off the parkway which probably saved our lives. With his advice and a little patience we managed the almost impossible of getting the car started again. Thus, we were able to continue on our way home again.

I just can't tell you how kind and courteous he was and we feel that you should feel honored to have such fine men working for your State.

We shall never forget our trip through Connecticut mainly for the fine hospitality shown to us.

Sincerely yours,

Arleen Baitinger

and

Jean Finger

(Officer #161 is Officer Louis R. Pinto of our Westport, Barracks.)

Gentlemen:

One knows and appreciates the many fine deeds performed by our State Police; these deeds often make newspaper headlines and become common knowledge to all.

Recently a heartbroken nine-year-old boy called his father to report the theft of his new English bicycle.

The incident was immediately reported to the State Police at Westbrook, and Officer Kenneth Hall investigated. Within minutes from the time of theft the bicycle was located where it had been cleverly hidden.

A little boy is once again happy, and his father and mother are very thankful to the State Police in general and Officer Hall in particular.

Very truly yours,

James D. Hainge

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August 22, 1957

Dear Men of the State Police,

May we take this opportunity to thank you for your untiring and courageous effort in recovering our sons body Friday night August 16th.

Though tragedy and unhappiness have come into our lives so suddenly, the blow is softened a little knowing that so many many kind people, like yourself cared enough for our boy, whom they didn't even know, to work so diligently to bring his body back to us. Words cannot express our deep feelings at this time but again "Thank you" with heartfelt gratitude.

Mr. & Mrs. Thomas Glynn & family

C O M P L I M E N T S

New Milford, Conn.  
August 21, 1957

Brooklyn, 32, N.Y.  
September 4th, 1957

Gentlemen:

Enclosed is the State of Connecticut's warning of a defective tail light which I have had repaired as requested.

I wish to remark on the courtesy of the officer who issued the warning. He was extremely polite and I think the Connecticut Department of Police should be commended on this as well as the officer.

I also wish to state that never having known that Connecticut issued warnings on defective equipment, I am glad to see it being done. I, for one, would perhaps otherwise never have known that my tail lights didn't work, for how often does one drive behind one's self.

No wonder Connecticut is the safest state.

Thank you,

Very truly yours,

Amy Sinberg

(The Officer issuing the warning was Officer Joseph R. Pirri of our Ridgefield, Barracks.)

Dear Sir:

On the evening of Monday, August 19th, 1957 at about nine twenty p.m., while driving my car toward Thompsonville, Connecticut on the Wilbur Cross Parkway, in the vicinity of Meriden, my car developed engine trouble.

A passing State Police Officer in a Station Wagon stopped, and, upon my request, called a mechanic who quickly corrected my trouble.

My trip was very important to me, and the Police Officer was most cooperative. In my haste, I failed to secure the Officer's name or his shield number. I do hope that, from your records, you will be able to identify the Officer and express my sincere thanks to him.

My congratulations to you and your Troopers - This Officer's cooperation reflects high credit to the State of Connecticut.

Sincerely,

Gaston L. Ghegan

(The State Policeman assisting Mr. Ghegan was Officer Clifford Herrick of Station "H".)

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Patrolmen who were the subject of letters of commendation between the period of June 25 to August 29 were:

William Ackerman  
Frederick Avery  
Wilfred Bellefleur  
Leland Cable  
Frank Cassello  
Robert Dee  
Joseph Dynderski  
Paul Falzone  
John Fitzgerald

Harold Greenberg  
Michael Griffin  
Kenneth Hall  
Arthur Harvey  
James Jacob  
Palmer Jacques  
Frederick Lewis  
Charles Lundberg  
Louis Pinto

Joseph Pirri  
Richard Powers  
Orlando Ragazzi  
Daniel Reardon  
Raymond Reynolds  
James Rogers  
Robert Sonner  
Walter Stecko  
Alden Thompson

Also the subject of a commendatory letter was Policewoman Kathryn Haggerty.

# . JUVENILES .

Vox-Cop

July - August, 1957

SCOUTING PROVIDES POSITIVE YOUTH GUIDANCE

## JUVENILE ADEQUACY

By JAMES A. HESS, Assistant Director  
Civic Relationships Service  
Boy Scouts of America  
New Brunswick, New Jersey

In community after community, the program of the Boy Scouts of America is a valued aid to those seeking positive means of combatting juvenile delinquency. Thousands of community leaders have become convinced that Scouting is one of the most important supplements to the efforts of the home, school, and church aimed at the development of good character and participating citizenship.

Consider, for example, a recent statement by Chief James B. Quilligan of the Canton, Ohio, Department of Police, himself a former Eagle Scout. "The Scout leader is as much on the firing line as the police officer in the constant struggle to maintain a high degree of morality within our social order. The Scout organization is looked upon as a youth builder in every community."

Now what are the reasons for the wide-spread acceptance which Scouting enjoys and why are they of importance to the Police Service?

### Reasons For Acceptance

1. Scouting is for all Boys. The program of the Boy Scouts of America is operated under a federal charter, charging us to make it available to all boys. Over the years this program has proved to be both attractive to, and effective with, boys in all types of communities and all neighborhoods. The nature of a boy is the same wherever he lives and no matter what his family's income may be. The same appeal to boy interests is successful wherever boys are located. Thus boys of every religious, national-

ty, and economic background have benefited by Scout training.

2. Scouting Works Through Established Institutions. One of Scouting's greatest advantages is that its very existence is predicated upon the idea that it be adopted by and become a part of the program of already established institutions within the area to be served. Thus, the churches, schools, and reliable civic organizations furnish the home and the leadership necessary to the Scout units they sponsor. These units function as "service stations" which bring the Scouting program to the boys in their areas. There are now more than 111,000 of these "service stations" operated by local units of every major religious faith, school and P.T.A., service club, veteran and fraternal organization, municipal group, industrial and labor body. By this great diversity the program reaches all parts of society.

3. Scouting Helps Sponsors. Each of the great organizations making use of the Scouting program has certain stated goals in the area of its work with youth. As Scouting has helped them fulfill these objectives, it has received their increasingly enthusiastic endorsement. The principle reason cited for Scouting's growth to a current membership of  $4\frac{1}{2}$  million boys and leaders is that it has brought satisfaction to its users, the institutions of America.

### Why Important To Police Service

One of the principle topics of discussion of the first conference of Amer-

ican chiefs of police in the year 1871 (forerunner to the present International Association of Chiefs of Police, Inc.) was that of juvenile delinquency in the aftermath of the Civil War. Throughout the years since that time, this subject has been one of priority consideration. Today, I am told that the Committee on Juvenile Delinquency of the I.A.C.P. is one of its most important sub-groups.

We are convinced that every Police Department would prefer to direct the majority of its effort toward preventive measures rather than toward the investigation and apprehension of those who violate the law. Therefore, we believe that a proved accepted program which develops juvenile adequacy is of interest to every Police Officer with a concern about the growth of juvenile delinquency.

Through the pages of this magazine, (Juvenile Delinquency--A Radical Approach--The Police Chief, January 1957.) Dr. James J. Brennan of Michigan State University, recently emphasized the importance of the spiritual side of youth. In his article he raised some fundamental questions -- "Do we see youth's need for eternal truths, for an unchanging moral code, for guide posts that are fixed? Do we see his need for responsible parents? For schools that educate the total man? For honesty in his government? His police? The agencies that serve him and communicate with him?"

#### Can Scouting Help Answer These

Recognize at the outset that the Boy Scout program is not the total answer, let us examine some of the ways in which it can and does supplement the endeavors of the home, school, and church as they seek the answers to the questions listed by Dr. Brennan.

#### Unchanging Guideposts

In its Declaration of Religious Principle, the Constitution of the Boy Scouts of America maintains that "no boy can grow into the best kind of citizenship without recognizing his obligation to God .... No matter what he may be--

Catholic or Protestant or Jew--This fundamental need of good citizenship should be kept before him....but the Boy Scouts of America is absolutely non-sectarian in its attitude toward religious training. Its policy is that the institution with which the Scout is connected shall give definite attention to his religious life. Only men willing to subscribe to this declaration shall be entitled to certificates of leadership in the program."

Thus, it can be seen that the very procedure of selecting leadership is directed toward associating boys with men of good moral character.

Furthermore, Scouting's code of ethics typified by the promise and the 12 points of the Scout Law point to traits of character which are accepted by every major faith. When a boy really knows the meaning of the Scout Oath, his "Scout' honor" is almost universally accepted as his ultimate assurance of good faith.

#### THE SCOUT OATH

On My Honor I will do my best:

To do my duty to God and my Country,  
And to obey the Scout Law;  
To Help other people at all times;  
To Keep myself physically strong,  
mentally awake, and morally straight.

#### THE SCOUT LAW

1. A Scout is Trustworthy
2. A Scout is Loyal
3. A Scout is Helpful
4. A Scout is Friendly
5. A Scout is Courteous
6. A Scout is Kind
7. A Scout is Obedient
8. A Scout is Cheerful
9. A Scout is Thrifty
10. A Scout is Brave
11. A Scout is Clean
12. A Scout is Reverent

Here couched in boy language is a declaration which has captured the imagination of both boys and grownups. It can certainly serve as an effective bridge toward a socially approved and

responsible adult way of life. In fact the very essence of Scouting is a boy's close association with and influencing by men of wholesome character.

#### Parent Responsibility

To a very high degree we find that parents have been involved in the home-centered program of Cub Scouting. Every phase of that program is aimed at parent, indeed whole family, participation. This encouragement of family activity and unity is in direct contrast to many of the forces in today's society which tend to draw individual family members into separate activities.

As a boy progresses into Boy Scouting and Exploring, his parents are still very much a part of the picture, helping him with his advancement progress, sharing in his recognition, and in general being made conscious of the importance of his developing character and self reliance.

Parents thus drawn into close and constructive association with their boys have added challenge as well as opportunity to carry out their parental functions in a responsible way.

Dr. Archibald B. Shaw, Superintendent of Schools of Scarsdale, New York, says, "Although the schools themselves should not seek to dominate the whole program of child development, we do want to encourage the use of the Scouting program and have especially urged our P.T.A.'s to sponsor Scouting units." Also in a statement of policy the National School Boards Association "advocates the greatest possible use of public school facilities . . . . for the integration of the American community and the encouragement of family participation in wholesome character building activities conducive to good citizenship and the preservation of the American home." These are good reasons why schools and P.T.A.'s are the fastest growing sponsors of Scouting in America--now operating nearly 23,000 or 20.4% of all Scout units.

Perhaps one of the more helpful signs on today's horizon is that the average American citizen still expects honesty in the administration of the public and private agencies which serve him. Of

course, there are some areas in which this is not as apparent as in others. Fortunately, however, such areas are much in the minority. This is evidenced by real concern when maladministration is brought to light.

A dramatic test of the value of careful early training was furnished by the Department of Defense study of the behavior of men who were prisoners of war in Korea. This study revealed that "Many men were able to withstand the pressures of prison and brainwashing because of proper family life, religious background, good schooling, Scouting, and other positive influences."

#### Scouting In Low-Opportunity Areas

A thirty-five page booklet "Less Juvenile Delinquency--More Good Citizenship . . . Through Scouting" has been published by the Boy Scouts of America. This study cites many examples of successful experience in cities, towns, and rural areas involving a variety of local plans, methods, and techniques. Many of these projects have been in effect for from 15 to 30 years and are continuing. However, it should be emphasized that many of the so-called hard-to-reach boys are being served through normal operation in local Scout councils.

Some well documented conclusions concerning these boys are of real interest.

1. Boys in delinquency areas enjoy the Scouting program and do at least as well in Scouting as boys elsewhere.

2. The fear that Scouting might prove too costly for boys in low income neighborhoods has been disproved in those areas under study. Such fears have also been dispelled in other councils. Boy Scout councils have not sanctioned subsidization of boys in low income areas, but they have developed means by which such youngsters might be helped to earn sufficient funds to meet expenses.

3. There is no great discrepancy between the advancement achievement in Scouting of boys in low income areas and elsewhere in the cities under study.

4. In all cities under study, the tenure of boys enrolled in troops in underprivileged areas corresponded

closely to that of Scouts in other troops.

5. Troops, established in delinquency areas, in most cases remain in existence in spite of the difficulties involved in their maintenance.

6. The practice of recruiting as many leaders as possible from the areas in which Scouting is being organized has proved sound. The leaders selected will be more likely to understand the attitudes and problems of youngsters in delinquency areas.

Scouting employs many devices to better prepare a boy for responsible participating citizenship. Among these are the democratic operation of his boy-led Den, Patrol, or Crew; historical hikes and trips, community good turns and service projects based on conservation, safety, getting out the vote, etc.; and conferences aimed at pointing up to Explorers that they are "Citizens Now."

#### How Police Departments Are Helping

Over the years, Police Departments have supported Boy Scouting in a number of ways. The most direct and probably the most satisfying method is that used by the departments which actually sponsor Scout units. These numbered 139 across America at the end of 1956. (The Yearbook of the Fitchburg, Massachusetts, Police Department devoted its first twelve pages to its Scouting interests.) This relatively untapped field will appeal to many departments looking for a means of positively identifying themselves in the leadership and guidance of youth who might otherwise be predisposed to delinquency.

Literally thousands of police officers are presently engaged in Scout leadership either in program or administrative ways. Their efforts have contributed greatly to the amazing growth and vitality of Scouting.

Nearly every Department follows the practice in its juvenile section of encouraging first offenders to join a Scout unit or other constructive organization. Similar efforts are often employed with habitual offenders.

Police officers have been 100% cooperative in the counseling of Scouts

working for such merit badges as Safety, Citizenship in the Community, First Aid, Pathfinding, and Marksmanship.

Finally, many departments have sponsored or co-sponsored all kinds of Scout events such as expositions, camporees, civic days, bicycle safety campaigns, and community good turns.

#### What Of The Future

At present one fourth of the 13,500,000 boys in the Scout age bracket (8-17) are registered in the Scout movement. However, repeated surveys have shown that at least three out of every four boys would like to have the advantage of this character building program. For this reason, the Boy Scouts of America have embarked on a four year program of intensification and expansion under the slogan "Onward for God and My Country."

Surely every true American is more than anxious to have a share in a program which has proved effective in helping boys to find purpose and direction in life through association with the right kind of adults. Are we doing as much as we can to promote juvenile delinquency? If your department would like to do more, see your local Scout Executive today! ---The Police Chief

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#### BOY SCOUTS SELECT SAFETY THEME FOR 1958

The Boy Scouts of America have announced that the Scout national service project for 1958 has been designated as "National Safety Good Turn--1958," in the interest and promotion of "accident prevention."

The purpose and objectives of this Scouting program are to interest the youth of America in safety, and through them to help reduce the tragic toll of accidental deaths and injuries. Also to help arouse public concern of adults about safety, and to cooperate with public officials, safety organizations and all those now supporting the safety movement.



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## A PLACE FOR GROWTH

By Paul Lemmon  
ASSISTANT REGIONAL DIRECTOR, BOYS' CLUBS  
OF AMERICA

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Someone has truly stated that a Boys' Club in a community is a "Place for Growth." Those of us who really know the purposes, function and accomplishments of Boys' Clubs where established know this to be a true statement. They are in every sense of the word "Places For Growth"!

This year the theme of the beautiful poster for National Boys' Club Week was "Ready and Able to Grow Up." Pictured on this poster was a typical American boy who is represented as saying this for every boy in our land. Every one of them is "Ready and Able to Grow Up."

Growth is certainly one of the phenomena of nature. Growing up is an intricate process and inevitably it poses problems. Growing up may often seem to be confusing and disorganized but actually it is not. Growing up means not only physical maturing but social and emotional development as well. Growing up means developing toward something -- a goal. There are many names given to this goal of growth, but actually it is nothing more than a mature, well adjusted adult ready, willing and able to take his place in our complicated society.

Too often we forget the ultimate goal of our efforts. It was Bonaparte who stated someone says, "Boys will be boys;" he forgot to add, "Boys will be men." Yes, indeed, the quality of life in our nation in the years ahead will depend on what we do today in these "Places For Growth," whatever they are.

Because we know that growth poses problems is one of the reasons for institutions like Boys' Clubs of America. Every city in America is today filled with thousands upon thousands of boys who are "Ready and Able to Grow Up," and they, every one, need a decent, respectable place under good leadership in which to grow. Until the needs of every single one of them is met, the job is not completed and there is still work to be done.

We all know that one of the problems of growing up is that of filling in the leisure hours. Children live twenty-four hours a day and during a good many of these hours some of them at least have time on their hands. More and more we are coming to realize that the work of the home and church and school must be supplemented by giving boys and girls opportunities for wholesome activity during their free time and by providing understanding, trained leadership and guidance.

Most children these days have free time after school and in the evening. For many these free hours are the dangerous ones in which all the good influences of the home, church and school are undermined. For many the need for supplementary activity and guidance increases during the free hours.

Besides their basic needs of family, shelter, food, clothing, religious training, and general education--boys have other needs which are not and cannot be fully met in home, church and school. These needs must be also met if boys are to become honest, sufficient, and well adjusted citizens, and if the future of the community is to be insured.

It is at this point where the work of the home, church and school must be supplemented. It is at this point where additional places of growth must be supplied. This is the work of Boys' Clubs of America--to supplement the work of these basic institutions.

It cannot be said too often that we cannot pass the buck in this matter any more than we can refuse to build schools and churches for our children. In the life of every city some definite provision must be made to fill this gap. This is where the Boys' Club steps into the picture and this is why Boys' Clubs are necessary institutions. We feel that every community should provide a "Place for Growth" for its boys. We feel that

every community should be put on providing a positive program to supplement the work of the home, church and school. We feel that boys must be given the opportunity to use their free time in constructive activity, under proper leadership and guidance.

So once again we pose a problem for the communities of our Commonwealth. How about your boys? How do they spend their leisure time? Where were they last night? Police officers could add to this list of questions. Unless steps are taken to find answers to the questions the problems still remain. And the basic conclusion of everyone who is aware of the problem is that we do not have enough of these "Places for Growth" in our state. There are still many cities in Kentucky that should proceed immediately to establish a Boy's Club.

Let's all remember that our boys are all "Ready and Able to Grow Up."

---On Guard

Kentucky Peace Officer's Magazine

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### TEENAGERS ADOPT RULES OF ETHICS

The 1,200 pupils of Alexander Graham Junior High School, have answered "doubts and fears adults have concerning us."

The pupils adopted a 51-rule code of conduct for school, church, home, and community.

Sample rules:

Wear clothes and styles accepted by the majority; attend only approved movies; frown upon smoking and "absolutely forbid drinking;" when out at night go home at a respectable hour; be sure parents know where teenagers are at all times; take school and personal problems to favorite teachers.

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### ROOM FOR IMPROVEMENT

The inquiring mind is never satisfied with things as they are. It assumes that anything and everything can be improved.

---Harlow H. Curtice

### WHERE DOES THE JUVENILE DELINQUENT COME FROM?

### TO THE MEN OF AMERICA

By Rose Trunbull

You talk of your breed of cattle  
And plan for a higher strain,  
You Double the food of the pasture  
And heap up the measure of grain;  
You draw on the wits of the nation  
To better the barnyard and pen;  
But what are you doing, my brothers,  
To better the breed of men?

You boast of your Morgans and Herefords,  
Of the worth of a calf or a colt,  
And scoff at the scrub and the mongrel  
As worthy a fool or a dolt;  
You mention the points of your roadster  
With many a "Wherefore" and "When";  
But, Ah, are you counting, my brothers,  
The worth of the children of men?

You talk of your roan-colored filly,  
Your heifer so shapely and sleek;  
No place shall be filled in your stanchions

By stock that's unworthy or weak.  
But what of the stock of your household,  
Have they wandered beyond your ken?  
Aye, what is revealed in the round-up  
That brands the daughters of men?

And what of your boy? Have you measured  
His needs for a growing year?  
Does your mark as his sire in his features

Mean less than your brand on a steer?  
Thoroughbred--that is your watchword  
For stable, and pasture, and pen;  
But what is your word for the homestead?  
Answer, you breeders of men!

---Waterbury Police Annual Report

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Keep an open mind and work hard. There is no short cut.

---Alfred P. Sloan

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No nation can rise above the level of the ideals of its citizens.

---Brooks Fletcher

*Between*



*Ourselves*

Vox-Cop

July - August, 1957

PAPAL TALK TO GUARDIANS OF LAW

## HOLY FATHER TELLS POLICEMEN TO BE FRIENDS, COUNSELLORS, HELPERS, NOT TOOLS OF REPRESSION

Pays High Tribute To Their Work  
On Behalf Of The Common Welfare

The following is a translation of the address given in Italian recently by His Holiness Pope Pius XII to about 2,000 Italian municipal policemen meeting in Rome. In his address the Pope urged policemen to act as friends, counsellors and helpers rather than as representatives of oppression. He asked them to set good example in observance of the law and in the preservation of good order. He called the policemen "the eyes, ears, hand and heart of the public authority for the promotion of the common welfare of all citizens."

We welcome you most cordially, municipal guards of Rome and of Italy, who, on the occasion of your second national assembly in the Eternal City, earnestly wished to bring Us the comfort of your filial devotion and to receive Our blessing.

The many important cares of Our Office at this time might have prevented this pleasant meeting, which was requested by the distinguished commander of the Rome corps. But how could We have refused so many beloved sons who unceasingly work for the good of others and so often, by preserving order, increase the dignity of public religious festivities in Italy?

Therefore We wish on this occasion to express to you Our gratitude for your work. We are particularly grateful to

the police corps of the city of Rome who are always watchful and generous in lending their services to Us when We need to travel through the streets of the city.

### ST. SEBASTIAN, PATRON OF POLICEMEN

One particular reason increases the importance of your assembly. You wish to venerate as your patron the martyr St. Sebastian, whom tradition--as expressed in many outstanding masterpieces of painting and sculpture--represents as the model of the Christian soldier. Drawing inspiration from this athlete of Christ, We wish to express briefly to you some thoughts which may comfort you in your labors and encourage you in the fulfillment of your duties.

First of all, We want you to have a clear notion of the dignity of your office and of its highly social and beneficent importance.

In fact, you are designated by society to aid the municipal authorities to maintain order in cities, and to help citizens observe the law in such a way that order, safety, dignity and the peaceful unfolding of civic life shine brightly in the eyes of all as evident signs of a noble civilization.

For this reason you have been given, within certain limits, the power to watch carefully, to advise, to rebuke

and even to impose fines.

#### EYES, EARS, HANDS OF PUBLIC AUTHORITY

The policeman is in certain ways the eyes, ears, hands and heart of the public authority for the promotion of the common welfare of all citizens.

Through him this authority is able to be present under all circumstances and in all places. Through him the laws are actually carried out. Not only in those instances where they are intended to prevent abuses, but above all in those instances where they are intended to promote the common welfare in a positive way.

Your activity extends, therefore, to extremely varied duties, such as keeping order in the streets and public squares; watching over market prices; seeing that public works, monuments and parks are respected; controlling the movement of crowds and vehicles; informing the proper authorities promptly of incidents which bring hardship to the people; notifying individuals of administrative provisions that concern them--such things as summons, verifications, taxes, subsidies and fines; seeing that public health laws are kept; helping to preserve good customs and to maintain public peace, which is now being threatened by excessive noise; keeping persons and things from being damaged, and taking prompt action to quiet disorders.

#### LINK BETWEEN AUTHORITIES AND PEOPLE

In a word, the police force, according to modern opinion, is the link between the municipal authorities and the people. Its purpose is to establish mutual and peaceful cooperation between them for the benefit and dignity of every individual.

We need not tell you how much your work is appreciated and what trust citizens place in you on all occasions, both great and small.

People turn to you in minor situations as well as in major crises: a blind man or a child wishing to cross a dangerous street; a foreigner, embarrassed and unacquainted with a place, needing directions; a simple citizen wishing protection from molestation, and any person inexperienced in carrying out

personally his own business with public officials.

Furthermore, in large centers, the regard for the local police force, as representatives of public order and the dignity of the local administration, becomes admiration for their worthy ranks.

#### MANY CONTRIBUTIONS TO GOOD ORDER

You are especially admired when, escorting the city flag you march majestically in your uniforms; when on horseback or driving rumbling motorized vehicles, you lead the way in parades or religious processions; when your musical bands, often renowned for their artistic value, delight the citizens in public concerts; when teams of your youngest members give public demonstration of their valor in sports contests.

But the municipal policeman more universally admired is the one who directs traffic at the busiest intersections of a city.

Standing on his platform, he at once combines intelligence and activity. Nothing escapes his quick and vigilant eye. His gesture is commanding and at the same time courteous. His white gloved hand moves with assurance in space, as expressive as that of an orchestral conductor--now inviting, now firm, now indicating to the obedient citizen the way he should go.

#### SHOW CITIZENS PATH OF DUTY

In substance, your task is to show citizens the right path of duty. The citizens are grateful to their police force for such greatly varied service. They also wish to show their gratitude outwardly particularly when, by the praiseworthy custom of some places, many citizens leave gifts at the platform of the traffic officer on the Feast of Epiphany.

What technical preparation, what unrevealed labors go into the smooth running of a city, particularly very populous ones like Rome, Milan and Naples.

#### EMBRACE SELFLESSLY DUTIES OF OFFICE

We were able to scan the pages of the documentary reports of last year's activities of the Municipal Police Corps of Rome. This strengthened our esteem for

your beneficent and indispensable institution, particularly for the Roman Corps which, by long tradition, preserves the knowledge of the sacred and universal nature of the Eternal City, actively trying to keep it from being sullied by conflicting realities.

It is to a large extent because of the merit of the Roman police that countless pilgrims and tourists who come here from every part of the world carry back in their hearts a grateful and honored remembrance of Rome as a very hospitable city.

The knowledge of the dignity of your office, beloved municipal police of Italy, will make you embrace selflessly the duties that derive therefrom. However, if you wish to attain the best results, here are some requirements.

#### PRESERVE GOOD NAME OF YOUR CITY

The first is to entertain a sincere love for the city or administrative unit which you serve. Often it is your own native city. If this does not happen to be so, remember that each locale is a corner of your country for which each citizen ought to feel a bond of filial affection.

A municipal policeman who truly loves his own city could not tolerate having its good name sullied by disorder, negligence or bad habits. Not only through duty of office but particularly through personal sentiment, he would endeavor to increase its dignity and honor.

Another requirement is to increase the moral authority of the entire Corps, to which every officer must scrupulously contribute through his own irreproachable behavior, his respect for rules of discipline, his accurate knowledge of the law, and his loyalty to his own chiefs.

When public esteem toward the entire Corps is well founded, a word or a sign on the part of anyone of you will be sufficient to induce a citizen to observe regulations.

#### FRIENDS, COUNSELLORS, HELPERS

Furthermore, you should conduct yourselves toward citizens as friends, counsellors, helpers, rather than as guardians of repressive rules.

In fact, the majority of the people desire order and peacefulness in the spontaneous observance of the law.

This conviction will make you understanding and courteous, moderate in your admonishments, persuasive in your demands, and particularly kind toward the weak and the poor. Citizens, in turn, will show themselves to be gentle and obedient.

Lastly, We wish to remind you, as sons of a Catholic nation giving testimony of your religious faith by gathering here before Us, that the practice of Christian life and of the Christian virtues not only helps the good outcome of every honest activity, but is the supreme duty of every man.

You are municipal policemen. Accept then, as though imparted to you, the gentle teachings of the Holy Spirit: "Nisi Dominus custodierit civitatem, in vanum vigilat custos" --Unless God watches over the city, those who intend to guard it will watch in vain.

#### DAILY CHARITY TOWARD FELLOWMEN

Guard therefore the smooth functioning of your cities; do so, however, in the name of the Lord, with God in mind and heart. Like the symbol of Redemption, the Cross, which was placed by your forefathers on the highest places in Italian cities and boroughs as a sign of the sovereign and merciful dominion of God over citizens and their deeds, so may Faith in Him and in the Saviour Jesus reign in your life and actions, changing your daily activity into a Christian exercise of charity toward your fellowmen.

Personally imploring God, through the intercession of your heavenly patron, St. Sebastian, to bestow the choicest favors upon you, your families and your beloved country, We import to you from Our heart Our paternal apostolic blessing.

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The strongest is never strong enough to be always the master, unless he transforms strength into right, and obedience into duty.

---Jean Jacques Rousseau

A POLICEMAN'S PRAYER

"Dear St. Michael, Heaven's glorious Commissioner of Police, who once so neatly and successfully cleared God's premises of all its undesirables, look with kindly and professional eye on your earthly force.

"Give us cool heads, stout hearts, an uncanny flair for investigation and wise judgment.

"Make us the terror of burglars, the friend of children and law-abiding citizens, kind to strangers, polite to bores, strict with law-breakers and impervious to temptations.

"In troubles and riots give us sheer muscle without temper; at the police court, give us love for truth and evidence without any thought of self.

"You know, dear St. Michael, from your own experience with the devil, that the policeman's lot on earth is not always a happy one; but your sense of duty that so pleased God, your hard knocks that so surprised the devil, and your angelic self-control, give us inspiration. Make us as loyal to the law of God as we are particular about the law of the land.

"And when we lay down our night sticks, enroll us in your Heavenly Force, where we will be as proud to guard the throne of God as we have been to guard the city of men. Amen."

---Rev. Patrick Gallagher, S.J.

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LOOKING BACKWARD  
50 YEARS AGO

EDITORIAL: One measure reported favorably on relative to the automobile law should be killed without much debate, and that is the bill increasing the state police from 10 to 20 and providing motorcycles to chase speeding autoists and arrest them. There is no necessity of the state of Connecticut going into the motor bike business and adding more burdens in the shape of extra officials. Every city in the state is ably policed at present. Let the officers now on duty perform the work. They are intelligent enough to know when

the average automobilist is traveling at a dangerous speed.

A substitute automobile bill provides for registration of motor vehicles in the office of the state Secretary who shall issue licenses for operating vehicles, but no license shall be issued to a person under 16 years of age. Fees shall be paid as follows: \$3 for a certificate of registration of a motor vehicle having a rating of 20 horsepower and less than 30 horsepower, and \$7 for each vehicle having a rating of 30 horsepower or more; \$2 for a license to operate a motor vehicle. The bill also provides that if the rate of speed of a motor vehicle exceeds 25 miles an hour for one-eighth of a mile it shall be prima facie evidence that the operator is speeding.

---The Middletown Press

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PUBLIC'S HELP REQUESTED

Canadian police called on the public recently to aid in rounding up illegal users and sellers of one of the most effective tools used by burglars in years.

The device, called a "gun pick" because of its pistol shape, normally is used by locksmiths and other authorized persons, but a few have fallen into the hands of thieves. According to police, there are two types, one of which can be bought in the United States.

The gun pick has a slender prong of spring steel which is inserted in a door lock. The prong activates the tumblers each time the trigger is pulled.

Police stated that a gang of thieves possessing one of these tools and a good knowledge of the nature of locks, is responsible for a series of store burglaries totaling \$30,000.

---ADT Transmitter

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TOLERANCE -- A VIRTUE

We think of tolerance as a virtue, but there are times when people speak of tolerance, and the word they ought to use is apathy.

WHAT IS A COP?

Cops are human (believe it or not) just like the rest of us. They come in both sexes; but mostly males. They also come in various sizes. This sometimes depends on whether you are looking for one or trying to hide something. However, they are mostly big.

Cops are found everywhere. On land, on the sea, in the air, on horses and in cars and sometimes in your hair. In spite of the fact that "you can't find one when you want one," they are usually there when it counts most. The best way to get one is to pick up the phone.

Cops deliver lectures, babies and bad news. They are required to have the wisdom of Solomon, the disposition of a lamb and muscles of steel and are often accused of having a heart to match. He's the one who rings the door bell, swallows hard and announces the passing of a loved one; then spends the rest of the day wondering why he ever took such a crummy job.

On TV a cop is an oaf who couldn't find a bull fiddle in a telephone booth. In real life he's expected to find a little blond boy "about so high" in a crowd of a half million people. In fiction he gets his help from private eyes, reporters and "who-dun-it" fans. In real life, mostly all he gets from the public is "I didn't see nuttin."

When he serves a summons he's a monster. If he lets you go, he's a doll. To little kids he's either a friend or a bogeyman, depending on how the parents feel about it. He works "around the clock," split shifts, Sundays and Holidays and it kills him when a joker says "Hey, tomorrow is Election Day, I'm off, let's go fishing"; (that's the day he works 20 hours).

A cop is like the little girl, who when she was good, was very, very good, but when she was bad she was horrid. When a cop is good "he's getting paid for it." When he makes a mistake, "he's a grafter and that goes for the rest of them too." When he shoots a stick-up man he's a hero, except when the stick-up man is "only a kid, anybody could a seen that."

Lots of them have homes, some of them

are covered with ivy, but most of them are covered with mortgages. If he drives a big car he's a chisler, a little car, "who's he kidding." His credit is good; this is very helpful, because his salary isn't. Cops raise lots of kids; most of them belong to other people.

A cop sees more misery, bloodshed, trouble and sunrises than the average person. Like the postman, cops must also be out in all kinds of weather. His uniform changes with the climate, but his outlook on life remains about the same; mostly a blank but hoping for a better world.

Cops like days off, vacations and coffee. They don't like auto horns, family fights and anonymous letter writers. They must be impartial, courteous and always remember the slogan. "At your service." This is sometimes hard, especially when a character reminds him, "I'm a taxpayer, I pay your salary."

Cops get medals for saving lives, stopping runaway horses and shooting it out with bandits, (once in a while his widow gets the medal). But sometimes the most rewarding moment comes when after some small kindness to an older person, he feels the warm handclasp, looks into grateful eyes and hears "Thank you and God bless you son."

---C.S.J.

Reprinted from THE HANCOCK HERALD,  
Hancock, New York

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ON YOUR MARK

The lanky Akron cop blew his whistle and walked over to a confused looking jay-walker.

"Do you live in Akron?" asked the cop.

"No, Brooklyn."

"Well, that explains it. But listen, bub, here in Akron we do it differently. On the red light we crouch, on the amber we lean forward a little and on the green we cross, Fast!"

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The time to be nice to people is when you don't have to be. ---F. H. Beaumont

## THREE SPECIAL UNITS PUT INTO OPERATION



*Shown l. to r. in foreground are Comm. John C. Kelly, Lieut. Michael D. Smith and Lieut. Walter Boas discussing new mobile units.*

Three special mobile units of the Connecticut State Police Department, consisting of an emergency field office and communications unit, a field canteen, and a personnel transport bus, were placed into service by Commissioner John C. Kelly at Wallingford July 17.

The mobile units, which will be based at the State Police Emergency Services Division, North Colony Road, Wallingford, will be available for use where needed by the department throughout the State.

The field office designed for use as a temporary command post at the scene of any major crime or natural disaster is equipped with a 100-watt State Police radio transmitter, amateur radio, teletype hook-up, and loud speaker system which may be operated from a self-con-

tained 10 KW generator where no power lines are available.

The field canteen planned for use where large concentrations of police need to be fed, such as at the rifle range or major crime scenes, is equipped to serve 300 hot meals at one time.

The transport bus, which seats 25, will be used while the training school is in session in transporting students on their field trips and for transport of regular police personnel wherever needed in large numbers.

The vehicles which have been in the process of reconversion by the Emergency Division, in charge of Lt. Michael D. Smith for nearly a year were formerly civilian buses and were donated to the department by the Connecticut Company at New Haven.



STATE POLICE ORGAN

The Editor has on his desk a copy of Vox-Cop, published by the Connecticut State Police Department. It seems to be run without an editor, but rather by a bunch of news digesters who keep close to their jobs and do the "blue pencil stuff" in their time off, entirely incognito.

If it is the purpose of the department to stave off criticism by not having an editor to "pin it on" why that can work both ways. Ninety-nine out of 100 times the criticism will be favorable and, if possible, constructive. So is it fair to stop the like by confusing the issue?

Where can an editor write when he wants to "crab" or, more to the point, compliment? By adding an air of mystery, Mr. "Vox-Cop" you have extended, the one-for-all and all-for-one idea to the Nth degree, thereby crushing the individual motif. There is a certain amount of individuality in each person, and policemen are no exception. They hate to make an arrest and would rather be of help--the same as a reporter likes to write of pleasant things.

After reading Vox-Cop, a person would get the impression that the one thing common the State Police has with newspapers is--neither a reporter or a cop has a good time with other people's troubles.

Please Commissioner John C. Kelly give us a name to write our "gripes" to, if you will? We suspect there is one, for such a well edited magazine couldn't be so good without a pilot. Our suggestion to the editor, whoever he is, for goodness sake get more circulation, even if you have to convince the Rockefeller Institute to foot the bill.

--New Britain Herald

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VOX-COP

The Editor of the New Britain Herald has made some very astute observations in the above editorial. The writer had quite a chuckle when one of the girls who does much of the typing for Vox-Cop

asked that same question, "Who really is the editor", when she saw the above item. Actually we don't have an editor in the same sense that a newspaper has and accordingly have never named one. Material for Vox-Cop is screened and rescreened by various members of our Headquarters Staff. The amount of time the various individuals spend on it varies greatly from issue to issue according to the time they have available from their regular duties.

Complimentary or critical comment may be directed simply to Vox-Cop or to Comm. John C. Kelly at our headquarters address. In either case it would be treated exactly the same as any compliment, complaint or criticism concerning state police department personnel, policy, procedure or activity and sent to the Commissioner's office for proper recognition or action. Comments of any kind are always welcome.

We do have a large bunch of "news digesters", an apt description, and are very grateful to them for their contributions to Vox-Cop. There are at least two in every barracks not to mention those at headquarters. Newspapers, magazines, books, news releases of safety organizations and police departments, etc. all come under their eagle-eyed scrutiny. In addition we often receive contributions from friends of the department and persons on our mailing list.

In regard to circulation, we feel that we have reached our limit, which is 1,500 copies; not just from a budgetary point of view but in keeping with our purpose in publishing Vox-Cop. Originally, Vox-Cop was started during World War II years to keep our men in the Armed Forces acquainted with changes and new techniques in police work and to provide them with news of their friends on the department. It met with such success that it was continued after the War with several aims in view. We desired to keep our men fully informed as to various techniques, concepts and procedures in police work being developed and used throughout the world; to keep them fully informed of public opinion, as expressed by the State's newspapers, regarding our activities and policies;

to keep them informed as to the problems facing our various stations for each station area is different depending on the type of communities, population, highways, etc. it encompasses; and last but not far from least to provide recognition for outstanding police work, which so often is not spectacular and is therefore overlooked, and in so doing to give the policeman's family a better understanding of his work and the reasons why it is often so demanding.

Over the years Vox-Cop has changed from a monthly to a bimonthly publication and the number of copies printed has crept from 500 to 1,500. It is distributed to the entire personnel of the state police department, local police departments, various persons and agencies connected with or having an interest in police work and to the Connecticut Press. In an exchange program with other organizations Vox-Cop goes to police agencies and safety organizations throughout the United States and to countries in Europe, Asia, Africa, South America, North America, Australia and various Island entities.

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### THIRTY-ONE STUDENTS REPORT TO STATE POLICE SCHOOL

Thirty-one state police patrolman trainees began a three months' training course at the State Police Training School, Bethany, August 12. This group of trainees is the first of four classes which are planned to bring the department up to the 450-man strength authorized by the last session of the General Assembly.

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

Capt. Leslie W. Williams heads the training school staff. He is assisted by Sgt. Vernon C. Gedney and Officers Walter P. Stecko and Edward J. Courtney.

The class includes the following Connecticut men: Joseph E. Bangasser, Manchester, George D. Bathgate, New Haven, George P. Beckwith, Lebanon, Roger L. Boske, East Hartford, Richard H. Brown, New Britain, Robert J. Cabelus, New Britain, Raymond V. Fanelli, Bristol, Joseph E. Gazek, Jr., Danbury, David Goldner, Meriden, William T. Griffin, Groton, Alfred T. Hull, Meriden, Donald M. Johnson, Wethersfield, Francis P. Kelly, East Woodstock, Edward J. Kilduff, Jr., New Britain, William D. Kneeland, Storrs, and Paul F. Lichtenberger, Stratford.

Also included in this class are Oscar J. Lopes, Danbury, Ronald J. Luneau, East Hartford, Robert J. Mattis, Stamford, Donald R. McCue, East Haddam, Victor S. Mikulski, Higganum, Robert J. Papp, Norwich, Bernard Peterson, Middlebury, Fred E. Rebillard, Winsted, William B. Shaffer, Jr., New Haven, William V. Shaw, Manchester, John E. Taylor, New Britain, George J. Veres, Shelton, Harry B. Webster, Voluntown, Alan A. Yuknat, New Britain, and James A. Zaepfel, Bristol.

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### "STAY AWAKE" ADS MISLEADING

Radio commercials for a so-called "stay awake" tablet are using a strong safety pitch that might well be confused with bona fide traffic safety spot announcements.

Without going into the merits or demerits of the product (this is not one of the "goof balls" that have caused so much grief in the trucking industry), it is easy to see the insidious effect such advertising might have on the uncritical listener. Assurances that drivers can depend on this product to banish fatigue and the suggestion that the motorist keep a supply on hand in the glove compartment build up the idea that safety is something you can buy at the corner drugstore.

---Today's Traffic

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When facts are sufficient, arguments are useless.

---Thomas Paine

# IN-SERVICE STUDIES

Vox-Cop

July - August, 1957

## SOME MEDICAL ASPECTS OF THE ACCIDENT PROBLEM

By Capt. William A. Gruber

To begin with, there are two principal types of law - criminal and civil. The criminal laws are rules of civil conduct prohibiting, under penalty, acts of commission or omission adversely affecting the state and its people. As police officers, we have only a casual interest in the civil law but are required to enforce the criminal law. The latter includes all motor vehicle offenses. One fact stands out - in motor vehicle law, it is not necessary to prove intent. In other words, the reason for the offense need not be found. The aim and purpose of the violator has no bearing on the alleged violation. Did "A" have the right of way? Did "B" give it to him? It is as cold as that - but not always so simple.

We, the police, are charged however with the prevention of crime. Accidents are crimes. Almost none just happen, nearly all are caused. In the prevention of future accidents we must study those which have occurred. Investigation discloses the violator who is appropriately dealt with. But, we go further to determine what might have been done by the police to have prevented the collision. When it is determined that some physical malfunction, restriction, or failure was the cause of the cause of the collision, the Motor Vehicle Department is advised and medical proof of physical fitness is then required. The field has many other aspects, but we will confine ourselves to the latter.

Driver attitude, driver ignorance, and driver failure are the three principal causative factors in accidents.

The attention of the police is attracted to the operator of a vehicle when the vehicle itself is seen to perform erratically, illogically, or illegally. But after a collision has taken place, except for the physical evidence

or statements of witnesses, it becomes necessary for an examination of the operator himself. Only in this way can true evaluation of the case be made.

We find that vehicle defect plays a small part in the usual case. Vehicles are blamed for collisions in some cases - "my steering locked" - or "my brakes failed." In the former case the ignorance of the operator may be apparent when it is considered that a vehicle with locked brakes cannot be steered. In the latter case it is equally apparent that ignorance of brake fade or braking distance at higher speeds is the true cause.

Of course, we have those whose physical limitations, strength, for example, make it difficult to meet emergency conditions. Power brakes and power steering is the answer for some. But should the motor stall, the strength to control the vehicle is absent.

In most instances, known or permanent physical defects have a desirable effect on the average operator. He compensates for his defect or inability to function normally and becomes a safer driver thereby. He has much the same outlook as the man with poor brakes. He drives so as to avoid the need for sudden stops. The man whose license is under suspension drives most carefully. The drunk drives so carefully that he overcompensates and attracts attention.

Driver attitude is perhaps the most important factor of safe highway usage. The attitude toward proper acceptance of driver responsibility is an exceptionally broad field.

Beginning with the physical side of the problem: What is a man's attitude toward his own health? Does he avoid eye examinations because he is too proud or unwilling to wear glasses? Is he aware of his need? How often does he

wear the glasses he carries? Is he aware of the high loss percentage of side vision when the popular wide bow frames are selected?

Specialists of the Motor Vehicle Department recently checked the eyes of 180 Yellow Cab drivers. Fifty were found to be in need of professional attention. 1500 school children of predriving class age similarly tested showed need for professional attention in 10% of the cases. In one case a complimentary letter from a doctor indicated that the examination had brought to professional attention a case of glaucoma.

When we speak of highway hypnosis, do we really mean eye fatigue? Is faulty depth perception the principal cause of most rear end collisions? How about light sensitivity, color blindness, recovery from glare, and so-called night blindness? The law has stated that not only is a man required to look but he is required to see. He can only avoid a hazard he recognizes, but he can hardly take corrective action unless he can see the hazard and properly evaluate it. The acceptance of responsibility for safe operation is based on the attitude of the individual. A principal factor affecting attitude is the ability to see properly. Accident-proneness can easily be traced to defective vision and to defective attitude in not seeking correction.

A common but little known function of the State Police Traffic Division is the notification of the Motor Vehicle Department, Division of Operator Control, of actual and potential human defectives. We investigate some 6,000 plus accidents a year. Personal injury accidents include all from bloody noses to mangled corpses. (Other than the normal concern for death we all feel, and the importance of the element of death in investigations leading to prosecutions, we are not too concerned with death. We feel that death is only a measure of injury as speed is a measure of accident severity.) The injuries, the severity, and extent of treatment are observed so that enforcement action may be concluded. Frequently head injuries result in commitment to mental institutions. In all known cases appropriate report is

made to the Motor Vehicle Department so that medical certification of operator fitness can be secured before the subject returns to the road.

The procedure is identical when patrolling officers encounter senility or obvious physical defects contributing to hazardous or erratic operation. These may include those with defective vision, coordination, coronary cases, epileptics, fainting cases, known alcoholics, drug addicts, and even sex perverts. Defective attitudes due to obvious or repeated or outspoken disregard for safe driving are also reported, but basically this form of defective attitude is not so serious as the self-known physical or mental defective who continues to exercise the driving privilege.

It will perhaps never be known, the number of collisions in which the use of "drugs" have figured. The Uniform Vehicle Code states, "It is unlawful and punishable as provided in paragraph "D" (Operating Under the Influence of Liquor) for any person who is an habitual user of or under the influence of any narcotic drug or who is under the influence of any other drug to a degree which renders him incapable of safely driving a vehicle, to drive a vehicle in this state. The fact that any person charged with a violation of this paragraph is or has been entitled to the use of such drug under the laws of this state shall not constitute a defense against any charge of violating this paragraph."

A great deal has been said in that paragraph. I have no desire to tread on toes, but I cannot but help to consider the case of the bartender who serves a man liquor. The man knows the effect of his drinking, he knows what he is consuming, yet when he becomes intoxicated and is served no more, or wants no more to drink, he quietly leaves. Should an accident befall him, should he drive drunk and kill himself or another, he or his estate can sue the bartender, the grill or country club, and collect civil redress.

"Why mention this?" you may ask. What is the status then of a physician who prescribes, quote, "any narcotic drug" or "any drug" for a patient. What is his responsibility, moral and civil, should

the patient doze off, fall asleep at the wheel, black out, faint, get dizzy, lose control, or otherwise fail to perform safely when operating a motor vehicle. These so-called excuses we hear daily, but as I previously stated - we are not concerned with excuses as we need not prove intent to violate the law. However, in the latter case, the patient usually may not know of the effect of the so-called drug - but the drinker does.

What about hearing? How many should and do not wear hearing aids? It is true that defective hearing is only infrequently an accident cause but not hearing a warning sound, whether it be siren, horn, screech of tires, or scream of fright, has often lead to collision even when the ability to hear was not impaired. Not hearing is one of the first signs of preoccupation, inattention, or day dreaming. It is closely allied to not listening. The man who does not hear because he does not listen is more dangerous than the man who is alert but deaf. The latter compensates for his deficiency, while the attitude of the former contributes to the collision.

It is sometimes difficult to differentiate between lack of skill and actual inability to perform. Restricted movement is another factor contributing to collisions. The man with his arm or leg in a cast, or a taped wrenched back, cannot perform in the manner to which he is accustomed. Convalescents out for a drive are similarly affected. We not infrequently take them back to the hospital or doctor's office.

Carbon monoxide poisoning has of late been receiving its due as a factor in accident causation. Especially in winter months, windows are closed, heaters turned on, and all motor gases are kept contained in the vehicle. In city traffic particularly, the so-called fresh air intake draws in all the exhaust gases of vehicles ahead. In standing traffic the smell is often unbearable. But, how many know that carbon monoxide has no smell, taste, or color, and so are subjected to the deadly effects of the gas. A brief opening of the window to "let out the smell" does little if

any good.

Studies have been made of the toxic effect of the carbon monoxide involved in excessive smoking in a closed vehicle and the element of fatigue produced thereby.

Studies have disclosed that overeating is almost as effective as lack of rest in producing drowsiness at the wheel.

Similar studies have been made of the use of chemical substances to ward off fatigue. So-called "goof balls" can still be easily obtained for the purpose. They earn their name by the relatively sudden loss of effect to that desired - the user sometimes falling into a complete state of exhaustion after prolonged use.

I have merely touched the surface in this commentary. No matter how long the subject is pursued, we will eventually return to the beginning.

"The driver must first learn a series of complex coordinated tasks involving both hands, both feet, vision and hearing. This coordination must be learned to a point where it becomes semi-automatic before he can hope to operate in traffic with any degree of safety. He must also learn to make judgements in changing space - time relationships. He must operate in close proximity to other vehicles of different sizes and speeds, going in the same and opposite directions, and on crossing courses. He must operate on highways and streets which require passing other vehicles at clearances of one foot to 10 or 20 feet, and at various angles. He must learn to react proportionately to time intervals imposed by even relatively slow speeds. He must learn to anticipate conditions and situations. Actually, it seems probable that more continuous attention from movement to movement is required of the motor vehicle driver than the operator in any other type of transportation, including the airplane."

Add to this the laws, rules and regulations, which he must obey - the signs, signals, markings, devices, and lines he must observe and we will find that most of us who hold operator's licenses and have managed to survive are pretty remarkable people after all.

THE SEARCH MAGNET, ITS EQUIPMENT  
AND CARE

By F. A. Ametrano,  
Chief Boatswain, U. S. Navy, Ret.

Chief Boatswain Ametrano served in the United States Navy from 1917 until 1949 when he was retired.

He has been a student of identification, photography, and police science for twenty years.

He is a Graduate of two nationally recognized photographic schools and has completed three years work at the Graduate School of Public Administration and Social Service at New York University.

He has been a member of the International Association for Identification since 1937.

When I ordered my first search magnet which was advertised to be able to pick up 225 pounds, I did so with some misgivings. My knowledge of magnets was limited to the small ones I used to retrieve screws and other small objects from inaccessible places. I felt in ordering this magnet I would be adding to an already overcrowded laboratory a lump of magnetized iron weighing perhaps fifty or sixty pounds.

When the magnet arrived and I found it weighed only 53 oz., my thoughts immediately went into reverse.

"How," I thought, "can anything this small exert a force of 225 pounds on a flat steel plate?"

One of the first things you learn about a good quality Alnico Magnet is not to let its size fool you. The first time I used this magnet I recovered an outboard motor in fifty feet of water.

Much of the efficiency of a search magnet will depend upon how well you equip it with retrieving gear.

I equipped the magnet with a  $\frac{1}{4}$ " brass eyebolt, a  $\frac{1}{4}$ " Brass Shackle and a twelve-foot leader of  $\frac{3}{8}$ " bronze six stranded wheelrope wire having a breaking strain of 800 pounds. The reason for the wire leader is so the retrieving line will not be chaffed or cut on rough objects the magnet may encounter on the bottom. It is important that all mate-

rial used near the magnet be of non-magnetic material. For those who are unable to splice wire--my leader is spliced into two brass thimbles-- $\frac{3}{8}$ " brass wire clips may be used. With wire rope clips the "U" must be placed over the dead end of the wire.

The retrieving line must not be too large and heavy as will be explained later. Manila stranded lines as a rule are not very satisfactory as they have a tendency to kink when wet. The line illustrated here is of the best quality cotton line commonly known as "lead-line" and can be purchased in any shop dealing in boat and yachting supplies. Cotton line of the "clothesline" variety will not do.

Since it will be necessary to know the depth of the water in which you are working and the depth at which the object of your search was recovered, marking the retrieving line is desirable. Therefore, it will be necessary to place your cotton line on a heavy stretch for two or three days before marking it.

While there is no standard method for marking line, I have marked mine according to the system we use in marking sounding leads at sea. The markings are as follows:

The first eighteen feet: A strip of black bunting at one foot intervals.  
At twelve feet: Two strips of leather.  
At eighteen feet: Three strips of leather.  
At thirty feet: A strip of white bunting.  
At forty-two feet: A strip of red bunting.  
At sixty feet: A strip of leather with a hole in it.  
At seventy-eight feet: Same as eighteen feet.  
At ninety feet: Same as thirty feet.  
At one hundred two feet: Same as forty-two feet.  
At one hundred twenty feet: Cord with two figure of eight knots.

When the object is recovered an exact depth reading of the body of water may be obtained with a weighted 100-ft. steel tape.

**THE CARE OF THE MAGNET**

The poles of the magnet should be kept clean and free from rust and paint.

When the magnet is not in use it should be kept away from iron and steel material and a "keeper" which is simply a flat piece of steel should be kept across the poles of the magnet.

This keeper can be removed when you are ready to use the magnet by sliding it off the ends of the poles. DO NOT attempt to remove the keeper by striking it off with a hammer. Striking a magnet with any object will upset the molecules and the magnet may have to be re-magnetized.

Do not pick up excessively hot objects unless necessary.

Do not take the magnet apart since if you do it will have to be re-magnetized.

**GETTING THE FEEL OF THE MAGNET**

Take the magnet and hold it by the leader and pass it over any iron or steel object. As the object comes into range you will feel the magnet practically being pulled out of your hand.

This is the reason heavy retrieving lines are not practical as they tend to destroy this feel. The magnet is only designed to exert a force of 225 pounds anyway and very heavy lines are not necessary.

**OTHER SUGGESTED EQUIPMENT**

It is well to have an eight or ten pound grappling iron and line handy to latch onto the object as it is brought to the surface or to fish for the object in case the magnet makes contact with an object but for some reason is unable to get a firm grip on it.

Lead sinkers to add to the retrieving line in case you are working in a stream where the current is strong so you can sink the magnet to the point where you want it.

A metal receptacle large enough to hold the object you are attempting to recover.

**THE CARE OF RECOVERED OBJECTS**

When any metal object such as a pistol, knife or rifle has been submerged for any length of time, it will immediately start to rust when it is exposed

to air. It is therefore necessary to keep the object submerged until it can be thoroughly dried. JUST ANY WATER WILL NOT DO. The object must be immediately submerged in the same water in which it was found hence the necessity for a receptacle large enough to keep the object completely submerged.

Probably one of the best ways to dry any object thoroughly without completely dismantling it is to place the receptacle over heat and bring it to a boil. After ten minutes of boiling remove the object from the receptacle and the heat it has absorbed during the boiling process will dry it.

Care should be taken however to remove any parts that may be damaged by boiling such as pistol grips, plastic handles, etc. In the case of firearms, of course, any live ammunition should be removed before boiling.

In the case of a revolver type pistol the cylinder should be swung out and if the cylinder contains fired cartridges they should be photographed showing their position in the cylinder before they are removed.

In conclusion, a good magnet properly taken care of will last indefinitely and it is a handy and valuable piece of equipment for any police emergency squad to have. ---Identification News

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**A FATAL BELIEF**

THE BLACK-AND-WHITE skunk seems to fall victim to the automobile more often than other members of the animal kingdom, as anyone who uses our highways has noticed. A good reason for this is the fact that the little animal is so equipped by nature that he has almost no natural enemies. When he sees a car bearing down on him, he probably thinks all he has to do is make a threatening gesture and it will flee to the surrounding country.

Rather like the "it-can't-happen-to-me" attitude found in some human drivers and pedestrians.

All the safety laws in the world are no substitute for the driver who is naturally safety minded.--Fleet Supervisor

**UNUSUAL FIREARMS  
CIGARETTE LIGHTER GUN**

Several years ago, a merchandise corporation in New York City made available a set of plans (\$1.00 each) and detailed instructions for the assembly and conversion of cigarette lighters into working firearms.

By the time this information became known to police authorities throughout the United States, several hundred sets of plans had been sold. It will never be known how many weapons have been produced by the purchasers of these plans.

The following information is published in order to familiarize all law enforcing agencies with the appearance and basic operating procedure of this dangerous weapon, as well as its distinguishing features. A careless search of a prisoner or overlooking the dangerous potentials of an innocent looking cigarette lighter may cost a police officer his life. As one author in a magazine article so aptly put it "Cops approaching and searching hoodlums will do well to bear one thing in mind. Make sure that your next light is not your last."

The cigarette lighter used for this conversion must be of the push down type. The lighter is disassembled and a tube of steel or brass of approximate diameter is inserted in place of the wick holder. The cotton in the fluid compartment is removed and this area is replaced with lead or solder. This causes a decided increase in weight.

The firing mechanism is a piece of spring steel. The firing pin is a machine screw filed to a sharp point. The weapon is fired by holding the lighter's top assembly open and then pulling back the firing mechanism with the thumb. The weapon can fire either a 22 Short or Long, depending upon the size of barrel and make of lighter used in the conversion.

The distinguishing features of the weapon are--

1. The weight due to its being filled with lead or solder.
2. The firing mechanism which is visible on the bottom of the lighter.
3. The lighter will not function as

a cigarette lighter.

This converted lighter comes within the definition of a "firearm" and, as such, comes within the provisions of Section 1897 of the Penal Law of the State of New York and Federal legislation.

---N.Y.S.P. BULLETIN

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**CHEMICAL TEST  
ACCEPTANCE OVER HUMP**

Chemical tests are over the hump as far as public acceptance is concerned, according to Dean Mason Ladd of the University of Iowa and chairman of the National Safety Council's Committee on Tests for Intoxication.

"There can be little doubt today," he said, "that breath, blood and urine tests have reached a standardization to entitle them to admission in evidence as reliable proof. In all sciences there is a constant process of improvement and continuous experimentation. The alcohol test from breath and body fluids has received more than sufficient general acceptance to justify its use. There is a constant correlation between alcohol in the blood and alcohol in the brain to justify the use of one to measure the amount in the other and to form a reliable basis of determining intoxication. The accumulated records of literally thousands of instances, where the science and symptoms of alcohol intoxication have been correlated with concentrations of alcohol in the breath, blood and tissues, have conclusively shown that they go hand in hand."

---Test Talk

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

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Dost thou love life? Then do not squander time, for that's the stuff life is made of.

---Benjamin Franklin



# Safety minds

Vox-Cop

July - August, 1957

## HELICOPTER USED IN TRAFFIC PLANNING AND CONTROL



Shown in photo is Capt. William A. Gruber, Traffic Division, seated in the observer's position in the helicopter with a mounted highway map in his lap. The radio transmitting and receiving equipment which he is wearing leaves his hands free to mark map and make notations as required.

In recent years it has been our practice to use a helicopter in planning special traffic control measures and traffic survey work. The helicopter now used is owned by the State Department of Aeronautics and piloted by a member of that Department. Its use is available to the State Police Department whenever necessary.

By using a helicopter to survey traffic during peak travel periods it is possible to immediately establish alternate routings when a highway becomes congested. From the air it is comparatively easy to determine the cause and

extent of a traffic jam and to select an alternate route that is relatively traffic free to relieve the pressure. Direct radio contact from the helicopter to our patrol cars facilitates the dispatch of units to the point where the congestion originates, and to a point where traffic may be diverted to the alternate route. The immediate results of the action taken is readily discernible from the 'copter.

The helicopter has been used extensively on holiday weekends to survey traffic conditions on the major arteries of our highway system.

## REMARKABLE ARTICLE

The Connecticut Safety Commission has sent us a reprint of an article by Governor Ribicoff, which appeared in the July issue of Guideposts, entitled, "Prevent Your Own Murder."

It is one of the finest pieces of writing we've ever read on the subject of highway safety...it ranks, in our opinion, with the now-famous article that appeared in Readers Digest some ten years ago, "And Sudden Death", which has been reprinted over and over again, and still has a wide readership.

The Governor's article, tells of his experience in his fight for safe and sane driving in Connecticut, through his "get tough" policy which he inaugurated a little over a year and a half ago.

Unfortunately, we haven't enough space in this column to reprint the article in its entirety, but we are publishing several of the most striking of the thoughts in the article here:

"I was puzzled because people accepted these (highway) deaths as normal--even natural. If a little girl is clubbed to death on her way home from school, it's front-page news in every city in the country. But, if that same little girl had been killed by a speeding car, the story wouldn't have been given two inches on page 16 anywhere but in her own town.

"The difference I think is just that killing by automobile has become so common it has lost its power to appall us. But when God told us not to kill, he meant for us not to do our killing with a club or an automobile. I think the one is murder just as surely as the other.

"What," I asked them, (the state commissioner of police and the state commissioner of motor vehicles) "is the one greatest cause of fatal accidents?"

"Their answer was simple. It can be told by one word: 'speed'.

"We had an idea. If people can't conceive of death, how about slowing them down with something they can conceive of? How about telling the driver that speeding will cost him--not his life--but his driver's license?"

"I talked it over with my wife be-

fore I made my decision. "I'd like to save one life," I told her. "If I never hold another political office again as long as I live, but save that life, I think it will be worth it."

"Two days before Christmas, 1955, I announced to the people of Connecticut that anyone who was convicted of speeding would have his license suspended for 30 days.

"Overnight, the cry of outrage went up. My advisers were horrified. They told me I'd committed political suicide. Maybe I had. During the first month of the drive, I refused to "take care of" a suspension for one of the bigwigs of my own party. He paused as he was leaving my office, looked back at me and said, "I'll never vote for you again as long as I live."

"And as the test year entered its second month, along with the gripes and protests and angry letters, we began to get letters from people who felt different about the new ruling. I shall never forget the one from a widow whose husband was killed in an automobile accident the day before the program began.

"Don't relax the campaign," she wrote, "even though it came one day too late for us. I have an answer for those who speak of the 'unbearable hardship' that a suspension imposes...The violent way my husband died and the pain he suffered was 'unbearable.' I also find it hard to make a living without my husband. My two boys and I didn't get a 30-day suspension. Ours is a lifetime sentence."

"A woman came up to me at a dinner party to shake my hand because her 18-year old son had had his license suspended for speeding. And one of my chief political rivals told me ruefully, early in the fall, that his own wife is now my most enthusiastic supporter.

"At the end of the year we had suspended 10,346 licenses for speeding. Had we saved that 'one life?'

"1956 was the worst year ever on American highways. The death rate for the nation rose 5 per cent over 1955. What happened in Connecticut? In our state there were 50,000 more vehicles registered in 1956 than in 1955. There were 95,000 more operator's licenses is-

sued and 390 million more miles driven on our roads. But in spite of these facts, the death rate in Connecticut did not rise, as the national rate did. Instead, our rate dropped 11.7 per cent.

"In terms of human life, this means not just one, but 38 people are alive today who were "supposed" to appear in the death columns of Connecticut's annual traffic report.

"But there are even more startling statistics than these. Safety experts who have studied the Connecticut program assure me that if every state in the nation were to adopt a similar program right now, we would save, during the coming year alone, a minimum of 10,000 lives!

"God's laws for the world don't change. The Sixth Commandment speaks for us today as surely as it ever did. And today it speaks especially to those of us who have in our garages the deadliest weapon ever invented. Let's make the Sixth Commandment the commandment of the highway." ---The New Era

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#### TRAFFIC VIOLATORS

One of the reasons Governor Ribicoff's anti-speeding drive has created such an impression nationally is the fact that it was practically related to the problem. The matter of highway safety had become a verbal problem and attempts were being made to solve it by slogans. There are other angles to highway safety that could profit by the same practical approach.

In New York, for example, they are soon to start a traffic safety program for chronic offenders who have been sentenced to the city prison. The program will be operated for that small core of hardened traffic offenders and courses will be compulsory. Furthermore, after they are released from prison on completion of their course in safety they will be carefully checked.

Let us hope that the course will have some psychiatric orientation. It has been demonstrated by previous studies that chronic traffic offenders are often anti-social, sadistic individuals

with chips on their shoulders. They work off their grudges on the highways. Perhaps they can be helped by a course of safety. At least it is well worth trying. But the really anti-social individual has no right behind the wheel of a car.

There are periodic checkups on automobiles to see if the equipment is in good shape. There should be more than a cursory checkup on chronic violators. They should be educated when possible but if not, they should be ruled off the road permanently. (Hartford Courant)

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#### SCHOOL CHILD TRANSPORTATION

By Captain William A. Gruber  
Traffic Division,  
Connecticut State Police

Editor's Note: Captain "Bill" Gruber, as the author of this timely article is known to so many around the state, particularly those concerned with traffic problems, poses a new slant on school child safety when he stresses that, so far as transportation of children is concerned, it is not so much a "school bus problem" as it is a "child pedestrian" problem.

We all carry watches to be "right" about something. The "right" time is important to us. Yet should we ask several people the "right" time we would be in almost unanimous disagreement. It is the same with motor vehicles. The man who carries the watch -- the man who drives the vehicle is still the basic controlling factor. His presence or absence is all a matter of timing, whether it be in or out of this world.

Our motor vehicle and highway use laws on a national scale are a welter of confusion. Highway safety efforts have for years been hobbled by this condition. The valiant efforts of recent years are slowly bearing fruit in the form of more widespread adoption of the Uniform Vehicle Code. We are in effect repairing and synchronizing our safety watches.

The purpose of this effort is not only to reduce accidents but to reduce

the negative attitude which so often leads to collision. When laws are not reasonable, uniform and clear, they should be changed.

Connecticut's adoption in 1955 of a new school bus law drastically changed this service. School child transportation and protection is an important service. School Boards, bus service owners, bus operators and the motoring public were given specific responsibilities. We can point with pride to the results of the acceptance of those responsibilities. The way has not been easy. There is still room for improvement. The "job" is not done--it never will be. Safety cannot be legislated, it must be learned, lived, and enforced.

A factor almost universally overlooked in school child transportation is that the problem is not one of transportation at all. It is essentially a pedestrian problem. The potential hazard exists not when the vehicle is in motion but when it is standing still.

The operator of the bus has no authority. The bus has no authority--while it is in motion. But--when painted and equipped according to law--and when stopped and receiving or discharging passengers and when displaying its flashing red signals it commands the respect of all motorists in its immediate vicinity.

The basic problem remains the child pedestrian. Safety education in the school is the answer. Safety education, not at the age of 15½ in driver education classes when questionable safety habits have already been formed, but from the earliest exposure to pedestrian hazards.

The pedestrian safety record in Connecticut has been excellent considering the exposure and comparative death rate. The disturbing trend is that while adult deaths are declining child pedestrian deaths are on the increase.

It would be to the advantage of all that school authorities be acquainted with the physical problems of transportation so that logical locations for stops would be determined and so that service hazardous to children would not be required. Fair and prompt reporting to school authorities of the behavior of

children as passengers and pedestrians would insure an opportunity for corrective instruction.

The bus service operators whether or not the service is privately owned should be completely familiar with all of the facets of the problem, the requirements of the contracts as well as the school bus law. They must assume full responsibility for the safety of their passengers as well as the performance of their drivers and vehicles. They should be aware of their criminal as well as civil liability and refuse to perform contrary to law.

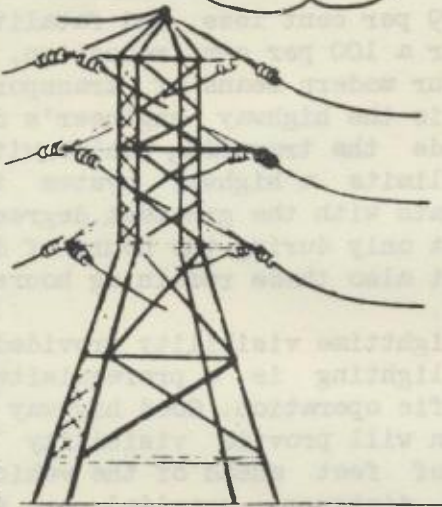
The driver of a school bus is of the greatest importance and responsibility. His selection therefore must be based on his mental, physical and moral qualifications. He must be adequately instructed in the special responsibilities and requirements peculiar to his calling. He must be thoroughly familiar with the school bus law and with the motor vehicle laws in general. He has no margin for error. In his daily contact with children his public relations value is unlimited. He has a captive audience which can be made responsive to suggestion or imitation in direct comparison to the driver's attitude.

We cannot overlook the motorist himself. Aware of his responsibility in relation to school busses and sometimes nettled by it, his evasive action to avoid being "caught behind a school bus" can spell trouble. He resorts to excessive speeds, passing in hazardous or prohibited areas to avoid this so-called imposition upon his right to proceed. Again the bus driver is in a position to exert his influence. Allowing, when possible, standing traffic to proceed, sometimes has little effect on the schedule but creates a greater respect for the intent and purpose of the law.

The problem then is one of human relations. School bus service is big business. A business with a good public relations policy has one of the fundamental requisites for a thriving business and in school child transportation the profit must be measured not only in dollars and cents but in priceless human lives.

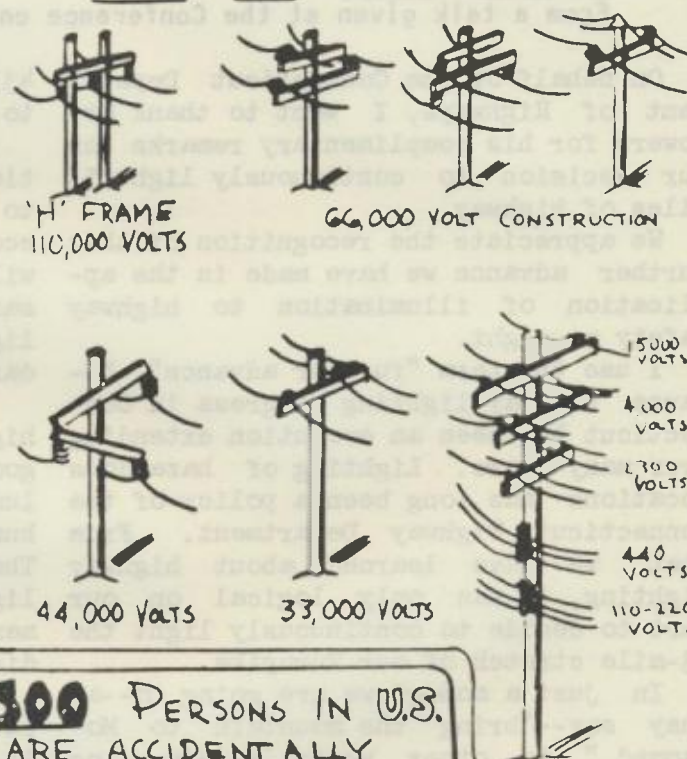
# HIGH VOLTAGE HAZARDS!

**DANGER!**



STEEL TRANSMISSION TOWERS ALWAYS CARRY HIGH VOLTAGE

TYPES OF CONSTRUCTION



'H' FRAME  
110,000 VOLTS

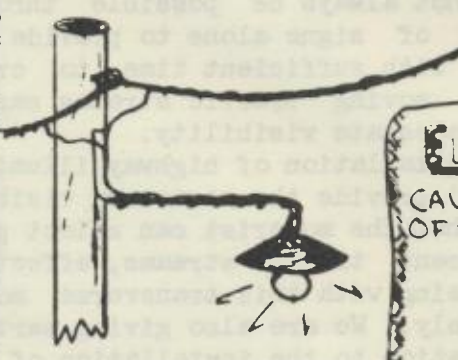
66,000 VOLT CONSTRUCTION

44,000 VOLTS

33,000 VOLTS

5000 VOLTS  
4000 VOLTS  
2300 VOLTS  
440 VOLTS  
110-220 VOLTS

**300** PERSONS IN U.S. ARE ACCIDENTALLY ELECTROCUTED EACH YEAR




THE WIRES FOR ORDINARY SERIES STREET LIGHTS CARRY 2300 VOLTS

**ELECTRICAL SHOCK** CAUSES DEATH BECAUSE OF -

- BURNS
- LUNGS STOPPING
- HEART STOPPING
- PARALYZED NERVES
- BODY TISSUE DAMAGE
- SUDDEN FALLS OR OTHER ACCIDENTS

ASSUME ALL OVERHEAD LINES ARE ENERGIZED

LOW VOLTAGE KILLS AS DEADLY AS HIGH VOLTAGE



THE CHANCE TAKER IS THE ACCIDENT-MAKER!

WHAT CONNECTICUT IS DOING

HOW THE STATE OF CONNECTICUT  
IS BACKING THE ATTACK  
ON NIGHT TRAFFIC ACCIDENTS

By Newman E. Argraves --  
Commissioner Connecticut Department of Highways

From a talk given at the Conference on "Night Safety on the Highways"

On behalf of the Connecticut Department of Highways, I want to thank Mr. Powers for his complimentary remarks on our decision to continuously light 53 miles of highway.

We appreciate the recognition of this further advance we have made in the application of illumination to highway safety at night.

I use the term "further advance" because highway lighting progress in Connecticut has been an evolution extending over many years. Lighting of hazardous locations has long been a policy of the Connecticut Highway Department. From what we have learned about highway lighting, it was only logical on our part to decide to continuously light the 53-mile stretch of our Turnpike.

In just a moment we are going to--as they say--"bring the mountain to Mohammed." In other words, we are going to bring the story of the Connecticut Turnpike lighting to you. We are going to do this through the medium of a motion picture.

Before showing the picture, we want you to have a little background.

A before-and-after accident study was made on a 7.25-mile stretch of the Berlin Turnpike, which is a 4-lane divided roadway, to determine what benefits had been derived from the installation of highway lighting. During a 12-month period before lighting, the nighttime accident rate was 560 accidents per hundred million vehicle miles, the injury rate was 610 per hundred million vehicle miles, and the fatality rate 8.65 per hundred million vehicle miles. During a 12-month period after lighting, the nighttime accident rate dropped to 495, a decrease of 11 per cent, injuries to

433 or 29 per cent less, and fatalities to zero or a 100 per cent reduction.

With our modern means of transportation, it is the highway engineer's duty to provide the traveling public within economic limits a highway system that will operate with the greatest degree of safety not only during the hours of daylight but also those remaining hours of darkness.

Good nighttime visibility provided by highway lighting is a prerequisite of good traffic operation. Good highway illumination will provide visibility for hundreds of feet ahead of the vehicle. The sight distances provided by such lighting reveal the contour and alignment of the roadway for even greater distances.

Due to the closeness of interchanges in the western section of the Turnpike, it will not always be possible through the use of signs alone to provide the motorist with sufficient time to cross adjacent moving traffic streams safely without adequate visibility.

The installation of highway illumination will provide the necessary visibility so that the motorist can select gaps in adjacent traffic streams, effecting the crossing with this transverse movement safely. We are also giving serious consideration to the installation of amber lighting units at the exits to provide further advance warning to the motorist.

The lighting will encourage the use of full roadway width, the proper use of traffic lanes and the acceptance of available overtaking and passing maneuvers. The lighted roadway serves as a background to minimize the effect of headlight glare and to enhance judgment

of speed and travel direction of vehicles.

These factors are extremely important when we consider that the Connecticut Turnpike will, in the Bridgeport area, be constructed for as many as four lanes of traffic in one direction with interchanges in very close proximity, making it necessary for vehicles to effect a lateral transition across one or more lanes within a comparatively short distance in order to leave the Turnpike at a selected interchange.

An important step in the design of the highway illumination in this western section was to determine the type of illumination and distribution system which would provide adequate visibility during the hours of darkness at a minimum cost to the traveling public. We were, thus, confronted with the task of selecting the type of illumination to fulfill our needs.

This phase of the work is the topic of the motion picture which we are now going to show.

(A motion picture was shown to illustrate lighting tests for the Connecticut Turnpike.)

In conclusion, the western portion of the Connecticut Turnpike will be lighted for some 53 miles in order to accomplish three main objectives:

FIRST -- To reduce nighttime accidents by providing brightness contrast to permit obstacle recognition.

SECOND -- To contribute to driver comfort and, thus, tend to lessen the early evening peak loads by stimulating nighttime driving.

THIRD -- To increase roadway capacity through traffic placement more nearly in accord with the daytime pattern.

It has been a pleasure being here today and I hope what we have presented will contribute to better understanding of the application of lighting to night safety on the highways.

Thank you.

---Street and Highway Lighting

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"I'm afraid the human factor in accidents is obscured under a mass of statistical data." ---Clare Booth Luce

NO LICENSES FOR YOUTHS  
AFTER OCT. 1

Thousands of would-be drivers in the 16-17 year-old group will be unable to obtain driver licenses after Oct. 1 in Connecticut.

These youths are the ones who have failed to take school driver training courses, or the equivalent. Thus, to obtain a license they must:

Either cool their heels until they are 18.

Enroll in a school's driver training course and pass it if still in school.

Take up the subject in night school or participate in some training "of an equivalent nature" approved by the State Board of Education.

The new law, passed by the 1957 Legislature, takes effect Oct. 1 along with another measure which calls for issuance of provisional or trial licenses to all new drivers under 21 licensed after that time.

Director James K. Williams, State Safety Commission hailed the new laws as "putting more safe driving pressure on youthful motorists."

MORE QUALIFIED DRIVERS

He said the laws should result in more qualified new motorists in the teen-age category. Moreover, he added, all new drivers under age 21 will be put on notice through the provisional two-year license they must prove to be safe drivers to gain full fledged licenses.

It is expected there will be a rush of 16-17-year-old driving applicants, who have not taken such training courses, flocking to Motor Vehicle Department offices before the Oct. 1 date.

Figures compiled by the State Department of Education show that 36 per cent or 6,435 of the 16-17-year-olds eligible to take the courses in public school last year didn't bother. The courses are normally offered to juniors and seniors.

This was an improvement over the 1954-55 school year when 52 per cent of eligible high school students failed to join the classes.

This coming year, all but three of the 103 public high schools will be of-

fering the course. The three who have told the State Department of Education they are not are: Lyman Memorial High School, Lebanon; Hand High School, Meriden, and Plainfield High School.

During the last year, there were eight schools with no courses whatsoever.

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### CURB ON TEENAGERS

When automobile insurance rates go up in proportion to an increase of the percentage of serious accidents, in relation to the whole number of vehicles registered, the process necessarily involves a regrettable injustice to numerous individuals affected by it. Having shown themselves to be competent and responsible operators, with almost if not completely flawless driving records, they should not (as an abstract proposition) be required to share the financial penalties of the reckless. Unfortunately, no better practical method has been worked out to take care of the problem.

The same undoubtedly is going to be true about many adolescents who will be applying after Oct. 1 for drivers' licenses in this state. Under a law adopted by the last General Assembly, which will become effective at that time, "minor" applicants will be rejected unless they can show that they have taken prescribed courses of training. Even then they can have only provisional licenses until they are 21. Such restrictions have been the result of an accumulation of records of reckless driving by teen-age operators.

Many applicants within the stipulated ages will not deserve to be subjected to such requirements. Others, although equipped with certificates of prescribed training, will not automatically deserve recognition as "safe" drivers. For that reputation they will need not only mechanical proficiency, but also mental responsibility--an acquired trait of character. By the records, it does not as a matter of course come naturally to teenagers.

---Waterbury American

### AVOID FOG

In many parts of the country, the transition from hot weather to cold weather, that occurs during the Autumn months, brings with it a certain amount of fog and haze.

Ordinarily, the driver is not too much concerned with this phenomenon, but fog can make driving a very hazardous operation.

For one thing, fog does not usually cover whole sections of the countryside. It billows around, thinning and thickening and is eventually dissipated by winds or a change in temperature. For this reason, we think of fog as a temporary condition and tend to ignore the danger that accompanies it.

The immediate hazard that fog presents is sudden decrease in visibility. This need not be dangerous if you are driving very slowly, but on the open highway fog banks appear suddenly and if the driver is not alert, he will suddenly find himself engulfed by the white mist. Most of us have had experiences like this, and we know that fog can be dense enough to limit vision to only five or six feet. Sometimes it is not even possible to see the side of the road.

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### STOP

What is the eerie challenge about a stop sign that makes so many motorists ignore its simple message and end up in a grave yard? The children who followed Pied Piper into the waters and drowned were never more duped than the motorist who follows his urge to violate traffic direction.

Man, when the sign says "STOP" that's what to do! If you would scoff at those who take chances with Russian Roulette, don't play your own version with inter-sections instead of guns and automobiles instead of bullets. If you would live to a ripe old age and enjoy the full fruits of your labors don't leave the realms of reason for the barren deserts of carelessness.

Put your foot on that brake!



# AROUND THE CIRCUIT

Vox-Cop

July - August, 1957

## TOLLAND COUNTY TALES

### AERIAL SURVEY

Lieut. Taylor, accompanied by Capt. Gruber, surveyed the traffic on the main highways of our area from the air on Fourth of July. Sgt. Bohman and several others from the station would have liked to have taken to the air, too.

### ACTING C. O. BUSY BEAVER

Sgt. O'Connor says that everything seems to happen when he is left in charge of the station when the Lieutenant is on leave. Just to name a few, a day-time breaking-entering and theft of money, two aggravated assaults, one with a gun and the other with a broken glass ash tray, all involving women.

### WISHFUL THINKING

Sgt. Simons says he'd like to patrol the area to see what it is like but reports seem to keep him busy inside. Don't forget Sergeant, no reports, no activity.

### ED BEATTIE'S SON BREAKS ARM

One of Ed Beattie's sons had the misfortune to fall off a swing and break his arm. Seems as tho Ed's family has had more than its share of illnesses and injuries.

### NEW HOME OWNERS

Frank LaForge recently purchased a new home in Rockville. Stanley Nasiatka expects to have his new home in Union ready to move into soon.

### HOLD UP ARTIST GIVEN WARM WELCOME

Wendell Hayden and Bill Tomlin welcomed home an Ellington resident one night when he returned from holding up a package store in Thompson. The money and loaded gun were in the car. Further investigation revealed that the gun was one of nine stolen from a Rockville gun

dealer's store. All were recovered, several having to be taken out of Snip-sic Lake by Wendell and Sgt. Trapp of the Rockville P.D.

### ALERT OFFICER'S ACTION CRACKS BREAK

Dave Toomey jotted down the registration of a blue convertible seen in the area of the day-time break at Union. Further check of the number led to the apprehension of a man and wife team from Hartford. As a result of a thorough search of their apartment by Tom McDonnel and Margaret Jacobson about half of the money was recovered as was part of a coin collection taken from a Foster, R.I., house about two weeks previous.

### ROUNDUP TIME

We understand that Fred Lewis and Dick Schwarz would like some helpful hints on how to catch and corral horses.

### COLD TRAIL

Joe Koss, the usually good detective, has not yet solved the mystery as to who is thinking of his welfare out on Route 15 on those cold stormy nights to come. He accuses Sarge O'Connor and Ted Sheiber but from good inside information, he is wrong and we understand should look for other sources.

### TELEPHONE CALLER APPREHENDED

The wife of one of the officers of the Borough Police Department of Stafford Springs was bothered by telephone calls from a young man. A date was made to meet the young man. When he came out of a local eating place in another town, the officer and Bill Ellert were there to catch him. He is now a boarder at the county jail.

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Kindness is the one commodity of which you should spend more than you earn.

---T. N. Tiemeyer

STATION "D", DANIELSON

CONTINUED SPEEDING RESULTS IN TRAGEDY

Early in the spring, Off. Nurse made an arrest for speeding, basing his arrest on circumstantial evidence. The young teenager arrested was known to be a very fast driver and Off. Nurse was unable to catch him or keep him in sight. The evidence that Off. Nurse compiled was complete within itself but the judge, at the court hearing, was inclined to believe the testimony of the mother and sister of the arrested operator. The teenager was allowed to go free. Both he and his mother, according to reports, enjoyed a good laugh at the expense of the police. However, their laughter turned to tears as most recently this same teenager struck a tree, killed one of his passengers and put a second passenger and himself in the hospital with critical injuries.

JUSTICE IS SWIFT

The resident of Rockville who came into Thompson to hold up and rob the proprietor of a liquor store must have figured that the inhabitants of this area were not very alert. What a surprise he must have gotten when a State Policeman's revolver was thrust in his face as he got out of his car in the driveway of his home. Little did he know that his actions were so suspicious that two people obtained the registration number and a complete description of his car. Through the fast work of Officers Merrill Johnson and William Adint enough information was obtained to alert Station "C" whose officers effected the capture along with the money and a loaded gun on the seat of the car. This arrest also cleared a break and entering in Rockville in which numerous guns had been stolen. Good police work between neighboring stations!

CONSTRUCTION POSES QUESTION

Does the fact that Off. Gail Smith is in the midst of constructing a new home have any bearing on the recent construction of a new fire house in Windham Center?

ROWE WHEELER DIES

The passing of Windham County Detective Rowe Wheeler to his just reward leaves a place in our hearts hard to fill. All of us who had the good fortune of working with Rowe will mourn his passing for time to come. In time of trouble or when in doubt about a legal course to follow in an investigation, Rowe's advice was completely sound and extremely friendly. His slow and well-thought plans of action were responsible for never losing a case in Windham County. Out-of-state trips with Rowe were a classic in themselves. North, east, south or west, Rowe always seemed to know some police official by name and could recite case after case involving himself with these various officials. To this writer, Rowe Wheeler was one of the greatest police officers of his time. We humbly pray that God will clutch him to his bosom and give to him his just peace which he earned on this earth.

FIREARMS USE IN FAMILY ROWS INCREASING

Crimes involving the use of firearms appear to be on the uprising in "D" territory. A breach of peace case in Voluntown on the evening of August 12 resulted in having to flush the culprit from the woods in order to make an arrest. It was known that the culprit had gone into the woods after a family argument carrying a rifle and possibly forcing his wife and son-in-law to accompany him, as both wife and son-in-law were among the missing. The subject was eventually flushed from the woods and a loaded shotgun was found where he had been hiding. Off. Manship would have been a nice target in the moonlight.

A few night later a young man attempted to murder his father in the Town of Killingly. He managed to elude the police officers and then hid himself in a nearby barn with a loaded rifle. Officers Fitzgibbons, Cusson and Nurse were able to persuade the young man to surrender without firing a shot. We all hope Lady Luck continues to ride with us.

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A man of intellect without energy added to it is a failure. ---Chamfort

STATION "E", GROTON

THE ACCIDENT SCENE

Off. Elton investigated an accident in which a fatality resulted. A deer darted out of the brush and into the path of a car. The car was heavily damaged, the occupants unhurt. "And to think I just came back from a vacation trip in Wisconsin," remarked the operator, "where the deer abound but not into my car."

Off. Potter investigated an accident in which a female operator struck a pedestrian and kept going. She was arrested for evading responsibility. Ironically, the name of the perpetrator is pronounced "crash".

Off. Sullivan investigated an accident in which a woman was driving without a license and of all objects to collide with, hers was a moving freight train. The car was demolished and the operator of the car and her two small children miraculously escaped injury only because they left the car in time.

Off. Bickford reports a man should never argue with his younger sisters, especially if he is operating a car and they are in the back seat. An operator turned around to remonstrate with his sisters and the car edged out of its proper lane and struck another car alongside. Who sez its always the wife thats the back seat driver?

SHADES OF THE TWENTIES

Off. Laframboise reports a young man was taken for a ride and we mean a, ride. The young lad on foot was offered a ride home by three supposed friends. Before he reached home he was beaten and robbed.

OFF. LARIZZO ON SHOOTING TEAM

Off. Larizzo has been attending the meet at Wakefield, Mass. He was selected to participate in the United Services of the New England shooting match.

AUXILIARIES MERIT PRAISE

During the summer season, located as we are in the playground area, the demands for police service, have been

many. Our Auxiliaries have aided us on many occasions. Participating in the boat race activities, assisting in traffic detail on Sundays, celebrations, etc. We take this occasion to thank them for time and energy they have given us.

ENGAGEMENT ANNOUNCED

Clerk Miss Ferro is sporting a solitaire these days. Congrats Eleanor on your engagement.

NEW HOME OWNERS

Off. Sonner has purchased a new home in Ledyard and is spending much time puttering around. Robert claims it is a ranch type home but a little "birdie" told us it is to be a honeymoon cottage. The big day is in the very near future.

Off. Corcoran has purchased a new home in Montville. Congrats William and we hope contentment will be yours in your new abode.

SKULL UNEARTHED

A workman on the Connecticut Turnpike unearthed a skull with a hole in it. Off. Fitzgerald was assigned to the case and the Medical Examiner ruled out the possibility it was a bullet hole. Because of the age of the skull he couldn't be sure what caused it.

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STATION "G", WESTPORT

FETS POSE PROBLEMS

Our Garage mechanic, Frank Severa, received two parakeets for his daughter from Sgt. Frank Bennett. The girl has been enjoying the pets, and now she won't even go to bed so she can play with them.

John Palmieri, our janitor, has done a fine job feeding our cat and now he finds the cat has gotten five new cats to come and share his food. John says, "This is too much!"

GOOD INTENTIONS

Sgt. Murphy recently purchased a new Metropolitan Car for his daughter so that she can commute in the fall to her

new teaching assignment, but in the meantime, he is making good use of it.

#### BOSTON BATTLES BULGE

Officer Boston has announced he is on a "New Diet". He says, "watch how streamlined I'll be!" Good luck in your new endeavor, George.

#### INVESTIGATORS

Officer Martin is being called the "top sleuth", with the able assistance of Officer Demlong. The question is, "Who's helping who???"

Officer Sobolewski is being seen around in "plain clothes" these days. Someone said, "He's being helped by Officer Boston." What kind of help are you getting Stanley?

#### NIAGARA VISITORS

Our Garage Foreman, George Gereg, recently returned from his vacation, and was telling about going to Niagara Falls, seeing the rapid falls and getting under the Maid of the Mist. He had the family with him, all NINE of them!

#### "AUXIE" OUTING

The annual outing of the Station G Auxiliary Unit was held recently at our State Park, Sherwood Island. The usual excellent fare was enjoyed. However, in the softball contest, the auxiliaries were defeated the score being 12-0. But, to say the least, everyone had a wonderful time!

#### STATE PARK IMPROVED

Speaking of Sherwood Island--our State Park right at Westport--now that a new wide road from Route #136 has been completed the park is open full time, and a new sandy beach is awaiting all comers. The beach has been improved and those taking the time to go there will enjoy its beautiful facilities to the utmost.

#### MANY ASPIRE TO JOIN FORCE

Judging from the number of Personnel Investigations being received at this station, it appears many county residents are aspiring for the classification of State Policeman. Good Luck to all!

#### TURNPIKE CONSTRUCTION SURROUNDS STATION

With the State Highway completing its garage to the East of the Barracks and the new access to the Connecticut Turnpike on the West of the Barracks, and three private homes being moved to make way, we wonder if its just like the song, "There's a Railroad That Runs Through the Middle of Our House", or should we say,--our barracks.

#### TRUTH RIVALS FICTION

Among the unusual experiences recently was an incident in which Officers David B. Smith and Robert Plitt were checking what appeared to be an Abandoned Car on the Merritt Parkway. Checking around they apprehended two teen-agers, who were responsible for leaving it; It was a stolen car from New York which had been previously stolen and abandoned and taken for a second time by the two lads in question. And--who was the owner, a Correction Officer from New York!!

#### OFFICER RAINEAULT CONVALESCING

We are sorry to report that Officer John Raineault is at home due to injuries he suffered in his recent accident, when he received seven fractured ribs and a deep and severe cut on the forehead. However, at this writing he is reported "resting comfortably."

#### VACATION BRIEFS

Among our Vacationers were; Officer Ben Davis, who "tripped" South and then North, visiting the State of Maryland and then going to New Hampshire to take his daughter to camp. Jimmy DeFlorio reports he enjoyed his trip to the mountains in New Hampshire. Sgt. Frank Bennett is still on vacation at this writing, we hope he's enjoying his "time off".

#### RESIDENT OFFICERS TAKE "TIME OUT"

Officer Carlson, our Resident Officer at Weston, is up in Maine enjoying its cool breezes and fine fishing opportunities. Officer William Quaintance, our Resident Officer at Wilton, is "at home" enjoying his time with his little daughter and the rest of the family.

WHEN WILL YOU DO IT IF NOT NOW?

STATION "I", BETHANY

VACATIONISTS

As we go to press for this period, it can be reported that all the good men and women stationed here have returned from their various vacations intact and in one piece; of course some have returned with various degrees of sunburn, or shall we call it a quick coat of "tan", while others have not been as fortunate to find time to acquire this vacation badge of effort.

MISSING TRIPOD

We understand that Lt. Nelson, who recently has been transferred to this station, is still hounding our photography division for the return of a photographic tripod that he left in their hands a number of years ago when he was C.O. here. It is said that a photographer is getting grey hairs looking for said item and in desperation is about to post a reward notice for the finding of same, to get the persistent Lieutenant out of his sparse greying locks--anyone have any suggestions??

RUMORS SQUELCHED

While the good Lieut., J. Francis O'Brien, is on his vacation Sgt. George Panciera is running things in his own soft, smooth way and with great skill. Our correspondent from the Cheshire area reports that it is not true that the good Sergeant is building a hot-dog stand attached to his house, like rumor has it, but that this is a brand new two-car garage that has built in guides to park your car for you when you come home late and "tired" at nite, so you will not scrape any of the paint off your car.

AUXILIES AND TROOPERS POLICE FAIRS

Sgt. Walt Foley has been having his hands full lately with the various fairs that have come up for police supervision during the summer months, but with the good help of the Station "I" troopers and many of our active auxiliaries, the situation has been held well in hand, with compliments coming in from the var-

ious officials in charge of these functions.

GERT NOONAN CONVALESCING

Our clerk, Gertrude Noonan, is still out on sick leave but we understand that she will soon be back on the job. Hurry back "Gert" for we all sure do miss you here.

SEASON'S PASSING MOURNED

We note in looking around the barracks that our expert horticulturist, Off. George Zonas, is walking about with a sad look in his eyes. When he was questioned we were informed that summer was almost over and it would soon be time for him to dig up all his special brands of flowers and put them away in storage for the coming winter. Cheer up George, we can't have summer all the time, besides we know that you would not want to miss that yearly trip you take to the Southland during the winter months to get that famous coat of "tan" you're always sporting.

STORK VISITS MCGRATHS

Off. McGrath is wearing another big smile these days due to the fact that he is the proud father of another bouncing baby boy. Congratulations "Jimmy" and shall we say keep up the good work???

CUPID RUMORED IN VICINITY

It is said that Off. Austin Ford is going around with a stunned look in his eyes these days. We wonder could it be true that Ole Brer Cupid has struck our young lad between the eyes with one of his "Love Stones"??? Watch out my fine lad or you will be taken for a trip to the altar one of these fine days and you will not know what hit you. Our advice is to see that old stalwart of the bachelorhood society, Off. "Bowling Ball" Puester. He will give you a few pointers on how to give them that old swivel-hip play and avoid being thrown and hog-tied for "Until Death Do You Part."

SHADES OF THE WILD WEST

Our "Boss" mechanic, "brown eyes" Don Fournier has returned from three weeks of vacation. This time he made it intact and with no visible scars or marks

that would attest that he was riding wild horses again. In looking him over, it would be a good idea to keep in mind that he is now considered a good stand-in for a part in the "Wyatt Earp" show in that he is now considered quite a "Horseman". We always understood that you always start from the bottom up, but in Don's case we would say that you always start from the rear of a horse foreward. Is this true "Don" ???

STATION "L", LITCHFIELD

STATION BRIEFS

Sgt. Sullivan kept his pistols hot and steady at the NAACP Shoot at the Nimitz range in Rocky Hill on June 7,8,9 and came back with 19 Medals. At the United Services Tournament of New England early in August the Sgt. says he had a good time shooting and did just fair.

Officer Paul Falzone has returned after a very pleasant two weeks trip with his wife to the sunny land of Florida. Paul's first trip to the southland and well worth it, he says.

Officer Thompson is, according to reports, enjoying himself on the sand of Old Orchard Beach, Maine. The best information says "Tommy" really loves those Maine lobsters and the scenery "WOW".

Officer Wilcox is spending his vacation "Jeeping" it in the North country. Last reports are that he was camping in the wilds on Mt. Katahdin, Maine.

TRAINING ACADEMY REOPENS

The State Police Academy is now back in full session once more and it looks as though they will be here for quite some time, what with the training of 100 new troopers authorized by our last Legislature and replacements for the officers retiring each year. We feel that under the capable tutelage of Capt. Leslie Williams, Sgt. Vernon Gedney and Officers Walter Stecko and Edward Courtney this man-sized job will be completed with the usual expertness displayed in past years, and, that the men they turn out in the field will be living testimonials to the training they receive here.

AUXILIARY NEWS

Auxiliary Deane Nesbitt died suddenly on June 5, 1957. The wake was attended by about 25 Auxiliary members. The funeral was attended by Sgt. Duren, Officer Neville and Disp. Grohs, representing this Station.

Station "L" Auxiliaries' picnic was held at Zeiners Pond, Terryville and attended by nearly 60 persons, including wives and children. Plenty of good food was enjoyed Pot Luck style, but other events were rained out by a very heavy rain. A good time was had by all in spite of the weather.

STUDY PAYS OFF

Off. "Terrific" Mike Conroy was all smiles the other day when he came back from an assignment in which he took the necessary photographs of an accident on the Parkway. When asked why the smiles, he stated that he had taken all the photos necessary and had not shot one blank for the whole deal. It goes to show you how much these correspondence courses help a fellow if he keeps his mind on his work and concentrates on the subject at hand. Keep up the good work "Mike".

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THUMBNAIL PORTRAIT OF REPEATERS

The driver who repeatedly turns up in traffic court is generally more impulsive, less reflective, and less discriminating in his social relationships than the driver whose record shows no violations or accidents. He is also likely to be young, unmarried, and a job-changer.

---Today's Traffic

BOY HOBBYIST HAS 700 KEYS THAT WON'T  
UNLOCK A THING

Glen Thompson's Collection Lists Passes  
To Many Old-Time Bolts

By Annette Swift

Keys always fascinated teenaged Glen Thompson even as a baby, when quite by chance, his family discovered that a bunch of them, dangling from a ring on his carriage, would keep him quiet for hours at a time.

Glen, who is the son of Alden A. Thompson, a state trooper stationed at the Litchfield Barracks, lives at 65 Pierpont St., Waterbury. He started his collection three years ago, at the age of ten, when he surreptitiously removed the key to the back door after turning it firmly in the lock, much to the consternation of the entire household, as that entrance couldn't be used until days later when a master key was found. During the search, Glen stood by offering innocent, well meaning suggestions. All through that current year no keys in the home were safe. They kept miraculously disappearing until the ardent young collector finally decided to turn his efforts to wider and greener fields abroad. Due to keen maneuvers, clever trading, and a few substantial gifts, the assemblage of his works of art now boasts a total of over 700 items.

Old keys, new keys, keys crumbling with rust and romance, big keys, little keys, some so tiny they seem utterly without purpose, all are hung neatly and professionally on plywood boards in the hobby room down in the basement. Some of the more ancient ones have exciting histories and Glen has arranged a few extra-special numbers on a round plaque by themselves.

The most choice of these, at least to the boy for personal reasons, is a fat, stubby, little rust-covered instrument which was once used to open the door of a small shack in the woods nearby where his grandfather used to camp out over night when he was young, and where his father played not too many years past.

Another key in the special class,

perhaps the most interesting of all and certainly one of the oldest, is that which once safe-guarded the small cupboard where a minister, Rev. Peter Starr, kept his grog, in a house which was built nearly 200 years ago by that worthy gentleman, and which still stands in the center of Warren, one of Connecticut's smallest towns. The Rev. Starr served as pastor in the Congregational Church on the hill there for 57 years, from 1772 to 1829.

During those first decades of the church's struggle for existence, liquor flowed freely, and because of the rigors of a New England winter, it met with general approval that even men of the cloth might enjoy a nip now and then. Inadequate heating, and bitter winds which whistled through the town all during the coldest months, might often have laid these good men low, had it not been for their resource to spirits now and then.

Also on the special board may be found the key to Peter Starr's clock which stood on his desk for a number of years, and which he must have watched sometimes with a weary eye as he prepared his deep and lengthy sermons often until the small of day.

False Suitor

Another key in the special class is one that came from the home of a young sea captain whose ship went down long ago. Among his belongings were found several small, but sturdy carved chests, but only one with a key that would open the lock. Expecting to find treasures from foreign lands, Glen was most disappointed and somewhat disgusted, when the contents turned out to be "Nothing but silly love letters" written to the captain who apparently was a heartbreaker.

Other collectors items hung on the

plaque, include a key to a grandfather's clock which stood in another old home in Warren, owned by the Misses Kate and Leslie Curtis; an ancient key said to be one of those which long ago unlocked the doors to the Warren Church, and last, but not least, a tiny silver key which came from the effects of a charming lady who lived in Washington, D. C., most of her life. The key, which she cherished, unlocked a small heart of old fashioned design hanging from a dainty silver bracelet given her when she was a young girl by the boy who later became her husband.

Glen's father encourages his collection of keys as a good hobby. His older brother, Tommy, regards it with a tolerant eye but the younger brother, just 12, has no time for such nonsense. "It's for the birds" he says, in mild disgust, "seven hundred keys and not one of 'em will unlock anything"...

Waterbury Sunday Republican

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HEADQUARTERS

VACATIONISTS

Every summer has its vacationists. July and August of '57 found Alice Davis in Asbury Park, New Jersey; Alice Byers at Ogunquist Beach, Maine; Betty D'Ambrosio at Dunmore Lake, Vermont; Jim Feery in Wolfeboro, New Hampshire; Jean Redente at Hawk's Nest Beach; Bob Sweet at Cape Cod Mass. and Paula Lichanec spending time at Connecticut's shores. Joanne Barone had a ball when she flew to California to visit relatives.

We have heard that Dot Haggerty spent most of her vacation packing cartons and preparing to move to her new residence on Stephen Street, Manchester.

STELLA KULAGOWSKI CONVALESCING

We all miss Stella Kulagowski of the Quartermasters Division and hope she will be back with us soon.

STAFF CHANGES

Miss Jeanne Genlot formerly of Publications Division has been transferred to

the Commissioner's Office. We wish her the best of luck.

The newest addition to the Communications staff is Cynthia Curtis of New Britain. We hope she likes working here.

Norma Way of Teletype has left and after spending 6 months in Nevada intends to go to Venezuela.

Sue Pauloz, a senior at Berlin High School spent a month of her summer vacation working in Publications. Joan McAuliffe, Bulkley High spent hers in Accounting and Kathy Keeney, Wethersfield High in General Office.

TELETYPE FACILITIES TO BE EXPANDED

Our Emergency Division from Wallingford has been installing a new Communications room in HQ basement. The enclosure will house new teletype equipment.

IT PAYS TO DREAM

Smiling Jim Feery finally had his wish come true. A new sink was installed in the coffee shop--hot and cold running water!!!!

MRS. "MAC" RETURNS TO WORK

We are glad to have Esther McManus back in our midst, after several week's illness.

POPULATION INCREASE

Two former HQ employees have had happy events take place recently. Mrs. Phyliss Bagnaschi had a 7½ lb. boy, named Edward Jr. Mrs. Barbara Ellmers also was blessed with a bouncing boy.

John McGloin and Don Turney of Radio Division both became proud papas when each was presented with a son.

On June 23, Bill Manion passed out "It's a girl" cigars. Incidentally, her name is Linda Marie.

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A RAILROAD claim agent was teaching his wife to drive, when the brakes suddenly failed on a steep downhill grade. "I can't stop," she shrilled. "What'll I do?" "Brace yourself," advised her husband, "and try to hit something cheap."



THELMA POWERS RETIRES FROM STATE SERVICE



Thelma Powers, stenographer assigned to Commissioner Kelly's office, retired from State Service recently after 28 years of employment with the State Police Department.

In the photo above, Thelma is showing as she was tendered "Best Wishes" and a purse by Commissioner Kelly on behalf of fellow-employees at Headquarters during a farewell party July 3 in the conference room. Mrs. Rose Albright (rear left) of Special Service, and Mrs. Betty D'Ambrosio, secretary to Commissioner Kelly, veteran HQ employees, show their approval in the doorway.

Mrs. Powers began her employment February 18 in the old headquarters building at 100 Washington Street when she was assigned to the office of late Commissioner Robert Hurley. Her first assignment was to transcribe interviews with applicants being considered for assignment to training school. There were only about 12 civilian girls employed at Headquarters at that time.

Later on, as secretary to Lt. Carlton Klocker, Thelma went briefly over to the Food and Drug Dept. when that organization absorbed the Weights and Measures Division. Since her return to the State Police on July 1, 1947, Mrs. Powers was assigned to the Commissioner's office.

Announcing no plans upon her departure, Thelma, lives with her husband James on the New London Turnpike in Glastonbury.

THE GOOD DRIVER, BLESS HIM!

By Don Slutz, Managing Director  
Traffic Safety Association of Detroit  
Detroit, Michigan  
(Reprinted from the TSA Bulletin)

You'll find him everywhere--the tolerant guy who grins instead of blowing his stack when the going gets a little heavy, who protects you and himself in an emergency situation by doing the right thing. And it's nice to find him behind the wheel of an automobile.

He drives his car day after day in all kinds of traffic and all kinds of weather without once threatening to commit mayhem on a fellow citizen.

He "rolls with the punch" when some character with a low IQ zig-zags around him like a cruising half-back and then jerks to a screaming stop at the red light immediately ahead.

A FRIENDLY SALUTE

He slows down to give elbow room to the trapped driver trying desperately to pull away from the curb.

And when he's on the receiving end of a similar courtesy, he raises his hand in a friendly salute.

When traffic jams up, he gets just as irritated as you and I. But he refrains from blowing his horn at the helpless guy ahead.

He takes it slow and easy on residential streets because he knows a small pedestrian--or a large one, maybe--can come suddenly out of nowhere.

DOESN'T GET COMPETITIVE

He restrains his competitive spirit when moving through an open intersection. That isn't the kind of contest he wants to win. And, anyway, it costs so much these days to get that dented fender undented.

If you asked him, he probably couldn't tell you that it takes about 90 feet to stop a car traveling at 35 mph, but experience has taught him how fast he can drive safely.

He pays attention to his driving. He doesn't leer at a blond on the street corner, nor gawk at an accident on the expressway.

In fairness to other drivers, he makes no secret of his intentions to stop or slow down or turn. And, besides, he doesn't want to get clobbered from behind.

REFUSES TO TAKE SILLY CHANCES

He takes it for granted that drivers and pedestrians --himself included--occasionally will make mistakes. So he doesn't jump out of his skin when they do.

On the open highway, he's watchful for the farm vehicle that may emerge from a side road, for the lame brain who tries to pass on a curve or a hill.

He's not a slow driver. When all conditions are favorable, he lets his car run. But he refuses to take silly chances.

In a word, he drives defensively and courteously. And safely.

He's the good driver.

---The Police Chief

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YOU'LL ENJOY THIS ONE!

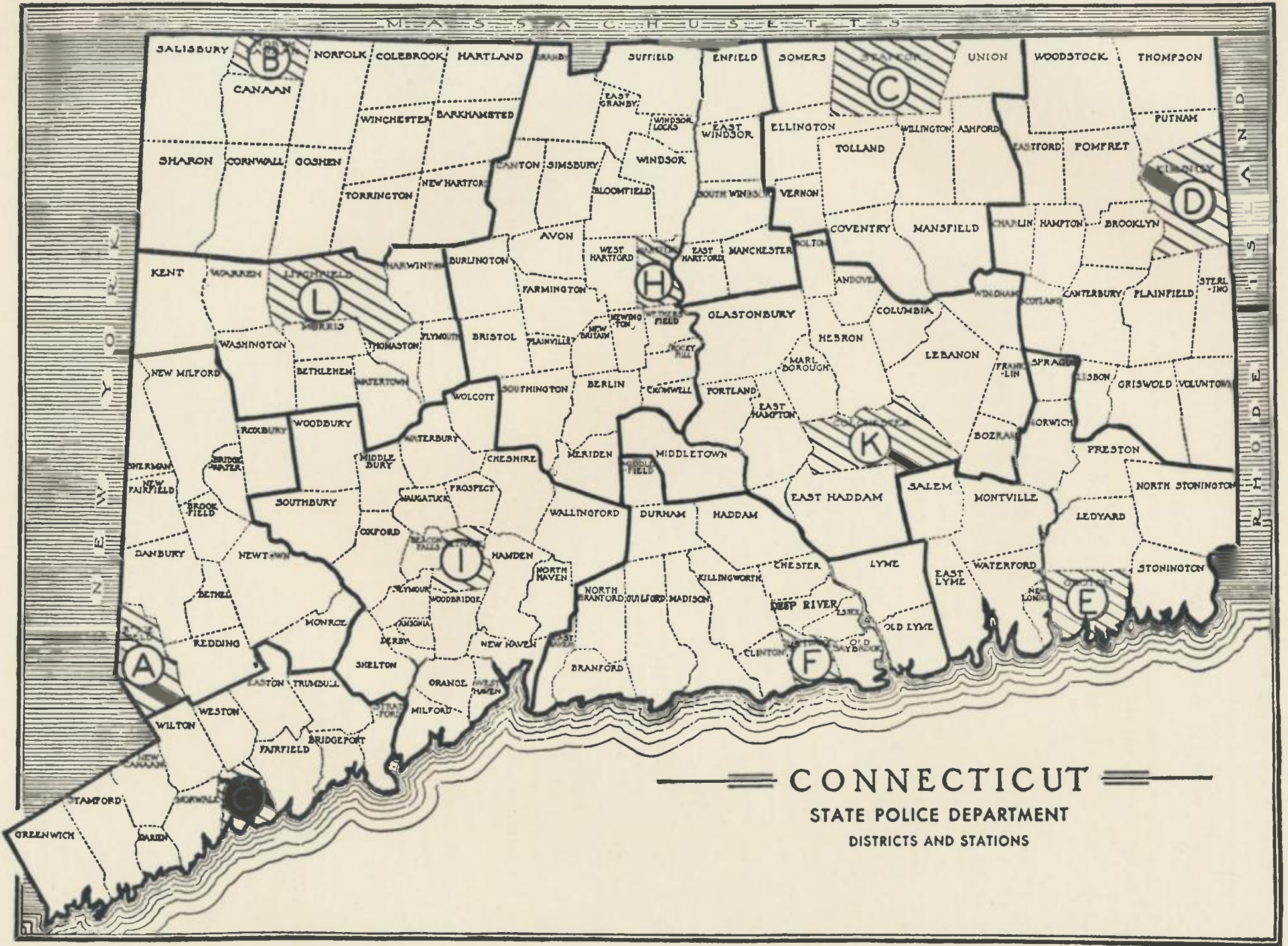
It's a safe bet that at least one North Carolina state highway patrolman is going to take a harder look at any driver licenses he may have occasion to inspect henceforth.

Part of the fledging trooper's training at the patrol's basic training school in Chapel Hill involves the detection of falsified driver licenses. Patrol officials rigged up a batch of artfully designed fakes, carefully "doctored" with minor errors, misprints, wrong dates and the like. They mixed up the queer licenses with a few legal ones and submitted the whole batch to the class for inspection.

Included in the bundle was the perfectly legal license of Col. James R. Smith, commander of the 581-man force.

When the collection reached the eager-beaver, he searched through them quickly, came out with the colonel's license and studied it carefully. A moment later, he announced "This one's a fake!" And then promptly tore it to bits before stricken officials could make a move.

---The Police Chief



CONNECTICUT  
STATE POLICE DEPARTMENT  
DISTRICTS AND STATIONS