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CONNECTICUT STATE POLICE DEPARTMENT



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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

Yankee BY THE Clipper



Vox-Cop

September - October, 1957

HOW DOGS POLICE BALTIMORE

GET MUCH OF CREDIT FOR CUTTING CRIME RATE 21%

By Richard C. Wald

The New York City Police Department revealed Sept. 5 that it is now considering the use of police dogs in Central Park. This inquiry was partly the result of observations made by Commissioner Stephen P. Kennedy on a visit to Scotland Yard, where the dogs are used with great success. It was spurred on by the mugging in Central Park of the Nepalese Ambassador to the United Nations. This is a report of how such a dog patrol works in Baltimore, the nation's sixth largest city.

At 6:30 one recent Friday evening, eighteen policemen and their dogs, proudly claiming to be the only canine department used by any major police force in the United States, gathered in a ready-room of the North District headquarters of the Baltimore Police for a regular night patrol.

Behind them they each had at least four months' training, a great deal of civic support, and the confidence of their Police Commissioner, James M. Hepbron, who gives them "a substantial part of the credit," for cutting the city's crime rate in the first half of this year 20.9 per cent lower than the same period in 1956.

Ahead of them the dogs and men had an eight-hour tour of duty at sixteen of the toughest posts in downtown Baltimore and two cruising patrol cars ready to answer any call for assistance.

Made 20 Arrests

By the time the night was over, they had made twenty arrests on their own, figured in seven assists to regular patrolmen, and maneuvered themselves through a multitude of small situations which might have resulted in crimes, but didn't because they never got out of

hand.

None of this made the morning papers, but at 4 a.m., over a hot cup of coffee in an all-night diner, the tall, soft-spoken ex-Marine who runs the city's Canine Department, said, "We can't ever count the crimes that never happen because of the dogs, but every night we can see the deterrent effect they have."

Baltimore began its dog patrols in December as the result of a newspaper article noting the success London has had with a similar system. The man who took charge then on a volunteer, non-paid basis, and now heads the program with a rank equivalent to Inspector, was Major L. Wilson Davis, a retired Marine.

Trained War Dogs

During World War II, Major Davis was in charge of the War Dog Training and Administration Headquarters in the Pacific. He still serves as a consultant to the Defense Department on the use of dogs. He trained his first one when he was ten and had a newspaper delivery route in which he supplied the brains and a Collie the doorstep-delivery power.

The department started with two men and two dogs. They went out on their

first patrol on Dec. 20. They made their first arrest on Dec. 29. Now there are twenty-one trained dogs working every night of the week and thirteen more, all German shepherds donated by local citizens, undergoing a basic six-week obedience course before going on patrol.

The men and the dogs are trained together. Maj. Davis starts both off from scratch, using donated animals and volunteer policemen who have to have their own homes, a car and a large fenced yard. This is because the men take the dogs home, increasing the bond between the two and eliminating the cost of a municipal kennel. All but one of the Canine Department policemen have children, "and the other one just got married a few months ago," Maj. Davis said.

Their joint efforts were demonstrated recently in an eight-hour cruise of the city, during which Maj. Davis and his dog, Prince, contacted all sixteen posts and the two men in patrol cars and himself answered four calls to assist an officer in trouble.

One of the major's best exhibits is at Jackson Park, a three-square block area, fairly dark at night, which once required the constant vigil of a regular post man and six extra police. Even so, it continued to have at least one purse snatching, robbery or "yoking" (the Baltimore equivalent of a mugging) during every day and night patrol.

On March 1, a man and dog were put on the post. Within a week there was a 100 per cent drop in the crime rate there. The six men were released for other duties, and the policeman and his dog have kept the rate at nil ever since.

Another of Maj. Davis' favorites is the police call box at the corner of Sarah Ann St. and Fremont Ave. Sarah Ann, despite its name, is a dirty little alley, barely wide enough for a car to pass through and dark enough for murder. Fremont Ave. is lined with bars. The call box was once the busiest in the city asking for aid. A man and a dog have been there since March 1, and there hasn't been a single assist call since.

The major prowls through the city in a station wagon. Prince rides with his nose out the window. At each post, Maj. Davis gets a running picture of how his

men--actually an independent command of the Police Department, deployed by him wherever needed--are going through the evening. Friday night it was hot and muggy. Rain occasionally dampened the ground. Patrolman William Cooper, who would as soon get out on beat without his gun as without his dog, Smoky, had nothing to report. "Broke up too many crowds last week, I guess," he said, "nothing going on now."

Patrolman Richard Conant, spotted in front of a store where two drunken men were watched quizzically by his dog, Rocky, came up to report, "Two drunk men, sir. I found them sitting on the step, one of them going through the other's pockets. They don't even know each other sir."

Rocky watched quizzically until the two men were hauled off in the wagon.

Patrolman Walter Fadrowski and his dog, Mark, made five arrests in the course of the evening. Three of the arrests were for assault. A couple were involved in a knife fight with their landlady. He arrived as all three parties, armed with knives, were commencing to carve each other up. "I told them, 'Drop those knives or I'll turn the dog loose.' Man, those knives dropped fast."

Sgt. William Kerbe with the department's only Doberman pinscher, Sam, who almost never barks, backed up Patrolman Russell Keeney in searching a three-story building for a suspected burglar. Patrolman Keeney's dog, Falco, sniffed him out in a locker on the third floor after a five-minute search.

Sgt. Kerbe and Sgt. Irvin Marder, in the patrol cars, figured in most of the assists. Between them, they helped break up a gang fight--one of the gangs just melted away when the dogs appeared--caught another burglar, covered two shootings, and generally tended to break up noisy crowds too full of week-end good spirits. ---New York Herald Tribune

Little events can turn the current of human thought and change the character of mighty nations.

--M.S. Hart

CRIME ON RISE, RECORDS INDICATE

By William A. Garrett

Hartford held the line against crime in the first half of this year, after seeing it spurt to a new high a year ago, when the city had 3,492 cases for a 23 per cent increase over 1955.

While Hartford hung on, crime across the nation swelled 8.4 per cent, to a new all time high.

Torrington reduced local crime 30 per cent, New Britain 15 per cent, East Hartford 9 per cent and Bristol 2 per cent, but there were increases of 34 per cent in West Hartford, 24 per cent in New London, 18 per cent in Norwich and 10 per cent in Middletown.

* * *

All this is reflected in the latest "uniform crime reports" of the Federal Bureau of Investigation, which bases its findings on reports from state and local law enforcement agencies.

Hartford had 1,728 crimes on its police blotter when the first six months of the year ran out. It had 1,731 in the same period last year. It had its "best" recent year in 1954, when 2,574 crimes were recorded.

The Connecticut capital turned in an improved overall record in the year's first half, almost entirely because it cut burglaries and breaks down to 481 from the 569 of January-June, 1956. It trimmed larcenies and thefts of less than \$50 to 598 from 604. Otherwise, the record was darker.

The city had eight murders in the year's first half, against one in the comparable period a year ago. It had 42 robberies, 13 more; 108 aggravated assaults, three more; 250 larcenies and thefts of more than \$50, 54 more; 598 lesser ones, six fewer, and 241 car thefts, 14 more.

* * *

Torrington brightened its record largely by reducing larcenies and thefts which fell to 39 from 56. The city had 63 crimes on its books for the year's first half, compared to 90 in that period last year.

East Hartford shrank its load from 183 to 166 crimes principally by reduc-

ing burglaries and breaks from 55 to 44 and car thefts from 14 to nine.

West Hartford moved up to 118 crimes from 88 mostly because \$50-plus larcenies and thefts jumped from 12 to 29, lesser ones from 25 to 46, and car thefts from 13 to 20. The community slipped back despite its success in dropping burglaries and breaks from 38 to 21.

New London wound up the half-year with 262 crimes. There small larcenies and thefts shot from 96 to 140, car thefts from 18 to 33. Norwich had 122 crimes, with 30, or nine more, burglaries and breaks; 60, or 13 more, small larcenies and thefts; and 13, or five more, car thefts. Middletown had 147 crimes, with 33, or 15 more, \$50-plus larcenies and thefts. This was one of the few cities with fewer car thefts.

---Hartford Times

NEW MOTOR VEHICLE LAWS IN EFFECT

A number of new motor vehicle laws went into effect October 1 and Connecticut's 1,120,000 motorists have been urged to familiarize themselves with them.

The new laws would make it illegal to:

--Drive at such a slow speed as to impede or block the normal movement of traffic.

--Leave a signal turn light on after completing the turn.

--Pass on the right, except when the vehicle overtaken is making or has signified the intention to make a left turn or upon a limited access highway or parkway free from obstructions with three or more lanes provided for traffic in one direction. Such movement shall not be made by driving off the pavement or main traveled portion of the highway.

A jail sentence has been added and the fine doubled for driving without a license. The penalty for a second offense became a fine of \$50 to \$100, 30 days in jail, or both.

A driver found guilty of a second offense of driving while his license is

suspended could pay a fine of \$100 to \$500, three months in jail, or both.

A driver may let his license lapse for two years before he must take another test when re-applying.

MEET THE NEW BRITAIN
POLICE DEPARTMENT

By Arthur E. McEvoy

Two autos crash and the occupants are injured. A siren heard in the distance heralds the rapid approach of a police emergency truck staffed with men trained to provide first aid. The victims of the accident know help is near.

A crime is committed and skilled investigators respond prepared to establish responsibility or to hunt for clues and information leading to the identity of the law breaker.

In a far-off city a man is arrested for committing a felony and the authorities have reason to believe he may have lived here at one time. The FBI wants a report on his police record, if any, and gets quick service if he has run afoul of the law.

Applications are received for the installation of traffic lights at unprotected intersections. A survey, including a count of passing traffic, is made to determine whether the light is needed.

Around the Clock

This is the New Britain Police Department working around the clock from headquarters on Commercial Street.

The department is always alert, prepared for eventualities. It never rests, its eyes never close. As soon as one job is finished, another pops up. Under aggressive Chief Edward M. Kiely the force forms a widespread complex patrolling the more than 150 miles of streets as well as performing many other duties related to the enforcement of law and order.

Only 136 men now comprise the department in this city of 85,700 persons. The authorized strength is 174 but by one of those ironies so frequently found in

government history, funds have not been provided to pay that number of men. The payroll is sufficient for only 154. There are 18 vacancies and room for 20 more appointees if dollars were available.

Officials

Besides Chief Kiely there are three captains, four lieutenants, two detective sergeants, nine detectives and 12 sergeants. The Common Council approved creation of the post of deputy chief on June 16, 1954, but the project has withered on the vine because no money has been appropriated to pay the salary.

Complementing the men on foot who plod patiently all over town is a fleet of vehicles including five emergency trucks, five cruisers, four solo motorcycles, three three-wheel motorcycles and three autos without police insignia for use of detectives.

The traffic bureau is headed by Capt. John Gwiazda. Director of the detective bureau is Capt. Arthur P. Hayward. In the bureau of identification are Lt. Louis W. Harper and Sgt. Armand J. Zenga. Capt. Joseph B. Kelly is executive head of the uniformed division. Sgt. Lawrence Coffey and Policeman James Crowley have charge of the lost and found bureau in addition to being responsible for other phases of police work. Policeman John S. McGuire directs the parking ticket office.

Familiar Friends

Familiar to all residents are the emergency trucks speeding about on their errands of mercy, going to the aid of collision victims or to citizens gravely stricken in their homes. When headquarters receives appeals for help, a radio message is flashed to one of the emergency trucks which are on duty in different parts of the city and it is on its way. In case of a serious auto accident, a cruiser also responds for purposes of investigation. Called out to answer an alarm, members of the Fire Department notify the police if emergency truck and cruisers are wanted.

The emergency trucks are equipped with first aid paraphernalia, including tanks of oxygen. The crews and other vo-

licemen have been trained in succoring the sick and injured by Dr. Samuel Wolfson, anesthesiologist at New Britain General Hospital, and other members of the medical staff and are capable of handling any situation requiring emergency treatment.

---New Britain Herald

VETERAN MERIDEN POLICE OFFICERS

The years slide by rapidly in the newspaper business. The memories of editors and reporters must be refreshed from the files whenever a local boy makes good in a big way. There are only a few career men about whom nobody needs to ask. Chief Michael B. Carroll and Captain Walter L. Kurcon of the Meriden Police Department are two of them.

Still it hardly seems possible that each has been holding his respective job for a quarter of a century. Make, as the head of the entire department and Walter as the head of the Detective Bureau. It is true, however, and we are glad to congratulate both of these fine public servants on marking a silver anniversary. Connecticut has but few police officers who could match them in experience or ability.

Police work requires rigid training, and a man rises in it by slow stages. Chief Carroll started back in 1908, as a supernumerary. He once held the post which Captain Kurcon now holds. He is an old-fashioned cop who has kept abreast of modern police methods. Throughout the state he is recognized as an alert, efficient police executive.

Captain Kurcon came on the scene a little later, when he was accepted as a supernumerary in 1912 and as a regular a short time later. He pounded a beat for many years, but got into the saddle of a motorcycle in 1922. Traffic problems were his main assignment until, in 1930, he was transferred as a lieutenant to the Detective Bureau. In the last 25 years, he has taken part in or directed practically every major investigation undertaken here. He is deputy chief under Chief Carroll.

Meriden has reason to be proud of its

Police Department, and it owes special recognition to these two executives who have helped so much to build it to its present state of efficiency.

---The Meriden Journal

ARTFUL COP VERY QUICK ON DRAW

Thugs in Columbus, Ohio are beginning to learn that the robbery squad of the Columbus Police Department has the assistance of a young patrolman who is quick on the draw.

Patrolman William M. Needles, 30, isn't any world beater at unlimbering his service revolver, but the "bad guys" are finding out that he's a whiz with pencil and charcoal.

Needles is a police artist and he has developed a knack of drawing fast and remarkably accurate pictures of criminals from word-of-mouth descriptions furnished by witnesses.

Needles started this kind of sketching in 1953 with remarkably good fortune. His first two sketches resulted in arrests.

The second attempt of the young police artist was particularly noteworthy. Just two hours after Needles' sketch appeared in a Columbus newspaper, a youthful gunman who had robbed a number of places was in police custody. The accuracy of the sketch was attested to by the fact a newspaper reader recognized the criminal and tipped off police.

Sergeant Robert Gloekner, head of the robbery squad, puts a lot of faith in Needles' "composites"--a term applied to such sketches in police circles.

Veteran Cop

A policeman since 1950, except for 18 months' active duty with the Navy during the Korean conflict, Needles paints in oil on his own time.

Once, when called on to sketch two men involved in a \$3,600 holdup, he recalls he worked with seven witnesses from 8 p.m. until 3 a.m. He has turned out a finished composite in only five minutes.

How does he do it? Needles explains: "I start out with an egg sharpe and

then gradually add details of the nose, eyes, ears and other appurtenances from descriptions given by witnesses."

The more witnesses of various ages he has to help him, the more accurate his drawing, Needles points out, adding:

"An older person will remember quite a bit about clothes and physical characteristics, but a young kid will remember a lot that adults don't notice."

AUTO CRASH REPEATERS FOUND TO BE ABNORMAL

By Dr. Walter C. Alvarez

In a study by Tillmann and Hobbs of Canada, 96 auto accident repeaters were compared with 100 accident-free drivers, and it was found that many of the repeaters were egocentric and somewhat psychopathic, exhibitionistic, resentful of authority, impulsive, and lacking in social responsibility. Interestingly, 66 per cent of them had been in juvenile or adult courts or had trouble with their local Credit Bureau or had been investigated by social service people or public health clinics. Among the good drivers only 9 per cent had had any such contacts.

Sex Criminals

Dr. Bernard C. Glueck Jr. of the University of Minnesota School of Medicine, has just been studying a group of sex criminals at Sing Sing prison in New York. Instead of looking like tough friends, he says many look effeminate. Forty per cent were unprepossessing, and 11 per cent were odd looking or ugly. Many of them were all mixed-up in regard to sex. None had a normal personality, and 70 per cent reacted like a schizophrenic. They were withdrawn, and not fond of contacts with the public. They like to work alone.

Few had any interest in intellectual matters. Seven per cent admitted they used drugs, but when they were drugged they had little interest in women. Significantly, 50 per cent were either moderate or severe drinkers, and a high percentage of the whole group committed

their sex crimes when drinking. At these times what little conscience they had was silenced by the alcohol. As many as 79 per cent of the men who picked little boys as their victims were definitely psychotic.

It will come as a shock to many people that Dr. Glueck found that in perhaps one out of three cases the victim of the assault had either invited trouble or had even seduced the offender. One in seven of the victims had a known history of delinquency or criminal behavior, while one out of five had been suspected of such delinquency.

I think Dr. Glueck and his associates are wise in not holding out hopes that these criminals can be cured by any form or amount of psychotherapy. Long-lasting schizophrenia is not likely to be cured by anything. Certainly, we know that many of the men who have recently murdered children were paroled shortly before from a mental hospital supposedly cured. This sort of paroling must be stopped, because its results are so horrible.

---Hartford Times

A. M. BRYANT STARTS DUTY AS FBI CHIEF IN STATE

Alton M. Bryant, special agent in charge of the FBI office in Little Rock, serving all of Arkansas, has assumed duties as special agent in charge of the FBI in Connecticut. He replaces Joseph J. Casper who took over Bryant's former duties in Little Rock. Bryant will make his home in Branford in the house formerly occupied by Casper. Bryant's wife and 16-year-old daughter joined him here.

The Connecticut FBI chief has been with the FBI for 15 years, serving at various times in Albany, N.Y., Vermont, Syracuse, N.Y., New York City and Dallas, Tex. He also served at one time as a supervisor in the criminal division of the main FBI office in Washington and as assistant agent in charge at Birmingham, Ala., and Miami, Fla. He went from Miami to Little Rock where he was in charge for two years before coming to Connecticut.

. JUVENILES .

Vox-Cop

September - October, 1957

Psychology Of Delinquency

Some of the things the kids are doing these days are beyond ordinary adult understanding. Every man can remember the pranks of his youth, the scrapes he got into, the mistakes he made. Every woman can recall incidents in her girlhood when she acted as she would not wish a daughter to act. But boys and girls of today, when they go out of bounds, seem to get into more and worse kinds of trouble than ever happened to the generations that have reached years of so-called discretion. And, what's worse, they seem to be proud of it.

Juvenile bravado in these times often expresses itself in real crimes. The incidence of juvenile delinquency has increased tremendously throughout the country. It has gone way up right here in Meriden. Police Chief Carroll has always been a little inclined to understate rather than to overstate crime conditions here among the young, but he could not play down the figures in his last report. There is a genuine local juvenile delinquency problem--the same here as elsewhere.

Such conditions cannot be cured by pretending they don't exist. We know what we know.

Meriden has provided exceptionally fine facilities for the leisure time of its boys and girls. In the department of parks and playgrounds we are well equipped. In the department of youth organizations we have just about everything that could be offered: a fine, new Boys Club; an excellent Girls Club in expanded quarters; Boy Scouts and Girl Scouts numbering in the thousands, with first class adult instructors and leaders; a YMCA and a YWCA on a par with the best in the country; numerous church organizations which work zealously among the young, with spiritual values uppermost. With all this effort, where have we failed? There is no easy answer.

Analyses of the cases of children who

have gone wrong only produce more confusion. To find a common denominator for youthful crime seems impossible. To always blame the parents is to be unfair, for boys and girls with the most careful of upbringing may be found among the young delinquents. So-called "broken homes" do not invariably produce delinquents. When parents separate or become divorced, both of them do not necessarily abandon their responsibilities toward their children. Often one parent or the other, sometimes both, continue to give love, care and attention to the youngsters they have brought in to the world. Juvenile delinquents are found among the children of wealthy families as well as among the children of poor families. Sub-standard living conditions may be a contributing factor to juvenile wrongdoing, but many children brought up under such circumstances turn out to be useful citizens.

There is one attitude which seems to be found among juvenile delinquents everywhere. The children who get into trouble with the law are proud of their exploits. They may hang their heads and even cry when they are lectured by the court, but even this experience adds to their pride. Among children of their own age, they feel that they have gained prestige. Too often they are correct in this opinion.

The basis of gangsterism is the desire to show off. The basis of these midget wars in which so many youths engage with knives and guns and bicycle chains is the same desire. Destruction of valuable property and many demonstrations which seem to be sheer meanness are often brought from the same motive --to gain the bad reputation which a large section of youth has exalted.

It seems to us that some remedies for juvenile delinquency may be found in recognition of this attitude. The strongest restraining influence upon boys and

girls inclined to wildness may come from children of their own age groups. There is an opportunity here for decent youth to come forward and take a hand. The mission is not one for preaching or arguing or condemning. The attitude should be one of recognizing sound values and standing by them. The youngster who brags about how he has defied the law should not be admired: he should be subjected to ridicule. That would be the worst setback he could have in his ambition to become a "big wheel" among the lesser "wheels." Ridicule hurts, especially when it comes from those one meets every day.

Police authorities and school authorities could apply the same method. The delinquent's self-appreciation must be reduced before his wrong tendencies can be conquered. If he can be made to realize that he's not such a fine fellow, after all, there will be hope for him. ---The Meriden Journal

A SAD PROBLEM

The roots of juvenile delinquency run in many directions. Let's not just blame parents in this confused age of change.

A cliché of juvenile delinquency is to blame parents. Billy Graham echoed this the other night in New York when he commented on the crime wave by young thugs which has resulted in three murders in 10 days. Said the famed evangelist: "We are beginning to reap what has been sown in parental failure to discipline children and teach them religion. He added: "Most of the trouble comes from children reared in homes where prayer is neglected, the Bible is never opened and church attendance is spasmodic."

It has always seemed to us that parents have been made the whipping post for young people, chafing at the society which neither accepts them as adults nor accords them the special privileges of children. The problem is complex and should make mention of the changes our society is undergoing.

Discuss juvenile delinquency and then

remember that in the last 50 years, we have gone through two major wars, lived out a serious depression and are now sweating out a cold war which could erupt any day and destroy civilization as we know it.

Social workers tell us that delinquents come from many different types of families. A police officer told us not too long ago that he would rather have duty in one of the so-called tough sections of town than a part of the city equated with good homes. Said officer claimed young people were less of a problem in the tougher district. Nor should we forget headline stories telling of young people from good homes who have committed some of the atrocious crimes of our day.

Let's be honest. Connecting juvenile delinquency with wayward parents may well have been overdone. If man ever reaches the point where he can sit down quietly and ponder his problems in a stable society, we predict that delinquency will decline, and so will a lot of other crimes. ---Waterbury Republican

JUVENILE CRIME

Many cities abroad are reporting progress in their attempts to control juvenile crime. The reverse seems to be the case in the United States.

The chaos of World War II is credited with spawning much of the juvenile crime that burst upon the scene following VE and VJ days. In many countries existing social orders had broken down, local governments were not functioning, and scarcity of food and clothing disrupted the normal processes of obtaining these everyday commodities. On top of this many families were physically separated. It was a fertile time for crime and young people, who always have a certain amount of rebellion for the old ways, adjusted as best they could to chaotic conditions.

Results are only too apparent. But as a semblance of order was restored to the scene, the social structure became more secure and juvenile crime in Europe

started to decline.

In Paris there was a rash of delinquency after the war. But between 1949 and 1952 crimes by youths had dropped by 50 per cent. Paris officials now reveal that delinquency is up 2.6 per cent but they are not worried because the juvenile population has risen six per cent. London also reported a drop in juvenile crime after a sharp rise in the years right after the war. However, the rate of crime by young people is still 25.6 per cent of the total in London.

In West Berlin, crime by teenagers has shown a downward trend since 1950, and in Rome, minors are responsible for only a small part of the crime rate and for almost no crime of violence.

However, the large cities in this country report little improvement in arresting the growth of juvenile crime. New York officials calculated that persons under 21 years of age constitute 14.9 per cent of those arrested for all crime. Youths in the same age group made up 50 per cent of those arrested for robbery and 61.3 per cent of those arrested for burglary. In Los Angeles 20 per cent of those arrested for felony were teenagers. San Francisco has not kept figures on juvenile crime but referrals to the juvenile probation department has increased from 1,825 to 2,900 in 1956. In Boston, teen crime is continually growing.

Juvenile insecurity, broken families, world conditions, inadequate parental guidance, and a decrease in the "oldtime family unity" are among the many causes suggested as responsible for this modern-day problem. Almost everyone has his own pet theory on the matter and that alone reflects the concern of a nation puzzled by the behavior of many of its young people.

---Waterbury Republican

"You've been with us a week now and so far we haven't been able to find anything you can do; yet when we hired you, you said you were a handy man."

"That's right, sir. I am a handy man. I live right around the corner."

PLANS FOR DELINQUENCY

Two aspects of City Hall's latest plans for dealing with juvenile delinquency will arouse immediate interest and speculation. One is the proposal that work camps--presumably located upstate--be established for youthful offenders. The other is that "vigorous police action followed by effective court procedures" be instituted in cases involving "hard-core problem children"--the small proportion of juveniles who are responsible for the overwhelming majority of youth crime.

The work camp idea is obviously patterned upon the depression era Civilian Conservation Corps, but there are considerable differences. The young men who went to the C. C. C. camps did so because no other employment was open to them. They went there voluntarily. The camps envisaged by Mayor Wagner would be designed for convicted delinquents; they would, in effect, be a substitute for confinement in an institution. Yet even with these differences, the C. C. C. camps could serve as a useful model. Putting a delinquent in a work camp would not only offer the opportunity of learning a trade, it might also engender a sense of team play and social responsibility. It would take a boy from the neighborhood that helped breed his delinquency. It certainly seems a preferable alternative to spending a number of years behind bars, both from the standpoint of the delinquent and of the society which is trying to redeem him.

Mayor Wagner's second suggestion is less explicit. His reference to the need for "vigorous" police action carries an implication that the police have until now been insufficiently resolute in dealing with the problem. And it seems apparent, too, that the Mayor feels that a sterner attitude on the part of the courts might be helpful in bringing an admittedly bad situation under control.

The Mayor's suggestions will have to be spelled out in greater detail before the likelihood of their effectiveness can be assayed. But it is encouraging to find that City Hall apparently intends to come to grips with the problem

on a broad front, rather than relying on any single cure-all. There is, as a matter of fact, no cure-all. New York's juvenile delinquency situation involves so many social, economic and racial factors that no simple solution is in prospect. It will be a long struggle and a hard one, but it must be waged.

---New York Herald Tribune

GIVE THE BOYS SOMETHING TO DO

In all the angry controversy about youth and crime it is reassuring to hear an occasional voice of calmness which sticks to specifics and says not a word about world tensions, responsibility of the home, overall committees or any of the customary abstractions.

We refer to Robert Moses' little letter to Mayor Wagner outlining how the Department of Parks can help. The commissioner proposes more playgrounds in thickly populated neighborhoods, a further boost for year-round recreation centers, enough of a budget to buy plenty of equipment (basketballs, softballs, bats, tennis paddles, etc.), and a mere \$50,000 to set up a competitive sports program.

In short, Mr. Moses wants to give the boys something to do. There is no sociological gobbledygook here, no attempt to deal with law enforcement, punishment, detention homes, court operation or any complexities. But Mr. Moses, without spelling it out, obviously believes that a lot of delinquency can be prevented by keeping young minds and bodies occupied. It is hardly a novel approach, or anything resembling a cure-all. Yet this has the virtue of being definite and understandable, just as the Citizens Union recently proposed among many things, that the city keep the schools open all year and every evening as community centers.

There is, as everyone knows, a complex youth problem which is manifesting itself in rising crime. Now it is well enough to have studies and conferences, and to recognize the need for dealing more successfully with curatives through rehabilitation. But it would save a lot

of trouble to deal with the problem early.

We need those 5,000 additional policemen to enforce law and order. That is a salutary specific, now that violence has got to its present magnitude. Let us, however, take more heed of prevention and provide good outlets for young vigor. Recreation is at least one way of making better people. Certainly there is more promise in starting early than late. ---New York Herald Tribune

THE JUVENILE PROBLEM

Juvenile delinquency is a tough enough problem for municipal authorities to face in so far as arresting the guilty individuals is concerned and in trying to steer them into a way of life which does not run afoul of the law. But apparently there are a great many incorrigibles who simply do not respond to decent human treatment in any way whatsoever. The shocking revelation by Judge Samuel S. Leibowitz that youthful offenders have thrown inkwells at judges and have even struck justices over the head with chairs gives pause for sober second thought on any lenient treatment for young criminals.

Granted that they are "sick and disturbed kids," as Presiding Justice John Warren Hill, of Domestic Relations Court, put it, that is still no reason for such gross disrespect of the law. Even the most hardened adult criminals, when finally brought to the bar, show a modicum of respect for the court of justice. Must we, as Justice Hill says, have to accept this type of behavior as something we have to put up with? It would seem that leniency in this sort of case simply encourages further flouting of the law. As Judge Leibowitz suggests, a thorough examination of the record of each offender should be made in each instance. If the young criminal is shown to have a past involving serious crimes, he should not be permitted to remain at liberty to commit further sins against society. Rehabilitation may be possible in many cases, but the line must be drawn somewhere. ---N.Y. Herald Tribune

Between



Ourselves

Vox-Cop

September - October, 1957

COURTESY OR CIVILITY

Which Does The Public Expect From Its Policemen?

By Raymond E. Clift

A short time ago I sat with the Judge in a Traffic Court and while there, I saw and heard a most unusual thing happen in one of the cases. The incident concerned a serious traffic accident. The defendant before the court was a surly, unkempt fellow who had committed a number of flagrant violations, among them "Driving When Under The Influence of Liquor, Reckless Driving and Leaving The Scene Of An Accident." On top of these, he had "Resisted Arrest" and had been, in others ways, a most obnoxious person.

Now this fellow was arraigned in court, and was standing before the Judge's bench. Alongside of him were the state's witnesses. These men (like the defendant) were a little on the crude side themselves. The arresting officer was in the witness box and giving testimony that went something like this: "Your Honor, this gentleman (pointing to the defendant) drove his car to the left side of the street and struck this gentleman's car (pointing to the witness) head-on. This gentleman," he went on, (pointing to another witness) "was standing on the curb and...."

The Judge, who had been making an entry in his journal while listening to this testimony, looked up from his writing, rather startled, and said, testily, "Wait a minute, Officer, which gentleman are you talking about ... the Defendant or the Witness?" The young policeman explained, "I'm talking about the Defendant, your Honor." "Well, then," the

Judge said, "Why don't you say Defendant?" A little later, the Judge leaned over to me and said, in an aside, "Imagine calling a bum like that a gentleman!"

I was impressed by this incident. It reflected not only the Judge's down-to-earth qualities, but his good common sense as well, in asking for correct terminology in his court. I was impressed also by the fact that the well-meaning officer demonstrated a behavior pattern that is carried to an extreme in police work today. I refer to the great emphasis on the matter of courtesy. This habit may be winning a few friends for us here and there. At the same time, however, it is making a mockery of the general field of politeness, and causing our actions to be misconstrued both by the criminal element and by our law-abiding citizens.

It is time we reappraised "courtesy" in light of the need for more "civility" in our law enforcement process.

Courtesy is a term that finds its best application in the ballroom of polite society. It is "correct and sincere" and "springs from the heart", unlike Civility, which might be "cold and austere", and often does little more than just meet the requirements. The latter term does imply, however, that there is an absence of rudeness and quarreling in Civil Contacts, while Courtesy almost denotes that you go overboard in being nice to people. Women will speak, for example, of the "impres-

sive civility" of an officer of whom they have made an inquiry, or of the "unfailing courtesy of a teacher toward her pupils." Thus you have the difference in these two terms. The question is: How often should you use this suave, urbane matter of courtesy in police contacts?

I know personally of a few cases (and I have read of many more) where officers lost their lives because they were too courteous in a police operation. They emphasized kindness and politeness in dealing with the most dangerous criminal element. Forgetting that the violator used these very same techniques himself, in preying upon innocent people, they bobbed right into his hands. How many officers lose their lives each year, for example, because they are reluctant to say "No" to an offender, whom they have taken into custody, and who then asks for "courtesies"? Kindness is often repaid in these cases by a bullet . . . because the criminal thinks the officer is afraid.

The public gets the wrong impression when it sees the policeman being "genteel" with a violator. Citizens don't want "wrist slapping" when an unprincipled bum has torn up his home, battered his wife and children senseless, or committed some other reprehensible offense. If there is to be any slapping at all (which I am not suggesting they do want) most people prefer that it be worthwhile . . . and by someone who is correcting a wrong. They positively do want their policemen to look and act like they are in control of a situation and are not, in the least afraid of the wrongdoer.

We have seen over and over again that the mollycoddling of bad boys and girls does not cure their delinquency, nor breed respect in them for law and the courts. Neither should we feel that courteous treatment of the adult violator will make him any more amenable to discipline. He has to be treated with civility . . . yes . . . but no more than that.

I would not want to return to the kind of police behavior that was in vogue, say thirty years ago. Public relations were almost unheard of in those days. Consequently people feared the

policeman rather than loved him. However, the pendulum has now swung the other way and it often seems today that police agencies in their public relations programs, try to be "all things to all people" . . . a difficult achievement, to say the least.

Courtesy is a good thing and should be preserved in the police service for old ladies, little children, and other decent law-abiding citizens whose contacts with the police are usually on the positive side. For the violators, though, we should cut out such nonsense and deal with them on a strictly Civil basis of "no quarter intended and none to be given." Courtesy and consideration is foreign to these people anyway or they wouldn't be involved in a violation in the first place.

A spot to begin this new treatment might be with the male and female of our species. We might begin to call them "man" and "woman" again. . . on a strictly factual basis. . . and forget about this "ladies" and "gentlemen" tag for every nondescript that comes along. The true ladies and gentlemen in our midst would appreciate this distinction I am sure.

---Reprinted from LAW AND ORDER

CLUES TO SUICIDE SOUGHT BY TWO WEST COAST DOCTORS

Two psychologists have invaded the shadowy world of suicide in a search for clues left by the 15,000 Americans who kill themselves each year.

If the doctors could learn to recognize the subtle hints thrown out by a mind plotting self destruction they would be on their way to solving what has become a major health program. Or so say Dr. Edwin S. Shneidman of the University of Southern California and Dr. Norman L. Farberow of UCLA.

By painstaking detective work the two scientists have reconstructed the lives of thousands of men and women who have committed suicide, paying special attention to their activities in the final week. They have read and analyzed nearly 800 suicide notes.

Their findings have just been published in a book called "Clues to Suicide."

The psychologists found that most suicides occur between the ages of 40 and 59, that three times as many men kill themselves as women, that three times as many whites commit suicide as non-whites.

They found suicides more common among the economically well off than among the poor. They found far more Protestants kill themselves than do Catholics or Jews. They found that the suicide rate for married persons is lower than for those who are single, widowed or divorced, and that there are fewer suicides proportionately in rural areas than in cities.

They found that women generally favor barbiturates as instruments of suicide, while men are more likely to use guns or other violent means.

And they found the things that supposedly trigger the suicide -- ill health, emotional stress, financial loss, and the other motives usually listed in newspapers -- are not the real causes and are actually not very important in the study.

"But what we're trying to learn is not so much why people commit suicide as how they act once the idea of suicide has taken hold," said Dr. Shneidman.

"We believe there are definite signs that indicate the suicidal attitude -- obvious things such as loss of appetite, sleeplessness, lowered sex drive and others not so obvious.

"We hope to make these signs so explicit that they can be recognized for what they are and the individual can get the care and understanding that could save his life."

They were bidding farewell to one who was leaving for India. In the conversation a friend said: "It gets very hot in India at times. Aren't you afraid the climate might disagree with your wife?"

The man looked at him reproachfully. "It wouldn't dare."

KELLY SEES PIKE FORCING POLICE MANPOWER SHIFTS

A possible reshuffling of the State Police manpower and the need for some new sub-stations were foreseen as a result of the year-end opening of the new \$460 million Connecticut Turnpike.

"The department's plans for the future will depend to a large extent on the experience gained in patrolling the new Connecticut Turnpike," Commissioner John C. Kelly advised Governor Ribicoff.

"It may become necessary to make geographical shifts in the department's manpower to a system somewhat different than now operating in the eleven station setup," the State Police head said in his annual report, adding:

"It is likely that some additional sub-stations may have to be established which will require some new buildings."

Commissioner Kelly noted that 100 additional men authorized by the 1957 General Assembly will be put in the field next year and "practically the entire number will be absorbed by the patrol of the new turnpike."

He also called attention to the legislature's approval of a site for a new barracks in Westbrook to replace the original site in Killingworth.

The new site, adjacent to the Connecticut Turnpike, he said, "will not only provide a better location from an engineering viewpoint, but it will be better located to cover the entire Westbrook Barracks area."

He said that several innovations, started last year to step up enforcement under the governor's highway safety program, have been so successful that they will be continued.

"The most important of these was the concentration of patrols on highways carrying the greatest amount of traffic and those which were considered most susceptible to high accident rates, he continued.

"The four new ranch wagons equipped as emergency ambulances and distinctively painted have proved so successful that eight additional units have been ordered. These will be used to augment the regular patrols on the parkways and the new Connecticut Turnpike."

Commissioner Kelly said that of the 6,150 accidents investigated by officers of his department last year, 83 per cent resulted in arrest or warning.

STATE POLICE ROAD TO EFFICIENCY

Almost every Connecticut resident and practically all visiting residents of other states as well, are acquainted with the record for efficiency borne by our State Police. Most of us, we suppose, take it for granted.

There must be some, however, who on occasion wonder how that state of efficiency is reached. Those who so pondered recently were furnished with a logical explanation. We hope that they read it and took in its message.

The 1957 General Assembly authorized a move which would bring the strength of our State Police organization up to 450 men. Steps toward that goal are now being taken through plans calling for a series of four personnel training classes. The first such group, comprising of 31 men, is now launched on a training program. General police subjects will be studied--for a minimum of 750 hours. After that those who complete the course and graduate will be probationary state policemen--for nine months.

After that--experience is a fine teacher, as many of our State Policemen so well demonstrate, either in the performance of their routine duties or in their able reaction to emergencies and dangers. So, as may be seen, the road to becoming a Connecticut State Policeman is not a short one. It is, obviously, well constructed.

---New Haven Register

A good rule for going through life is to keep the heart a little softer than the head.

---Changing Times

Wisdom comes not from experience but from meditating on experience and assimilating it.

---Joy Elmer Morgan

BOSTON POLICE ARREST FUGITIVE; PERPETRATOR OF CONNECTICUT HOLDUP

Recently a holdup man made away with a large amount of money from the Myrtle Knitting Mills of Unionville. Off. Schrader of the Hartford Barracks was assigned to the case. An intensive investigation disclosed that a Harold E. Goodrich was the principal suspect.

A tip was received that Goodrich had changed his name and was living in Boston under an alias. Off. Schrader went to Boston and upon contacting the Boston Police Department was extended the complete facilities and cooperation of that organization. After immediate leads were exhausted Off. Schrader returned to Connecticut without his man.

In a few days The Boston P.D. Hotel Squad advised Off. Schrader that they had picked up Goodrich and were holding him on a charge of "Carrying a Dangerous Weapon," and being a Fugitive from Justice. He was presented in the Boston Court and waved extradition to Connecticut.

Goodrich is now awaiting trial before Superior Court on the charge of Robbery with Violence. Once again cooperative action has resulted in the successful culmination of an investigation. Our thanks to the Boston Police Department for its outstanding work in this investigation.

THE LAW THAT IS NEVER ENFORCED

It is reasonable to ask State Police, local police, and motor vehicle authorities why the law that prohibits attaching any article to a windshield to obstruct a view of the road is not enforced. The law is clear and simple: "No article shall be attached to any motor vehicle in any manner as to interfere with an unobstructed view of the highway upon which any person shall be operating such motor vehicle." So reads subsection C, Section 1029C.

And this same safety feature is repeated in subsection F, Section 1030C: "No person shall operate a motor vehicle ...if such windshield is in a condition

to interfere with an unobstructed view of the highway. Any person who violates any provision of this section shall be fined not more than fifty dollars for each offense."

What are the facts? One can stand at the corner of Main and Asylum, or any other busy intersection in the state, and spot cars that have shoes, teddy bears, giant dice, stuffed pandas, or monkeys on springs hanging in front of the driver. There are shrunken heads, too, but these are usually behind the wheel of the car. One off-beat character even had a whole series of fluffy cotton balls running around the four sides of his windshield, so that it looked like the family entrance to an old-fashioned saloon.

All of these OBJETS D'ART obstruct the view of the driver. Some of them move, jump, swing. Some bounce up and down. Some day, if it has not already happened, a pedestrian will be right in the line of view of a teddy bear or panda and will be killed. Then a somnolent police will wake up.

Why not enforce the law now by cleaning up the windshields that are daily becoming a dangerous threat to pedestrians? Why wait for death to strike?

---Hartford Courant

A SIMPLE QUESTION TO POLICE AUTHORITIES

Connecticut statutes are clear on the subject of obstructed windshields. Hanging any object in front of the driver is forbidden. But casual observation by any citizen will reveal a variety of objects ranging from toy monkeys to baby shoes hanging in front of the drivers' eyes.

A simple question to state and local police and to the Motor Vehicles Commissioner is this: Why is this law not enforced?

If there is a good reason why police authorities are unable or unwilling to enforce this statute, the next session of the legislature ought to repeal all restrictions against obstructed vision. There is nothing that breeds disrespect for the law like statutes that are ig-

nored by the policing authority. Let's legalize baby shoes!

---Hartford Courant

DAMAGED CAR RELEASE STICKERS

The Denver, Colorado, police department has a new idea for tracking down unreported traffic accidents. Police officers are required to place on each vehicle involved in an accident a "Damaged Car Release Sticker," containing the date, location, license number and the officer's name and serial number. The officer must personally place the sticker on the damaged car or cars.

The stickers are numbered, and the number of the sticker must appear on the accident report. The officer must shade in the parts of the vehicle damaged on both the sticker and the accident report. Each officer is held responsible for serial numbers issued to him.

Garage operators are required by law to report any vehicle brought to them for repairs that shows evidence of having been involved in an accident, but a car bearing the sticker relieves them of this responsibility. Garages need not check with police before repairing the vehicle if it has an official sticker attached. Thus all damaged vehicles without a sticker are suspect of hit and run, failure to report an accident or other violations involving damage.

SHIFTLESS CARS FOR BEGINNERS

A recent survey conducted by the Driver Education Section of the National Safety Council discloses that there is a trend toward increased use of automatic transmission cars in high school driver-training courses. One third of all students request both types of training.

Teachers feel that use of automatic transmission speeds up "car feel" and confidence. They believe students should be started on automatic and then given a standard transmission for the final few weeks of the course.



Promotions And Assignments

Lieutenant William T. Casey, Commanding Officer of the Litchfield Barracks, was promoted to the rank of Field Captain in orders issued September 18 by Commissioner John C. Kelly. Several Resident Officer assignments were made and two transfers were listed in the same order.

Captain Casey left the Litchfield Station in favor of a new assignment as Night Executive Officer at Headquarters effective October 1, 1957. Captain Casey who entered State Police service at the training school in Ridgefield on October 11, 1937 will complete twenty years of service in a few weeks. After graduation he was assigned to the Ridgefield Barracks and then transferred to Litchfield on December 15, 1941. While serving at Litchfield he was promoted to Detective Sergeant June 16, 1946 and then to Lieutenant in command of the station September 16, 1949. His position at Litchfield was assumed by Lieut. Anton M. Nelson, of Granby, who was transferred from the Bethany Station.

Captain Victor J. Clarke, of Woodbridge, transferred from Night Executive Officer at Headquarters to Field Captain of the Western District with base station at Bethany.

Effective October 1, 1957 Resident Officers were assigned as follows:

Officer James M. Costello, of Fairfield, Resident Officer for Newtown. Officer Costello entered the training school at Bethany August 16, 1945 and was assigned to the Westport Station. Following graduation he served at Westport until he was transferred to Ridgefield July 19, 1954.

Officer Samuel J. Wilson, of Fairfield, Resident Officer at Brookfield. Officer Wilson entered the training school at Bethany February 10, 1947 and

took up a temporary assignment at the Westport Station after graduation. On November 5, 1947 he was transferred to Ridgefield Barracks and has served at that station since that time.

Officer Robert Rasmussen, Jr., of New Fairfield, Resident Officer at New Fairfield. He joined the State Police Department February 16, 1954 and upon graduation from the training school was assigned to the Bethany Barracks on June 7, 1954

Officer Wendell J. Hayden, of Manchester, temporarily assigned as Resident Officer at East Windsor. Officer Hayden entered the State Police Training School at Bethany on April 16, 1953 and after a tour of duty in the Special Traffic Squad at Headquarters he was assigned to the Danielson station. On Nov. 19, 1956 he was transferred to the Stafford Springs station.

Officer Sidney W. Toomey, of Norfolk, Resident Officer at Norfolk. He reported to the training school at Bethany February 16, 1954 and since his graduation on June 7, 1954 he has served at the Canaan Barracks.

Officer Theodore Haxton, of Westbrook, Resident Officer at Deep River. Officer Haxton entered the State Police service March 3, 1952 at the training school in Bethany and after graduation was temporarily assigned to the Special Traffic Division at Headquarters in Hartford. On November 1, 1952 he was assigned to the Westport Station and transferred to the Westbrook Barracks June 7, 1954.

Officer John P. McLaughlin, of Bristol, Resident Officer at Burlington. He reported to the training school at Bethany February 16, 1954 and since his graduation on June 7, 1954 he has served at the Hartford Station.

COMPLIMENTS

Vox-Cop

September - October, 1957

October 14, 1957

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

Dear Commissioner Kelly:

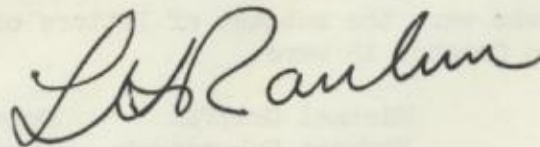
Four times within ten years my shooting lodge in Saybrook has been broken into - and four times in ten years the Connecticut State Police have successfully apprehended those responsible, the most recent arrest having been made last Thursday.

I would indeed be a person of little appreciation if I let this opportunity of thanking you and your staff pass. As Commissioner, you can have no favorites among your men - but you can bet your life that I certainly have a soft spot in my heart for Lieut. F. J. Mangan and his corps in Westbrook who have batted 1000%!

I should appreciate your making known to them my feelings.

Thank you again.

Sincerely yours,



LHR:w

C O M P L I M E N T S

Wallingford, Connecticut
October 14, 1957

Taconic, Connecticut

Dear Sir:

Dear Sir:

On Monday, September 30, my wife, who had been scheduled for a caesarean section the following day, suddenly, prematurely, went into labor. It became imperative to get her to Hartford Hospital immediately.

The time was about 7:30 a.m. and traffic conditions on the parkway were becoming increasingly difficult. I managed to flag one of your Troopers, who instantly and efficiently took charge of the situation. Transferring my wife to his bright blue station wagon, and with his light and siren going he was able to reach the hospital many minutes before I possibly could have. My wife and new son are both fine.

In my nervous excitement I did not think to get the identification of this Trooper. All I know is that he reached us somewhere between Berlin and Rocky Hill, at about 7:30 a.m. If there is any way I could learn his name, my wife and I would like to thank him for the service he did us.

Very truly yours,

John J. Keogh, Jr.

The courteous, prompt and efficient assistance given by the personnel of the Canaan Barracks in the search for Mr. Mahla and his two daughters, age 5 and 10 respectively, lost in the vicinity of Bear Mountain on the night of September 16th, was in my opinion outstanding. Lieutenant Menser is to be congratulated on having such a fine organization.

Mrs. Mahla, much concerned at the failure of her family to return before dark, called me. I transmitted the information to Sergeant Buffa who with the utmost dispatch located Mr. Mahla's car on the Mt. Riga road and later Mr. Mahla and his daughters, then being cared for by Mr. Whitbeck's family.

Mr. Mahla and his daughters had a harrowing experience, being lost in rugged, mountainous terrain, in darkness and rain, so it was most comforting to them and to all concerned to experience the protective concern rendered by the Connecticut State Police.

The exemplary character of Lieutenant Menser, Sergeant Buffa and their men in public service of this sort is most commendatory. Please extend to them our appreciation and thanks for a job well done.

F. E. Rundell
Colonel, U.S. Army, Ret.

(Editor's Note: The trooper was Off. Elmer Neal of the Hartford Barracks.)

Patrolmen who were the subject of letters of commendation between the period of September 5 to October 15 were:

- | | | | |
|----------------------|--------------------|------------------|------------------|
| William Burke | Michael Griffin | John Kenny | Joseph Palin |
| Edward Collins | Herbert Haberstroh | John Kozma | Raymond Reynolds |
| Bernard Conlon | Otto Hafersat | Robert Manship | William Tomlin |
| Robert Dee | Clifford Herrick | Jerome Nepiarsky | David Toomey |
| William Doyle | William Hickey | Harold Neville | Kenneth Tripp |
| Cleveland Fuessenich | Frederick Keller | Joseph Oliva | Donald Warner |
| Harold Greenberg | | | Samuel Wilson |

Also the subject of commendatory letters were Auxiliary Officers George Ford, Richard Gentile and Charles Tyler.

IN-SERVICE STUDIES

Vox-Cop

September - October, 1957

Specialized Police Work In Handling Mental Patients

By Deputy Sheriff Cope Hartley,
Stanislaus County, Calif.,
Sheriff's Office

Stanislaus County, Calif., located in the rich and productive San Joaquin Valley in the geographic center of the State, is essentially an agricultural-type area of 1,450 square miles with a population of approximately 150,000 people. The population is considerably augmented each year by the large influx of migrant workers who pour into the county during the May-to-November harvest season.

An area of this size, population and character presents the usual varied and often complex problems which face law enforcement agencies everywhere. Not the least among these problems is that of the mental patient. While perhaps not a major or everyday problem, it is certainly an important and extremely sensitive one often involving the personal safety of relatives, citizens, the officer assigned to the case and, of course, the patient.

To afford such cases proper handling is demanded primarily by the dictates of common decency and the fundamental principles of humanity. Not to be disregarded, however, are the tremendous public relations factor which surrounds these cases and the possibility of severe adverse criticism brought about by improper or inexperienced handling.

This is definitely a specialized branch of the field of law enforcement and should be recognized as such. Every law enforcement agency should have available an officer or a detail trained in all phases of handling mental patients. Naturally, the volume and the complexity of those cases being investi-

gated and processed will govern the number of personnel assigned to this specialized work.

In Stanislaus County, Sheriff Dan Kelsay has designated me to handle this detail, and I receive as much assistance from other deputies as needed. Department regulations require that all reports involving mental patients be channeled to me for processing. In the calendar year 1956, I conducted 876 investigations of this type, resulting in 173 commitments to State institutions.

The peace officer generally contacts the mentally ill person in one of two ways: through the service of a court petition and warrant of apprehension or in response to an emergency call by terrified relatives or citizens subjected to the strange reactions of a deranged mind.

In either case, the officer's understanding of the problem, manner of approach and overall demeanor can often avert what threatens to develop into a serious and dangerous incident.

The Approach

The peace officer must realize that insane persons, including both males and females, are sick and not responsible for what they believe or do. It is almost impossible to convince a psychopath that his ideas or actions are wrong or bizarre and any effort to do so often throws the patient into a frenzy. Application of certain methods of approach on the part of the officer can avert this frenzy, and create understanding and cooperation on the part of the pa-

tient.

A most important thing is to be casual in the approach. Unless it is a situation where the officer or others are endangered, the patient should not be given the idea he is being hurried or rushed. Never threaten, argue, or frighten the patient. Most patients become wildly excited or resentful when contacted. A calm and friendly attitude generally will cause the outburst to subside. The officer should then attempt to gain the person's confidence and through persuasion induce him to go along to the hospital.

The patients should not be told they are wrong, regardless of what wild assertions they make and how unreasonable they become. Threats, insulting remarks, and cursing by such individuals should be overlooked. Sympathy toward their imagined problems or ideas can gain confidence. Agree with them but, if at all possible, never lie to them. Lying might ease the immediate "pickup" problem, but the patient is bound to learn the truth later and then lose confidence in all authority, and those empowered with his care later will find the task much more difficult.

When necessary, the officer should temper his friendly attitude and meet the patient's unreasonable actions with firm, direct orders to shock him into cooperation. An authoritative tone demanding unquestioned obedience often "gets through" to a mental patient, causing him to cooperate.

No set rule applies in the initial handling of all mental cases. I have evolved three ways of approaching and taking patients into custody. First, there is the pleasant and sympathetic approach, wherein I identify myself as an officer, explain why the petition was issued, and advise that relatives and others are concerned with the sickness of the person. I tell him what is facing him; namely, examination, court hearing and possible commitment to a hospital. I try never to hurry and sometimes I go over and over the same story. The majority of patients respect the law and will go with the officer, maybe not willingly, but at least more or less calmly.

Then there is the situation where neither persuasion nor explanation convinces the person that he is in custody and must leave with the officer. Under these circumstances firmness becomes necessary. Such firmness should still be shown only verbally. An approach which has often proved successful at this point is letting the patient know that if he fails to adopt a reasonable attitude, you can only assume that he is mentally ill and unless he changes his attitude it will be necessary to take him in restraint. It is surprising how many patients will calm down and become most cooperative in an effort to prove to you that they are not insane.

Then there is the difficult situation. The patient has not reacted to kindness, explanations, or verbal coercion and he is building up to a definite repulsion toward everyone opposing him. There is only one thing to do: move in quickly, restrain him and get him to the "lock ward" immediately.

The Pickup

No officer should try to "pickup" a mentally ill person alone. Even senile cases can become dangerous and combative. In the case of a known "difficult" patient, if possible, take two or three assistants. The mere preponderance of numbers may well avoid trouble.

The officers must be constantly alert during the pickup phase. Objects such as bookends, lamps, canes, vases, shears, or knives should be casually removed from the reach of the patient. Patients should be searched for weapons and should be watched for any sudden move in an effort to escape or attack. If the patient becomes violent, he should be restrained with handcuffs, safety locked, or restraint straps.

It is a good idea to ask members of the family or friends who are present to leave the scene if it becomes apparent that it will be necessary to use force. Also, many mental cases have strong and often violent reactions to those closest to them, and they will calm down if such persons leave the immediate room or area. However, if the patient is fearful unless a relative accompanies him to the hospital, ask the relative to ride

with the officers to the hospital.

Regardless of the fact that it sometimes takes the combined efforts of several officers to restrain a mental patient, there is always the probability that some relative will cry "police brutality." It is therefore imperative that the officers be so trained that the task, whenever physical contact becomes necessary, can be accomplished as quickly, expertly, and humanely as possible.

The foregoing applies generally to contact with a patient in his home or other similar surroundings. The pickup in public is somewhat more complicated due to the presence of spectators. On these occasions the same techniques apply but the officer should endeavor to move the patient quickly from public gaze. If physical contact in the form of restraint is needed, an effort should be made to avoid using strong-arm methods associated with arresting combative drunks and the like.

Types

Fortunately, most mental cases will listen to some form of reasoning. However, there are types who have reached the stage of complete and unreasoning violence. With such cases the only thing to do is to move quickly and subdue them.

The homicidal maniac on a killing spree should be handled as just that and should be eliminated if it is not feasible to capture him alive. That is an on-the-spot problem, as is the suicide preparing to jump from a building or bridge. Some "suicides" are faking for sympathy, but in most instances these are genuine threats or efforts. It is then up to the officer and what people he can summon for help to work out an on-the-spot means of capturing the person or dissuading him from his objective.

After subduing a violent mental case and securing his hands, it is a good idea to remove his shoes and secure his ankles before placing him in a car or ambulance. During transportation the patient can be placed on the right side of the back seat of a sedan with an officer riding next to him. It is even better to place him in the back seat be-

tween two officers. The restraining officers should remove their sidearms to eliminate any possibility of the patient's obtaining these weapons.

The female mental patient is a far more difficult case to handle than the male. The officer should not hesitate to handcuff a woman patient, being even more alert than when handling a man. Women mental patients will bite, scratch, and kick, and one of their favorite tricks is to spit in the officer's face. One of the first things which should be taken from a woman patient is her purse, for it may and often does conceal a weapon. Many times the purse is used as a defensive weapon.

An officer is not a psychiatrist, but should be trained to recognize a few of the more common forms of mental illness and by recognizing them know just about what to expect from the patient.

One of the most common types is the paranoid, manifesting himself by delusions of persecution, and frequently by delusions of grandeur. The paranoid can become extremely dangerous. The type is familiar in police stations and sheriffs' offices. He comes in or phones, making complaints that the next-door neighbor is blowing poison gas on him, the wife is putting poison in the food, electric rays have addled his brain, etc. These complaints are not to be just passed off by law agencies, but an effort should be made to contact relatives for medical aid or court commitment action for the person. If there are no relatives, the person should be placed under observation for medical diagnosis. Many of these mental patients, who consider their imaginary troubles as real, finally tire of making complaints to peace officers and take matters into their own hands with the result that someone is killed or badly hurt.

Then there are the maniacs who become quite violent, hyperactive, and very talkative; the schizophrenics who are withdrawn and depressed; the catatonics who freeze into statue-like rigidity and suddenly erupt into violence; and the hebephrenics, who are silly and childish.

The alcoholic suffering from delirium

tremens is another problem. Although this type has all the actions of a mental case, actually he is suffering from a temporary condition brought on generally from being deprived of alcohol. The condition appears a day or so after a heavy drinking bout and becomes acute in 4 or 5 days. The sufferer is highly delusional, sees things, has auditory hallucinations, talks to imaginary people and objects, and is afraid someone is following him to kill him. The pa-

tient sweats profusely. He can be dangerous because of his ideas of persecution. He should be taken to the nearest medical facility, where use of modern drugs can snap him out of his mental condition in a few hours.

The law enforcement officer is concerned more with actual handling of mental cases than he is with the legal machinery for processing them.

Excerpt from FBI Law Enforcement Bulletin

Gasoline Absorption Deals Death In Accidents

GASOLINE POISONING

By Dr. J. H. Shaw, Provincial Pathologist
Prince Edward Island, Charlottetown, P.E.I., Canada

About the time that Christopher Columbus was planning his voyage to the New World a prophetic, by the name of Martha Shipton, living in Yorkshire, England, wrote the following lines:

"Carriages without horses shall go, and accidents fill the world with woe."

That Miss Shipton anticipated the automobile and its accompanying hazards at the early time is remarkable indeed.

It is about one of these hazards, and probably one that Miss Shipton did not anticipate, that I wish to write. It is hoped that it may be of some interest to those of us who are concerned with the "woe" which is caused by the increasing number of automobile accidents on our highways.

When a fatality occurs on the highway, we expect, and usually find, at the post mortem examination, fairly constant and typical injuries. They are usually those caused by the application of blunt force. Many include lacerations from fragments of glass, although the use of shatterproof glass by the automobile builder is diminishing this type of injury.

On two occasions, however, I have examined the bodies of individuals, who died as the result of motor vehicle accidents and in which death was not caused by these unusually typical traumatic injuries. Also, in each of these two

cases, it is possible that, had assistance been available immediately following the accident, death might not have occurred.

This brief review of these cases is written in the hope that it may prove helpful to members of the Royal Canadian Mounted Police, and others, should they encounter similar situations.

The first case occurred a few years ago. A party of five, three boys and two girls, were returning home following a dance at a country hall. Their means of transportation was a small truck. All five were crowded into the cab, with one of the girls driving the truck. The three boys sat on the seat and the second girl sat on the knee of the boy next to the door. As it was a cold night in November the window on each side of the cab was closed. For some reason, which is not explained in the evidence given at the inquest, the truck left the road, overturned into a ditch and came to rest with the four wheels uppermost in the air. The size of the ditch was such that the cab fitted snugly into it making it impossible to open either door. From the evidence of the two who survived this accident, and from the findings on examination of the bodies of the three who did not survive, no one received serious traumatic injuries when the truck rolled into the ditch.

Immediately following the accident, gasoline from the tank located under the seat saturated the clothing of the bodies, some more extensively than others, of the five passengers confined within the cab.

This accident, according to the evidence, occurred at about half past one in the morning.

Approximately thirty minutes later a resident of the area, in which the accident had occurred, was returning to his home and noticed the overturned truck in the ditch. He looked into the truck and, as the dome light had come on during the accident, he could see the five individuals inside the cab. He stated, "no one was moving or talking." This occurred approximately one half hour following the accident. As he was unable to open the doors he decided he should seek assistance. He then walked to his home and awakened his father. Both returned with a crow-bar and a shovel and they proceeded to remove sufficient clay to pry open the door with the crow-bar. Then they removed the five individuals from the cab.

Of the five, three were already dead. These included the girl who had been driving the truck and the two male companions originally seated in the middle of the cab. The third boy, seated next to the door, recovered shortly after being removed, and the second girl regained consciousness twenty-four hours later in the hospital.

According to the evidence of the boy who recovered shortly after being removed, he remembered the truck rolling over, the dome light coming on, the gasoline pouring into the cab and his efforts to get out. He did not realize however that he was having difficulty breathing and, for that reason, made no effort to break the window glass.

On examination of the bodies of the three victims there were no injuries due to external force. Their clothing was damp and gave off a strong odor of gasoline. On removal of the clothing there were large reddened areas with rounded margins involving about 20 to 30 per cent of the skin surfaces of the body. These areas could be classified as second to third degree burns and were typi-

cal of those caused by a chemical. Because of the reddening these burns were considered to have occurred during life. Other pale areas, from which the skin could be removed easily, were present, but these were considered to be due to the continued application of gasoline after death. It was interesting to note that the skin covering the hands and face, that is, the uncovered areas, was entirely normal. Where the gasoline was not held in contact with the skin, and could vaporize, burning did not occur.

On examination of the lungs, this tissue was found to be very heavily saturated with a clear fluid, a condition known as acute pulmonary oedema. This was caused by a high atmospheric content of vaporizing gasoline which, acting as a toxic irritant, caused this marked exudation of fluid into the air spaces of the lungs.

It is difficult to say which factor, toxic absorption through the areas of burning, or, "drowning" due to fluid exudation into the air spaces of the lungs, was the primary cause of death; undoubtedly, both contributed. However, the second case may throw some light on these two factors.

It is interesting to note, at this point, that the two survivors did require treatment for skin burns. Their clothing, because of their position in the overturned cab, or their being shielded by a companion, did not become saturated with gasoline.

The second case occurred under somewhat similar circumstances. A young man, returning home alone overturned his car. In this accident he was thrown from the car, with both he and the car coming to rest in such a position that gasoline, flowing out of the car, saturated his clothing. In being thrown from the car he received a blunt injury to the forehead rendering him unconscious but insufficient to cause death.

This accident occurred about midnight. Unfortunately, no one came along the road until early the following morning. At that time the young man was dead.

Again, on removal of the clothing, large reddened areas with rounded margins were present. Examination of the

lungs showed only very slight fluid exudation.

In comparing these cases it would appear that absorption of gasoline through the skin due to its being held in contact with the skin surfaces by clothing, is a potent and a relatively quick-acting poison. In the latter case, where the atmosphere was not confined, there was little evidence of lung irritation. The lesson to be learned from these cases is the urgency with which gasoline-saturated clothing should be removed.

Petroleum, as removed from oil wells, contains a large number of constituents, some of them gaseous and some liquid. When the crude oils are distilled fractionally, the more volatile gases are removed, and liquids are separated which boil at different temperatures. Those fractions which distill below 150 degrees Centigrade are poisonous. These include hexane and heptane which are the constituent parts of gasoline and which boil between 90 degrees and 120 degrees Centigrade. Cases of accidental poisoning have been described from the use of gasoline as a hair wash.

Tetra-ethyl lead is a compound which is sometimes added to gasoline to counteract misfiring and "knocking." It is mixed to about 0.1 per cent by weight. This compound absorbed or inhaled in sufficient quantity is also extremely toxic.

The first aid employed in these cases should include fresh air, artificial respiration, and oxygen if available. It is obvious that gasoline-saturated clothing should be removed immediately.

---The Police Chief

IMPLIED CONSENT IN CANADA

The Province of Saskatchewan has enacted the first implied consent law in Canada. The driver's license of any motorist who refuses to permit chemical analysis of his breath upon request by a police officer can be revoked by the Provincial Highway Traffic Safety Board.

---Test Talk

INTOXICATION MULTIPLIES HAZARD BY 10

A study by the Royal Canadian Mounted Police reveals that when a driver's blood alcohol is 0.15 per cent or above, he is 10 times more likely to be involved in a traffic accident than a sober driver. This study, released by the University of Toronto and the Attorney General's office, also found that the hazard is significant when the concentration is 0.10 per cent or above. In the range 0.10 to 0.15, the hazard of accident is two-and-a-half times greater than when the reading is less than 0.05.

The Mounties made breath tests of 423 drivers involved in accidents and compared them with blood alcohol concentrations in 2,015 non-accident drivers operating under conditions as nearly alike as possible.

---Test Talk

HERE'S A WAY TO BLOCK DRUG PLEA

How do you meet the plea of a driver accused of driving under the influence when he claims that drugs, prescribed by his physician, have produced the symptoms similar to those of intoxication? Here's one answer.

It is the responsibility of physicians to warn patients of drug reactions which might hamper driving ability. When a plea of drug influence is made, the prosecuting attorney should ask the physician whether he informed the patient of the danger of driving before the effects of the prescribed drugs had worn off. If the doctor has given such a warning, the driver would have no defense, as most states prohibit driving while under the influence of self-administered drugs. Enforcement officials might well inform doctors on the importance of such warnings.

---Test Talk

It is never hard to measure up to life's tests when you make it a point to use the Golden Rule.

---Tit-Bits

Safety mind S

Vox-Cop

September - October, 1957

How It All Started--

The Reliability Of Breath Tests

William C. Rose, 44, a 238-pound apartment house manager, was arrested recently in Miami, Fla., for drunk driving. Police said he was driving erratically. A breath test showed a .246 blood alcohol percentage.

In court City Judge Francis A. Sobieski permitted Rose to challenge publicly the reliability of chemical test evidence. With newspapermen, photographers and newsreels present, he drank 20 ounces of 86-proof whiskey in five hours. During this time he played cards and ate lunch. He told newsmen he was "having a ball."

Judge Sobieski called a halt after the 20th drink. At that time his blood alcohol reading was .122 per cent. Police said he failed reaction and vision tests, his speech slurred, and he had difficulty picking up his cards.

The case received nationwide attention in the press. One newspaper stated: "Authorities hold that a reading of .15 on the widely used device indicates the subject is intoxicated. They assert that this state of inebriation normally will be reached after the consumption of six ounces of whiskey or six bottles of beer." Another newspaper headlined: "Beats Drunkometer." Because of the publicity and the misleading impression it gave of blood alcohol tests, "Traffic Safety" presents the comments of Dr. Heise. ---Editor, Traffic Safety

No one is penalized for the amount of alcohol he drinks. It is the alcohol that he fails to burn or eliminate and which then circulates through his brain that causes trouble. It is this unburned alcohol that appears in the test--not what he drank.

A man spacing his drinks at the same rate he is getting rid of the alcohol can consume 12 ounces of pure 200-proof alcohol in 24 hours without showing any evidence of intoxication. With 86-proof liquor, he could drink about 28 ounces.

This shows the fallacy of the belief that drinking a certain amount will produce a definite degree of intoxication. What the newspaper reporters failed to point out is that a 150-pound person must accumulate three ounces of alcohol in order to reach .15 per cent in the blood. Since he is burning some of his alcohol while he is drinking, he must drink more than the three ounces of alcohol contained in six ounces of 100-proof liquor or six 12-ounce bottles of 3.2 beer.

Also, a husky 238-pounder would have to accumulate more alcohol than a 150-pound man in order to have the same per cent. And don't forget that the eating of lunch slowed the absorption.

So let's see what William Rose's experimental tippling really proved. He drank 20 one-ounce shots of 86-proof (43 per cent by volume) alcohol in five hours. The actual amount of pure alcohol consumed was 8.6 ounces. He burned and eliminated some of this at the rate of almost one ounce per hour, which is about twice as fast as a normal individual of his weight.

This tolerance in no way affects the chemical test for alcohol, because he must drink twice as much to be drunk as a person of normal tolerance. This double amount consumed will not show in the test. He is being penalized not for his ability to consume alcohol, but for harboring sufficient accumulated alcohol to dull his senses in spite of his tol-

erance.

So instead of discrediting the chemical test, the experiment actually confirms the importance of the test. If 20 drinks produced some symptoms of intoxication and an alcohol reading of .122, it doesn't take an expert to realize how much more intoxicated he had been when he was arrested with a reading of .246--about twice as much.

A proper legal definition of "under the influence" can be stated this way: Due to the drinking of alcohol a person loses some of the clearness of intellect and self-control he would otherwise possess. With this definition it is unnecessary to prove that the person staggered or was dead drunk.

Carefully conducted experiments involving judgment and hand-eye coordination -- qualities necessary to safe driving -- show some deterioration in all individuals when the blood alcohol reaches .04 per cent. The effects become greater as the alcohol increases. When an auto driver has a test of .15 per cent, the chance of his having an accident is increased by about 5,000 per cent.

When committees of the American Medical Association and the National Safety Council interpreted the percentages of alcohol for the legal confirmation of "under the influence," they realized that no fine dividing line could be drawn between sobriety and intoxication. Therefore, with extreme generosity they prescribed a range from .05, below which a moderately inebriated person could escape punishment, and .15 above which the evidence of intoxication is so definite that it could be given prima facie status. In the middle zone a person, despite his loss of judgment and coordination might still give a good enough impression to examining officers to warrant dismissal of the charge. However, it must be emphasized that a person is not drunk at .15 per cent and sober at .14 per cent -- or necessarily sober at .05 per cent.

Chemical tests are important because there are at least a hundred ailments with symptoms resembling those of alcoholic intoxication. Even the odor of alcohol on the breath is open to ques-

tion, because the characteristic odors are not due to alcohol but to the flavors of the drinks. Pure alcohol cannot be detected on the breath. So the chemical test exonerates the moderate drinker or the ill person, and it explodes the alibis of the actually drunk who claims his observed abnormalities are due to disease or injury.

When chemical tests are used in special studies to determine the role of alcohol in fatal accidents, as many as 50 per cent are in the "had been drinking" class. Of course, it is impossible to state that alcohol was solely responsible for the accidents studied, but when in one year 40,000 people are killed on the highways and more than a million seriously injured, we must combat a major factor in these accidents -- alcohol. A chemical test program is a strong deterrent to drinking and driving.

How It All Ended--

William C. Rose was fined \$150 and his driver's license was suspended for one year. Judge Sobieski said in delivering sentence that Rose's courtroom quaffing "only bolstered my confidence in the Drunkometer."

---Dr. Herman A. Heise,
noted expert on tests
for intoxication

HOW TO MAKE CAREFUL DRIVERS

Saudi Arabia has its own special method for making careful drivers...goes like this:

"If a traffic accident occurs as a result of speed and negligence, and does not result in death, the offender will be imprisoned for one year and his driving license will be withdrawn. If an accident results in the death of any person or persons, and the driver has been proved to be the cause, he will be executed whoever he might be."

The camel and walking are probably the favorite modes of travel in this country!

STATE TWICE CITED FOR ROAD SAFETY

Gov. Ribicoff accepted awards from two national safety organizations for Connecticut's outstanding traffic safety record in 1956 at the annual Traffic Award meeting recently at the Hartford Club.

The governor praised all those associated with the safety record -- police chiefs, safety officials, mayors, first selectmen and the motoring public of Connecticut -- for giving the state one of the best traffic records in the nation.

Low Death Toll

Glenn T. Ashley, manager of the Pedestrian Protection program, American Automobile Assn., presented the AAA award in recognition of the state's low pedestrian death toll in 1956. The state has won the Grand Award in the AAA pedestrian protection contest five times.

Edwin S. Smith, district director of the National Safety Council, presented the awards for the state's high scores in the council's annual Inventory of Traffic Safety Activities. Connecticut scored 97 in organization and 95 for public information.

Gov. Ribicoff in his acceptance speech for the awards said that the "people of Connecticut should be congratulated on their cooperation" with the state's traffic safety programs.

Approximately 140 persons attended the award dinner, co-sponsored this year by the Automobile Club of Hartford, the Connecticut Motor Club of New Haven and the National Safety Council.

Various state agencies and 47 Connecticut communities were on hand to take their bows for activities in the field of safety.

Tynan Gets Award

State Motor Vehicles Commissioner John J. Tynan received a special award for Driver Licensing Procedures from the American Assn. of Motor Vehicles Administrators. The award of excellence from the association went to the State Education Department for its secondary school driver education program.

National Safety Council Public In-

terest awards went to Radio stations WTIC and WDRC of Hartford, WAVZ, New Haven; WNBC-TV, New Britain and to a number of daily and weekly newspapers; New Haven Register, Deep River New Era, Winsted Evening Citizen, Bristol Press, New London Day, New Canaan Advertiser and the Stafford Press.

Robert I. Catlin, Connecticut Safety Commission chairman, presided at the dinner meeting.

---The Hartford Courant

SPEEDER DEVICE

Perfect Circle Co., of Indiana has announced development of an automobile speed control device that prevents a driver from exceeding a set speed except with conscious effort.

With a dial mounted on the instrument panel or steering column the motorist can select any cruising speed he desires. When this speed has been attained, a back-pressure develops on the accelerator. In an emergency this back-pressure can be overridden by extra pressure on the accelerator pedal.

The device which Perfect Circle calls Speedostat, also includes a feature by which a selected speed may be maintained automatically. This speed will be maintained up hill or down without variation. A light touch on the brake pedal releases the hold-speed feature.

The company announced its plan to put the device into production October 1st. It added that several car makers have indicated they will offer it as optional equipment on 1958 models. Its price was not announced, but it was said this probably will be comparable to that of any average car radio.

---The Stafford Press

FRANTIC WIFE called the family doctor: "come quick, Doctor--when he got up this morning he took a pill for his ulcer, an aspirin, a cold pill, an iron pill, a vitamin pill, Miltown, dexamyl, equanil--and then he lit a cigaret and there was this explosion!"

**GET MORE MILES
FROM A GALLON OF GAS**

How would you like to cut ten per cent from your gas bills?

The Pacific Telephone and Telegraph Company did just that by asking its 4,000 drivers to follow nine simple rules. Here they are:

1. Go easy on getaway. Don't race to make the next signal. You can double your mileage with this rule. If you race away from the intersection you get only eight miles per gallon. You can get twice that mileage from each gallon of gas by taking it easy.

2. Shift into high gear as soon as you can. At 20 miles an hour second gear uses twenty per cent more gas than high. Low gear uses 30 to 50 per cent more.

3. Keep speeds moderate. These figures show how moderate speeds save gas:

- 20 miles per hour--20 miles per gal.
- 30 miles per hour--19.7 miles per gal.
- 40 miles per hour--18 miles per gal.
- 50 miles per hour--16 miles per gal.
- 60 miles per hour--12 miles per gal.
- 70 miles per hour--8 miles per gal.

4. Don't hop around in traffic. Each time you speed up to get into another lane you use the accelerator pump, and this pumps gas right out of the exhaust. This "jackrabbit" driving uses as high as 30 per cent more gas.

5. Pace your speed. Try to make signals without speeding. Tests show that accelerating from 15 to 30 miles per hour, then slowing rapidly to 15 miles per hour, then accelerating again in high gear, cuts your mileage to about 6 miles to the gallon.

6. Don't pump accelerator during warm-up. Allow engine to operate at moderate speeds. And spare the choke--put it in as soon as possible. If the choke is automatic, make sure it is adjusted properly.

7. Avoid needless idling--it can use 5 to 10 per cent more gas. Shut engine off when parked.

8. Go easy on the clutch. In test on a hilly route a car got 3 miles less per gallon when the car was held uphill by slipping the clutch instead of the

brakes.

9. Go easy on the brakes by anticipating traffic. Remember it took gas to get you moving--don't waste that energy by using brakes unnecessarily.

These nine rules coincide very well with the principles of smooth and safe operation. Remember, careful driving SAVES GAS, SAVES MONEY AND SAVES LIVES.

---Public Safety

**A GOOD EXAMPLE
IS A PRICELESS TEACHER**

Did you ever watch a youngster viewing a performer--dancer, ball player, boxer or any other--on television? The child watches entranced for awhile, then starts imitating the motions of the performer.

Children are born imitators and are prone to pattern their behavior on the conduct of the adults around them. Are YOUR youngsters learning respect for traffic laws from you? Or are you unconsciously teaching them disregard of speed limits, parking regulations, and other traffic laws and regulations?

If you are setting a bad example, you are fostering attitudes which will pay off in lawlessness--and perhaps in tragedy--when they are old enough to drive. Start teaching respect for law NOW, by acquiring the right attitudes yourself.

SKILL

Just how do you go about judging your driving skill?

Some guys judge their skill by how many other vehicles they can pass, by how small a hole in traffic they can get through, by how many tough situations they can get themselves into and out of, by how big a scare they can throw into every other driver and every pedestrian.

The really expert pro driver knows that true driving skill means recognizing the possibility of a tough situation before getting into it, and keeping out of all such situations.

OKLAHOMA TURNPIKE USES SAFETY OTHERS COULD COPY

The Oklahoma Turnpike Authority has a set of safety rules that could cut down accidents on other turnpikes.

The Oklahoma Pike is now four years old, and over that period the Authority staff has analyzed every accident on the travel artery.

"Due to the fact that all drivers have to enter and leave the Turnpike through toll booths and so many of the causes of accidents on ordinary highways have been engineered out of the turnpike, safety measures can be taken on the turnpike that are not possible on ordinary highways--or even on the highest type of expressway," the Authority says.

One of the first safety steps to be put into effect was a Caution Card Program. Say there is snow or ice on the pavement, whether along the entire Turnpike or just sections of it. Caution cards are handed out to drivers entering the pike. The cards warn of the road conditions, and drivers are given a few simple rules about driving on icy pavements.

At the same time, large signs go up in the toll booth windows, calling attention of the drivers to the conditions. As soon as the ice or snow develops, troopers on the pike call the patrol dispatcher, who has a direct line to all booths, and tells them to put up the signs and start handing out the cards.

Then the troopers turn a flap on the speed limit signs so that instead of showing the speed limit they read: "Danger, Ice on Pavement! Drive Carefully!" This automatically takes off both the maximum and minimum speed limits and applies the "Reasonable and Proper Rule for the Road Conditions."

After the maintenance department has removed the snow or ice it notifies the dispatcher, and he in turn calls the toll booths and the troopers, and normal operations are put back in effect. When the pavement itself is clear but there is ice on the bridges, the same procedure is followed, except that "Ice on Bridges" caution cards and toll booth

signs are used, and the flaps on the speed limit are not turned.

A driver never should let himself get into a position of having to apply the brakes after he gets on an icy bridge as, most certainly, he will go into a spin if he does, the Authority warns.

A survey shows that seven primary causes have accounted for 53 per cent of accidents on the Oklahoma Pike, 58 per cent of all injuries, and 90 per cent of all fatalities. These are:

Driver fell asleep, which accounted for 104 accidents since the pike opened, with 74 injuries and nine fatalities.

Exceeded speed limit, which accounted for 11 accidents, 11 injuries and five deaths.

Driver drunk, which accounted for 26 accidents, 19 injuries and two fatalities.

Improper change of lane, which accounted for 28 accidents, nine injuries and three deaths.

Inattention to driving, which accounted for 24 accidents and 18 personal injuries.

Stopped on pavement, which accounted for 11 accidents, eight personal injuries and one death.

Losing control of car and trailer, which accounted for 24 accidents, four personal injuries and two deaths.

Most frequent offender is the driver who goes to sleep at the wheel. Accidents from this cause have accounted for 25 per cent of all crashes, 30 per cent of the personal injury accidents, and 37 per cent of the fatal mishaps.

Eighty per cent of the fell-asleep drivers either are out-of-staters or Oklahoma drivers returning home.

"A sleepy driver," the Authority points out, "has a tendency to weave across the center line and to speed and slow down in his driving. So the troopers are especially alert during the danger hours--if they see any of these cars, they stop the car and have the driver get out and walk around and give him a courteous explanation of the reason."

---Motor Truck News

Freedom is lost by disuse more frequently than by suppression. ---Lambert Davis

EXTRA EYES FOR YOUR CAR

By

R. L. Moore, Director
Technical and Engineering Division
HO Safety Engineering Department

I have ridden in a car which stopped by itself--a car that prevented a collision without any action by the driver.

This car was equipped with a radar brake, a device that can take over when the driver gets into a dangerous situation and is unaware of it, or unable to act to avoid an accident.

Imagine what this could mean if every car in America were so equipped!

For example, suppose you had radar brakes and you approached an unlighted truck stalled at night on a dark road. If your speed was 40 miles an hour the brakes would be applied automatically when your car was 140 feet away from the truck--possibly before you had even seen it.

Now let's see what would happen if you had been driving at 70 miles an hour and the same situation presented itself. The brakes would be applied when your car was 350 feet away, thus allowing plenty of space in which to stop.

Suppose you were driving around a sharp curve at a speed too fast for safety. Because the device would be activated by the nearness of the guard rail, fence or posts along the road, it would automatically slow the speed of the car down to a safe level.

The Device Is Simple

The device itself is amazingly simple and compact. Basically it consists of three principal units: (1) an antenna, which can be designed to fit the grille of the car; (2) a sending and receiving radar unit, small enough to fit in the car's glove compartment; and (3) a power unit which operates the brake pedal.

In addition to the principal units, there are a few simple electrical controls that activate the brake mechanism as desired, cut the fuel supply to the engine when the brakes are applied and let the driver override the system at any time either by applying the brake himself or by pushing the accelerator

pedal to the floor.

The device can be installed in old or new cars of any make without modifying the car, as long as it has a brake pedal.

How It Works

Here's how it works. A radar beam is transmitted directly ahead of the car. The beam is sharply defined, in a cone-shaped pattern, with the widest point just ahead of the grille and only slightly wider than the width of the car itself. The unit is not disturbed or activated by cars coming in the opposite direction, unless they are over in the wrong lane. Because the beam is sent in a straight line, it does not "see" around a corner or over the top of a hill.

Another interesting fact is that the power of the beam, and thus its sensitivity, varies directly with the speed of the car. This is done by a tiny generator working directly off the speedometer cable. At a speed of 10 miles an hour, when the control is unneeded, the system does not operate.

Thus, regardless of the speed of the car, the driver is warned of the danger ahead while he still has plenty of time and space to stop. This variation in sensitivity and response accounts for the automatic and unerring judgment of the device to take over when circumstances demand.

Driver Can Take Over

Highly important to the safety and practical operation of the device are the controls which permit the driver to take over at any time. For instance, the minute the driver starts to operate the brake pedal, the power unit releases its control. As a result, the driver, not the unit, determines whether the car shall be slowed down, or stopped, and how rapidly the speed will be cut down--with one important and life-saving exception. If for any reason the driver fails to brake down hard enough from high speeds to avoid a collision, the power unit will again take over and actually stop the car.

There even is an extra safety feature that allows an extra burst of speed if

it might mean a better chance of avoiding an accident than would an attempt to stop. In such an emergency, the driver cuts off the control instantly by pushing the accelerator to the floor.

Another feature of the system is a magic eye, mounted on the instrument panel, that operates continually when the system is working. In addition, a special warning system--either a flashing light, a buzzer, or similar device--can be added to tell the driver when he should reduce speed.

To date radar brakes have been installed in only a handful of test cars. However, large scale production is planned for the near future. Thus, it may not be long before you can have the device installed on your own car.

---Kemper Insurance Magazine

THE EMPHASIS ON SAFETY, NOT SPEED

We believe Governor Ribicoff's work, as chairman of the traffic safety committee of the Governors' Association of the 48 states, toward taking the emphasis off speed in automobile promotion will pay real dividends in lives saved.

Evidently the largest motor car manufacturers are willing to "go along". President Curtice of General Motors assured the Governor of the willingness of his organization to cooperate . . . and in the famous words of a former GM head, "what's good for General Motors is good for the country!"

Certainly the race to make faster cars must cease and the selling of cars based on how much faster they'll travel than a competitive make, is the wrong psychological approach and has been for years.

There is certainly much that automobile manufacturers can talk about other than speed -- there's safety, for instance, and comfort and reliability.

If these other factors are stressed, there's much less possibility that speed will continue to rank so importantly in the minds of car buyers and owners.

But it seems to us that merely soft-pedaling the sales approach on speed isn't enough. If car manufacturers con-

tinue to put engines beneath the hoods of the cars which are capable of greater and greater speed, all the change in advertising appeal ever dreamed of won't be as effective as it should be.

Our cars will go far too fast now. What we need is built-in safety -- if that's possible, not mere capability of hurtling along the highway at greater and greater MPH.

If the manufacturers would really do the public a life-saving good turn they would put their creative brains to work on ways and means to make engines smoother running, more reliable, better wearing; not merely more powerful.

The Governor has started the manufacturers on the right track -- we hope that he will continue to keep up the pressure on them, so that they'll do more than stop talking about speed . . . they'll let speed take a back seat to safety in the new cars they make.

---The New Era

I'M DYING FOR A CIGARETTE

How often have you heard someone utter these words? They are, of course, meant to indicate a desire for a smoke, but a recent accident investigation revealed that the operator unwittingly meant what he said. In an accident where no other vehicle was involved and there were no witnesses, a body was found. Clutched tightly in the hands of the deceased were two articles, a package of cigarettes and a burned out match. The unlighted smoke was in the wreckage which indicated that the wreck had occurred before the match could be touched to the tip.

Reaching for a sandwich, a dropped article, an unlatched door, anything that takes your mind from the job of driving that truck or car can result in tragedy. Most hazardous of all is the simple act of lighting a cigarette while driving. Between the sight killing flash of the match and the act of lighting your smoke you may easily be dying for a cigarette.

---Fleet Supervisor

LONGER -- WIDER -- HIGHER
AND MORE OF A NUISANCE

Have you noticed these new mobile homes that are being sold nowadays? Well -- if you haven't, you should look them over. But don't be too hasty in buying one. Take time to check the law before you attempt to draw one of these "Dream Homes" over the highways or you will find you're having a nightmare.

It seems that we Americans, or a large segment of our population, are fast becoming gypsies. At first, the mobile home was just about big enough for two people to live in comfortably. Then they began building them bigger and bigger until now the manufacturers are producing mobile homes that are over 50 feet long, ten feet wide and two stories in height, and costs have risen from a couple of hundreds of dollars to enough to buy a ranch house.

We admit that these newer mobile homes are "dream" homes all right, and they are very comfortable with double bedrooms, baths, showers, electric stoves and refrigerators and scrumptious living rooms -- BUT when being towed over the highways, **THEY ARE A NUISANCE AND, IN MOST CASES, THE DRIVER IS IN VIOLATION OF THE SIZE AND WEIGHT LAWS OF EVERY STATE IN THE UNION.**

Most States have a limit of 45 feet for a single vehicle and 50 feet for a combination (towing vehicle and towed vehicle) and 102 inches is the extreme width of vehicle and load permitted in any State.

So much for vehicle sizes and weight laws -- But -- HOW ABOUT THE TOWING VEHICLE? Even though our present automobiles are high in power, **THEY ARE NOT BEING MANUFACTURED TO DO THE JOB OF A TRACTOR** and when a person with a light car tows one of those huge mobile homes **HE IS ASKING FOR TROUBLE.** He surely has but little regard for his own safety or safety to other users of the highways.

If we must be Nomads, let's use some common sense. Let's not keep on building bigger and bigger trailer homes until we have them as big as hotels. Let's cut back to sizes that are in conformity with the State laws and let's be sure of towing vehicles that are powerful and

strong enough for safety.

REMEMBER OUR PRESENT HIGHWAYS WERE BUILT FOR VEHICLES WITH AN EXTREME OVER-ALL WIDTH OF 102 INCHES AND OUR NEW HIGHWAYS, IN ALL PROBABILITY, WILL BE BASED ON THE SAME SENSIBLE WIDTH.

WE GO ALONG TOO

In the July edition of the First Aid Bulletin, published by the Virginia Association of Rescue Squads, the following item was of great interest to us so we decided to pass it along to our readers.

"WE THE EDITOR"

A little more than half a century ago, our civilization was sharply divided into the large majority which obeyed our laws and the relatively small minority which lived outside of them. The latter group was beyond the pale of society and suffered social ostracism.

With the widespread use of the automobile, a new class of lawbreakers arose and flourished until we almost literally have become a nation of lawbreakers. With the camaraderie of the guilty, the mass of lawbreakers look upon their actions as defensible. Enforcement is a game. Highways are a challenge and the last possible mile per hour should be wrung from them. Other drivers and pedestrians should look out for themselves. Traffic violations are "white collar" crimes and court convictions not to be taken seriously. Indeed, the reckless driver has acquired a certain sporting admiration for his antics.

Enforcement became unpopular, as the bulk of the people condone reckless and inconsistent driving and the police are called upon to deal with types who never run afoul of other laws. Judges face those who have never before been in court and who never would had they not been drivers.

Yet there remains a class of people who break laws thoughtlessly or unintentionally. It is their desire to drive properly but it is easy in modern traffic for a driver's speed to creep up a little in a decelerated zone or for him to miss a traffic signal. When such

happens, he is resentful and indignant that he is arrested and must appear in court. This is natural, for he didn't actually intend to break the law. But his violation could have killed just as surely as the most deliberate one.

The ranks of the traffic irresponsible are not going to decrease measurably until violators are looked upon by all as the dangerous lawbreakers they are. However, those who are not irresponsible must guard themselves more closely. We realize, for instance, that firearms and poisons are dangerous and we take appropriate precautions.

The automobile is no longer simply a toy or something useful. It is a lethal agent the use of which calls for all our control, common sense and consideration." ---R. I. Traffic Safety Reporter

SOME THINGS DON'T CHANGE

In the days when the horseless carriage was very new, a speed of 20 miles an hour would have been considered reckless. Indeed, any driver having the temerity to clatter down the road at such an unseemly pace would have been promptly slapped in jail.

And rightly so. For such a speed would have been dangerous on roads traveled mostly by harness horses whose top speed usually averaged around 12 miles an hour.

Times have changed. The harness horse has vanished from the highway and the descendants of the horseless carriage bear little resemblance to their ungainly ancestors.

But the principle that made 20 miles an hour a reckless speed in that slower-paced age is still sound. It's the principle that speed must never be judged as a separate item. It must always be judged in relation to the conditions in which it operates.

Today we have some roads smooth as marble and automobiles capable of traveling at fantastic speeds. This has given some of us a false sense of what constitutes a safe speed. We seem to think that the existence of such conditions--even when they're not present--automati-

cally sanctions a high speed.

Mr. Everyday Motorist always finds himself in a set of circumstances that fall short of ideal. If his car has a high powered engine, its potential may be entirely nullified by a rough or slippery road. Or, he may find himself on a splendid highway but be unable to travel fast because his car is not up to par mechanically. Or, it may happen that both car and road are in excellent condition, but traffic volume makes high speed obviously unsafe.

There are any number of conditions, and combinations of conditions, that must be taken into consideration in determining a safe speed. The intelligent driver knows this. He selects his speed with the same good sense he uses in making his other day-to-day decisions...on the basis of the immediate conditions in which he finds himself.

Speed will never kill the intelligent driver, because he always travels at a speed that is safe for the conditions of road, weather, his vehicle and his own physical and mental state.

COLLECTIVE POSITIVE THINKING CAN PREVENT TRAFFIC DISASTER

A disaster or a dramatic individual emergency brings out our sympathy and curiosity and also whatever heroism is in us if we are near the scene. Practically every day we see it in the papers, and sometimes we keep up with it on the radio and relive it with others by television and newsreel.

We follow the news of fires and floods, and we contribute what we can for disaster relief. We pray for children incurably stricken. We even offer advice to someone with a siege of hiccups. We shudder over plane and train wrecks...and traffic accidents.

Have you ever witnessed a motor vehicle collision or other mishap? Have you ever driven by right after an accident happened? Certainly you have read about them and heard them described. You know that any serious vehicle accident is dramatic, shocking, sobering. That is it is sobering at the time and perhaps

for a while afterward. But drama loses force, shock is absorbed, and sober thought wears down into the same old unsafe driving habits.

People at the scene of an accident usually rise to the occasion as far as aid is concerned. And most drivers who witness a crash or view the results are more watchful and careful for a short while thereafter.

But what about preventing those accidents? It seems that too many people can't learn from their experiences and others' that a few extra ounces of forethought can prevent the need for sympathy and aid we are so willing to give afterward.

You can't by yourself keep all those big disasters from happening...but you can prevent traffic accidents by thinking you can.

THE REAR VIEW

Upon hearing reports of the tremendous tolls in life and property taken in vehicle accidents, many people adopt the argument that "you have to expect these things with the speed of modern transportation." This negative argument is a poor excuse for the waste of men and material, especially since such a large number of accidents occur when the vehicles are going much slower than the old horses and buggies used to travel.

A surprisingly large number of accidents occur during one of the very slowest movements connected with driving. It doesn't matter too much whether a pedestrian is hit by a vehicle going 60 miles an hour or if he is run over by a rear wheel while the vehicle is backing up at 3 miles per hour. The loss is just as tragic.

Trucks are especially hard to back, since the difficulty of backing is in many ways directly proportional to the size of the vehicle. The rear view mirrors may be of great help on the road, but they leave too many blind spots to be relied upon too much in backing.

You yourself are probably acquainted with far too many backing accidents for which the excuse was "I looked back, but

I didn't see it." To back most trucks properly it is necessary either to have someone who knows what he is doing act as a guide, or to get out and see just what is behind. Even then it is necessary to back slowly and cautiously enough so that if someone or something appears behind the truck unexpectedly, no damage will be done.

Always back as if you expect to hit something!

That is--back slowly and cautiously and you will avoid backing accidents.

Here is a chance to test yourself--to find out just how efficient you are in backing operations.

After each item, ask yourself, "Have I been following that suggestion?"

1. Plan your route to avoid backing whenever possible. It will prevent accidents plus save you time and work.

2. Don't depend entirely on the rear-view mirror if you do have to back; it shows only part of what is behind your truck.

3. When you are forced to back--check behind the vehicle before entering it; then back up immediately, but slowly.

4. When forced to stop on a crosswalk by a light changing, it is better to stay where you are than back up. In all probability pedestrians will cross behind your vehicle.

5. When it is necessary to back up, give proper signals and be sure everything is clear in that direction.

6. Instead of turning in the middle of a block, use a driveway--or drive around the block. This will eliminate backing.

7. Always look for a parking space where you won't have to do any backing when you leave.

Remember, backing accidents often result in more than just damage to equipment. They cause many crippling injuries and deaths, every one of which could be avoided.

Fullness of knowledge always and necessarily means some understanding of the depths of our ignorance, and that is always conducive to both humility and reverence.

---Robert A. Millikan

AROUND THE CIRCUIT

Vox-Cop

September - October, 1957

STATION "A", RIDGEFIELD

CONGRATULATIONS

We are pleased to announce the birth of a baby girl to proud parents, Officer and Mrs. Walter Benz. We are told that the new arrival will be a contestant for the "Miss America" title and that is as it should be.

PROMISING SCHOLAR

Marjorie Walker, a pretty little Miss, daughter of our talented and genial clerk, Mrs. Mary Walker, is now attending the Ridgefield Elementary School and from all reports bids fair to become one of the leading scholars at that school. (Of course, she takes after her father, Stanley Walker, one of the outstanding technicians at Doman's Helicopter Company.)

LEARY HAS NARROW ESCAPE

Mechanic Fred Leary, known as Courageous Fred, had a weird experience recently when a real wild squirrel, vicious to the extreme, walked into the tool crib in the garage probably looking for a wrench. The Squirrel told Freddie off in no uncertain terms and Freddie managed to reach the door of the tool crib and after a masterful struggle was able to close the door. During lunch hour however, Mr. Squirrel escaped into the wilderness giving vent to his feelings regarding Freddie and what language!

DANBURY FAIR

The "Great Danbury State Fair" as it is billed, is over once again. Starting September 28th and ending October 6th, the Fair posed its usual traffic problems. We were fortunate in getting the New Field Office on wheels and it is all that we had heard. We understand that Lieut. Michael Smith can't resist resting his eyes on it whenever he gets the

chance and that he assumes a noticeable "bursting with pride stance" whenever he passes his brainchild.

MILO HAS PIONEER SPIRIT

Milo Scanlon, our genial Chef, busily engaged in attending to all details for his trek across the country to the great Wild West, Phoenix, Arizona, where with his wife, he will be visiting his daughter, son-in-law and grandchildren. We think he started to get ready for the trip sometime in June of this year. Milo has become imbued with the spirit of the pioneer and this trip has become one of his fondest dreams. Have a Nice Trip Milo!

THE GOLFERS

All of our golf champions, Officers Small, Jones and Pirri, taught some of the contestants at the Newtown Golf Course something about golf but somehow the rain dampened their game and we didn't wait to hear the rest of the alibis.

COOPERATIVE EFFORT CRACKS CASE

We are very pleased with the work of Sergeant McNamara, Officers Dirienzo, Northcott, Benz and Lundberg on the recent murder case in New Milford. We also want to add that Chief Andrew "Bruce" Nearing cooperated splendidly in the speedy solution of the case with the result that we have the two culprits now awaiting trial before the Superior Court, Litchfield County. We pause to pay tribute to Chief Nearing one of the most untiring law enforcement officials in this State.

LIEUT. CASEY PROMOTED

Congratulations to Captain William Casey on his new rank and may we wish him the success he deserves!

RESIDENT OFFICERS NAMED

As of October 1st we now have in our Station area three additional Resident

Officers, namely, Officers James Costello and Samuel Wilson from our Station, and we wish to welcome Officer Rasmussen from Station "I", Bethany, who will be the new Resident Officer at New Fairfield. Officer Costello will be at Newtown and Officer Wilson at Brookfield in their new assignments.

OFF. JONES CRACK SHOT

We are proud to report that Officer John Jones is a member of the Connecticut State Police Shooting Team which carried off some of the honors at Long Island recently and also acquired some honors for himself. Wyatt Earp Beware!

STATION "B", CANAAN

ENRAGED WIFE ON RAMPAGE

Res. Off. John McGurk had a recent experience which he will not forget at all soon. Answering a family disturbance complaint in his town of New Hartford he was confronted by an enraged wife holding a loaded .38 which she threatened to use on her husband, on the officer and lastly on herself. Off. McGurk is in a small town and has been there long enough to have at least a bowing acquaintance with all the residents. He knew this woman and with remarkable restraint endeavored to talk some sense into her and get her to peacefully surrender the weapon. About when he would get things going his way friend husband would chime in with a remark or two that would light the fuse all over again. Reinforcements in the persons of Sgt. Angelo Buffa and Officers Bochicchio and Longo arrived but our lady friend still refused to give up her weapon. It was finally forcibly taken from her when she was unable to keep an eye on all present. Wrestled to the ground she was compelled to give up the gun but even then succeeded in kicking and striking the Sergeant inflicting painful but not serious injury.

NEW RESIDENT OFFICERS IN TERRITORY

Since the last issue of Vox-Cop Sta-

tion B territory has acquired a second resident officer -- Off. Sidney Toomey at Norfolk. Sid is operating in his own home town. All his brother officers at the Canaan Barracks are sure that his general all around ability, gentlemanly manner and quiet efficiency will go a long way toward insuring that community with the best in police protection.

Probably by the time this reaches the printed page a third resident officer in the territory will be in business. At this writing the town of Salisbury by vote of its electors has approved such a plan. The contract between the town and state had not as yet been signed. Off. Stanley Szczesiul of the Station B personnel has made application for the post.

WINTER CLOSES IN

If you don't think winter is just around the corner you should have seen Off. Bill Longo togged out for his trip back to Bethany with Station I's jeep the other night. Bill gave an assist at the scene of an accident near the barracks and did not get off until about 9 PM. His uniform overcoat with collar turned up and winter gloves gave us an insight of what is to come.

LAWSON TURNS FIREMAN

MVD Insp. Pete Peterson who breaks bread with us each Tuesday during his weekly license exam period had a short circuit in his assigned car's wiring system. This happened in the barracks yard and Off. Pete Lawson wielded a trusty fire extinguisher to good effect.

WILD LIFE PUZZLES RESIDENTS

One of Res. Officer Sid Toomey's first complaints came by phone to his home. Some of his neighbors were reporting a half dozen turkeys along the side of Rte. 72 in Norfolk and no one in the neighborhood keeps turkeys. It develops that a few members of a nearby fish and game club in August liberated about 30 wild turkeys then about eight weeks old with the hopes that some of them might acclimate themselves. Even though they are by breed "wild" turkeys they had to be pen-raised and apparently can't decide whether to be wild or domestic. In

appearance they are not unlike a domestic bird but thinner in body and can fly like a crow.

SEASONAL EVENTS AT END

The annual two day Riverton Fair Oct. 12-13 the last of the fairs on the Connecticut seasonal circuit has come and gone and without incident according to Off. Victor Keilty and his corps of able auxiliaries who handled the traffic assignment. Off. Chapman had another group on duty at the Lime Rock Sports track - Oct. 12 - for the 10 hour "Little Lemans" race event. With these two events Canaan's outdoor parade--carnival--horse show--fair and race season closes. Anti-freeze in the cruisers and off to the winter we go.

CHAPMAN GROUNDED BY BROKEN TOE

Off. Chapman had some unexpected desk duty. A broken toe on his right foot received when the catch holding the cover on his wife's portable sewing machine let go. The "bottom dropped out" and landed on the big pinky. Sgt. Buffa, liberated from desk duty, got in some road patrol and renewed old acquaintances along Station B's highways and byways.

SECRET AMBITION FOILED

Sgt. Starks has long harbored a secret ambition -- to take colored 35 mm slides at an autopsy. Called out to take photographs the other Sunday at an early morning post mortem found him with no color film. He used it up the afternoon before at a friend's daughter's wedding. Too early in the AM for the photo shops to be open. Claims he won't make it now -- his 47th birthday is not far off.

TOLLAND COUNTY TALES

FALL MUSINGS

This fall, brilliantly colored foliage on the hillsides, beside the lakes and ponds, along the lanes and by-ways, has brought out a large number of sight-seers. No one need travel from the

state to enjoy gorgeous scenery. We have it right here at home, on all sides of us. Camera enthusiasts have been securing some beautiful colored photographs of the woodlands. Soon all this beauty will disappear and the peace and quiet will be broken by shots from the hunters' guns. The small animals and game birds, which one sees daily on his tour of duty, will be scurrying to their hiding places in an attempt to keep from gracing someone's table.

It will not be long before some of our boys will be out tramping the fields, uplands and woods, armed with their guns and accompanied by their dogs. The topic of conversation will be, "How many did you get today?" Funny how the birds and animals that we have been seeing around all summer elude our hunters.

WEDDING BELLS

Saturday afternoon, the twenty-first of September, Arlene Gomez became the bride of George Flint of Tolland, at a ceremony performed in the presence of relatives and friends by Rev. William Thistle at the Congregational Church, Stafford Springs. A reception was held at the American Legion following the ceremony. Arlene and George are now living at their newly furnished apartment in Stafford Springs. Arlene is still working here at the station.

ROUND-UP

When Frank LaForge goes out on a complaint, especially a drunken brawl, he means business. Recently, he called in for cars to help transport to the station five men and two women, who were holding a party one afternoon at the home of one couple. The neighbors couldn't stand the noise coming from the house. Peace reigned in the neighborhood after Frank's visit. Some went to jail. Some paid fines.

Frank also recovered a stolen car and apprehended the occupants, three AWOL sailors, early one morning. He sure brings them in by the threes and sevens. Good work.

"BREAK" SPOTTED BY ALERT NEIGHBOR

During the early hours of evening,

one night, a call came to the station that two men were in a neighbor's vacant house. Wendell Hayden, accompanied by Aux. Off. Fred Hines, rushed to the scene. Bill Tomlin arrived there, too. He went around to the back of the house and out the front door into the arms of the others came the culprits. This was not the first visit these men had made to the house. Food, furniture and fixtures had been taken from the place. David Toomey continued on the case as he had been investigating the previous breaks. Other men were arrested with the two apprehended at the scene.

AUXILIARY OFFICER BOYER DIES

One of our faithful Auxiliary Officers, Warren Boyer, of Stafford, passed away in his sleep September 28, 1957. He will be missed by the personnel.

TRANSFER

Wendell Hayden has been transferred from this station to the position of Resident Officer of East Windsor. He also moved into his new home just before the transfer came in. We wish you the best of luck in your new adventure, Wendell. You'll be missed here at "C".

VERNON GETS FIRST POLICEMAN

Edmund F. Dwyer of Lake Street, Vernon, was appointed by the selectmen as the town's first full-time paid police officer.

First Selectman Edgar H. Wilson said the appointment is effective immediately. Anyone wishing to contact Officer Dwyer should telephone the Tolland County Jail, TR 5-3260, where the police radio system is located, or at his home through the Manchester exchange, MI 3-4614.

Considerable Experience

Dwyer has a number of years of police experience and for several years has conducted a private investigation agency in Rockville. He has been a town constable on a part-time basis, is a deputy sheriff, and local Civil Defense director.

Wilson also said the board voted to purchase a new police cruiser. A \$17,500 appropriation for rural police, including salaries and a cruiser, was included in the budget passed at the town meeting October 7th.

STATION "E", GROTON

MYSTERIOUS OBJECT FOUND

It's bomb shaped--it has fins--it's an eight foot object with a pointed nose --green in color--streamlined--twenty inches in diameter. Officer Sternberg fished it out of the waters off Black Point at East Lyme. Lieutenant Avery has checked to no avail. The Navy's air arm and the National Guard inspected "the thing" and as far as they knew it was nothing the Air Force or the Navy was interested in. With Christmas just around the corner it would make a present for someone but I guess the name of the thing is as hard to determine as the owner, so we better not get Santa Claus in a state of confusion, too.

GERALDINE BALLESTRINI LEAVES

Clerk Miss Ballestrini has transferred to a position at the Norwich State Hospital. We shall miss her.

LECTURERS

Captain Leslie Williams of our Training Academy and Coroner Edward McKay lectured to Mystery Writers at a two-day writers' conference at a college in New London.

THE ACCIDENT SCENE

Officer Potter investigated an unusual accident recently. A car had left the road, struck a pole and a ledge, then sailed through the air coming to rest on its top. The operator was thrown clear and landed in brush some distance away. In his dazed condition the operator was unable to make his presence known and was located seven hours after the crash, in a hospital.

Old time hunters know if a running rabbit is whistled at he will stop and

sit up. Officer Jacques reports an accident in which a motor cyclist, after hearing a friend whistle at him, turned his head causing the bike to slide in sand, where he sat up but not on the bike.

LIEUTENANT STANTON GREENE DIES

We all join in mourning the passing of a competent policeman in the death of Lieut. Stanton Greene. The town of Stonington and the State of Connecticut lost a faithful servant. He passed away suddenly at Hartford on September 24. It was our privilege to know Lieutenant Greene for many years and to admire his quiet and pleasant manner.

STATION "F", WESTBROOK

RESIDENT OFFICER ASSIGNED TO DEEP RIVER

Officer Theodore Haxton has been assigned as resident officer for the town of Deep River. His headquarters will be his newly purchased home in that town. "Ted" will make the fourth resident officer in our area, attesting to their popularity.

SON TAKES UP WHERE DAD LEAVES OFF

George H. Baldwin hung up his spikes after being injured playing softball last summer. We were happy to see that his son, George P. Baldwin, is a member of the junior varsity at the Hopkins Grammar School in New Haven.

DISPATCHER PHINNEY BACK IN FOLD

Dispatcher Leon Phinney has returned to duty after an extended absence due to illness. We found that Leon's shoes were difficult to fill.

NEW CLERK WELCOME

Miss Maude Wilcox has become a welcome addition to our clerical staff, and we guarantee that she will be very busy.

UNUSUAL COMPLAINTS INVESTIGATED

Officer George Bunnell is demonstrating his versatility. This past week he investigated the "strange incident" of

how "Douglas" the bull lost eighteen inches of his tail, and a complaint of large losses of money at a nail game at a fair. In each case George was able to come up with the successful solution.

BURKHARDT AWAITS NEW CARS

Officer Freddy Burkhardt has already disposed of his sparkling 1957 Dodge convertible and is anxiously awaiting the arrival of next year's models. While Fred may have to wipe the windshields of his car once or twice, there is little danger of their becoming obsolete while he owns them.

FLASH BACK

Although Fred personally may prefer cars fresh from the drawing board, he recently had to investigate a fatal accident involving a 1921 Model T Ford, which caused two occupants to lose their lives. Fred's work on this case resulted in the following excerpt from the Coroner's finding: "With commendable resourcefulness (Off. Burkhardt) developed the itinerary and conduct of the occupants of the Model T prior to the accident." The 36-year-old Model T being involved in an accident, reminds us of Centerbrook Barracks days, for this model Ford was a popular means of transportation then and was even used by State Police patrols.

NICHOL GIRLS ACTIVE STUDENTS

We note from the high school news that Karen Nichol has been elected Secretary of the Student Council, and is Co-Captain of the Junior Varsity Cheer Leaders, while her younger sister Patty is a drummer in the school band, making their Dad, Thomas Nichol, very proud of them.

"A man hates to be told his wife gave him the best years of her life, when he's pretty sure he earned them."

"The nice thing about a dull party is that you can get to bed at a decent time."

STATION "G", WESTPORT

STATION BREVITIES

Our Garage Mechanic, JIMMIE DEFLORIO, recently told us about the arrival of his seventh granddaughter! But, he says, he's still hoping for a grandson.

OFFICERS COLLINS, T. G. SMITH, PINTO AND SAUTTER were assigned to assist with traffic at the Danbury Fair for a week. We were glad to see them return.

On September 10, 1957 our new radio dispatcher joined the staff and is none other than JAMES COOPER of Bridgeport. He says "he likes it here."

Among the recent topics of conversation was the "FLU SHOTS"; the boys were comparing notes on "re-actions". Some really felt sickish, but others--I suppose we can call them the rugged type--said they felt nothing. With all the talk about "Asian Flu", we hope to avert an encounter of it here.

LIEUTENANT MARCHESE was seen going home with a new pet. Guess what--he "inherited" a 2-year-old Boxer whose master could not keep him. The boxer appeared to be quite lively and anxious to be let loose to run around.

We are happy to report OFFICER JACK RAINEAULT is back on duty and fully recovered from his accident experience.

OFFICERS BOSTON AND KINGSTON returned after being out ill and both stated the whole family at home had bad colds. We are glad to know they are making progress in recovering.

OFFICER WALTER GRISCHUK has been seen around carrying a thumb "as big as a house". He injured it badly recently, but day by day it appears to be getting smaller and smaller no doubt indicating "it's getting better".

OFFICER LOUIS PINTO is planning on making his future home at Redding and has been spending time watching the developments on his site.

OFFICER GEORGE RAISELIS reports he has moved into his new home on Colonese Road in the Stratfield Section of Fairfield. He says the family is happy to be there. We wish them Good Luck in their new abode!

SERGEANT GUY BONUOMO has been making

additions to his home. We wonder what is behind the need for more rooms??

OFFICER MARTIN has become the "Station Veterinarian". He recently chased a roaming deer in Wilton, and later it was discovered it had Rabies! Another day, he went after a goat and on another occasion he shot a horse!

OFFICER GERARD made an unusual arrest recently when he was patrolling in Wilton and found a soap-box car, powered by a gasoline lawn-mower engine!

OFFICER KRYZSAK recently arrested "Jimmie Porter" for operating under suspension, and since he could not make bond, he was put in the County Jail. Subsequently it was learned that "Jimmie" was wanted by the F.B.I. and actually his name was Willie Wilson!

Station G now has a new radio box known as the "HOT LINE" for Fairfield County. All local police departments of this area will be sending messages and it has already proven successful on a few occasions.

It has been said that OFFICER MARTIN is still holding the edge on another officer in the battle of the bulge!

Now that the cool weather has come OFFICER HURST is no longer playing his "Hi-Fi" on his lawn. He has become the expert of the station on "such things."

OFFICER MARIO BRUNO recently returned from his Canadian vacation where he spent some time with his wife's family. He says he enjoyed his trip and is looking forward to his next one up that way.

OFFICER ROBERT KELLER has kept busy on his landscaping project and now we hear his new home is getting to be quite a "show place."

OFFICER WILLIAM UNGER recently took up residence in Shelton and is now the closest he can be to the barracks without actually living in the territory.

T. G. "HARP" SMITH says while he was busy at the Danbury Fair, he welcomed back duty on the parkway as a "long-lost friend."

OFFICER JAMES JACOB has been studying English and History at the University of Bridgeport and now is a "college boy," carrying books and papers for his lessons.

OFFICER SOBOLEWSKI applied for the

Pulaski Day assignment but because of his Stature and Rotundity had to step down for the Hungarian Delegate--OFFICER SERES.

OFFICER TURRELL has the photography work at this station working in "ship-shape." Our Auxiliary, LEWIS KARALUS, a professional photographer from Bridgeport, will be giving him some further assistance.

TV actor ROBERT STRAUSS visited the barracks recently and met some of the personnel. He was pleased to have portrayed a Connecticut State Policeman in the TV show, "No License to Kill."

SERGEANT MURPHY, we hear, has taken to the "Do It Yourself" idea and is now putting locks on his doors at home.

STATION "H", HARTFORD

RESIDENT OFFICERS

We here at Station H heartily welcome Off. Wendell Hayden from Station C in his new assignment as resident officer for East Windsor. Also the very best to Off. John McLaughlin, resident officer at Burlington. This station now has five resident officers: Off. Harry Myers at Canton, Off. William Braithwaite at South Windsor, Off. Paul Harrington at Cromwell, Off. John McLaughlin at Burlington and Off. Wendell Hayden at East Windsor.

ON THE HOME FRONT

Officer and Mrs. Eugene Griffin have moved into their new love nest in Monroe, Conn. From what I've gleaned larger quarters will be needed. The best of luck to both of you.

Having the ear to the ground we learn that Off. Carl Niedzial and wife are having rather close contact with the realty operators. The exact locale of the future manse we do not know. However the very best to you both.

Officer Robert Gay is presently rather cramped in his home quarters. He informed us that he is on the look for larger quarters. More about this next

issue.

Officer Anthony Kurylo is still plodding away with construction of his home in Wallingford. Happily settled with two little children he and the Mrs. deserve a lot of credit.

WEST COAST TRIP

Officer Walter Swaun and Mrs. Swaun took a months vacation and drove to California. The total mileage was 7,200 miles. Many points of interest were visited but "Walt" still likes the Connecticut environs.

SERIES AFTERMATH

At this writing the "Yanks-Braves" series is still real hot news--to get the positive low down you must hear "Vinny" O'Brien. Too bad "Joe" Palin is not at Station H at this time. What a donny-brook that would be.

STATION "I", BETHANY

FOOTBALL SEASON

We are now in the midst of the current football season and the annual traffic control assignments are in effect in cooperation with the West Haven and New Haven Police Departments. At this writing everything has gone along in a smooth and efficient manner with a great deal of help being rendered us with traffic control signs by both the Emergency Division and the State Highway Department in the persons of "Wild Bill" Hamel and Mr. C. A. Nolen, Assistant Highway Engineer in charge of these services. We wish to express our thanks at this time for their help.

It seems that the only complaint?? re football traffic to this date was made to our friend "Lippy Lou" Menard while on post at the recent Yale-Brown game to the effect that a passing motorist stopped alongside of "Slim Look" and remarked that something had ought to be done about the reflection of the high polish on the badge of Sgt. John J. Doyle. It seemed that this operator was blinded momentarily by the aforesaid reflection

from the good sergeant's badge and did not see the signs in the road which forbid left turns. The suggestion was made that some of the spray that is used on TV shows be used to cut down the glaring reflection of this highly polished object. We hear that this situation is being worked on at this writing by "Our John".

FLU SHOTS

The greatest proportion of the personnel at "I" has now been inoculated with the anti-flu vaccine and even tho some of the people here are very thick skinned we feel that the flu such as it is will be no threat to the sturdy men stationed here from this date forward.

COURTS RESUME SESSIONS

Now that the Superior and Common Pleas Courts are back in full swing, many of the barracks personnel are tied up with cases coming up; what with the two recent murder cases in the Waterbury area and the raft of appeals on speeding arrests it makes quite a dent in the patrol personnel attached here. We feel the situation will ease off in the coming months when these cases are disposed of and the men there assigned can return to their normal assignments. "Chappy" O'Brien was heard to remark "Good--Good" when told of this fact.

EV ANDERSON ASSIGNED NEW CAR

Officer "Ev" Anderson has been assigned a new patrol vehicle and is very pleased with same. When it was seen parked adjacent to his new home lately it blended in very nicely with the up-to-date building he is now proudly living in. We still wonder about that "Housewarming" that he was going to give to the personnel of the station???

FINGERPRINT SCIENCE ADDICTS

Officer "Dan" Reardon is now back in harness and going full swing what with the recent rash of safe jobs and house-breaks in the station area. It is getting so that you have to look twice at "Dan" to see if it is a mustache he is raising or only some dark fingerprint powder that he has all over his face. We understand that he really dives into the

fingerprint aspects of a case and when the dust dies down there have to be some kind of prints or else. We are told that he is in the market for a junior size vacuum cleaner that he can take with him on all these investigations so he can clean up after spraying the powder about an area.

For a few moments it looked as tho a couple of the boys were rehearsing for a Station "I" minstrel show; however, upon closer observation, we found that it was Officers Ed "Chappy" O'Brien and Danny Reardon, our powder dusting specialists, busily processing some evidence for latent fingerprints.

PREPING FOR TV ROLE

We noticed that our assistant "Broom" "Cochise" Judway, is letting his hair grow long in the back. We understand that there is a possibility that he may be called upon to play a part in one of these new "Adult" westerns which are becoming quite the thing on TV these nites. When questioned about this, he just gives you that sly smile of his and says "Me no savvy" already with the western story lingo yet ...

THE WRANGLER

We would also like to see our station horseman, "Gary Cooper" Fournier, get a break in those new westerns as we have learned he has been practicing how to leap on and off of a galloping steed without touching the ground at any time. Remember "Don" what happened to you the last time you crowded a horse, and we shore wouldn't like to have that happen to you again "Ole Pard".

CAPTAIN CLARKE BACK

Captain Victor J. Clarke now back as our division commander and glad to be back we'll bet; with the winter coming on it would be no cinch to travel to Hartford and return every day. It has been rumored that he has been digging up his cellar lately. We wonder if he heard that there was hidden treasure buried there? If so, we fear that he will get many offers of help from the neighbors in his project. We venture to state that if anything of value is unearthed, it will not get by our eagle-eyed captain.

Bethany Culinary Staff



Lieutenant J. Francis O'Brien, C. O., checking over the daily menu with Station "I" kitchen staff, left to right -- Stephen "Jake" Demo, Joe Staselunas and Charlie Brennan. "Jake" and his assistants are not only responsible for the avoirdupois of all the personnel at Station "I" and the Special Service Squad local detachment but also play a major role in the well-being of all those at the adjacent Training Academy -- the instructors and the recruit training class.

The primary object of an efficient Police is the prevention of crime, the next that of detection and punishment of offenders if crime is committed.

To these ends all the efforts of Police must be directed. The protection of life and property, the preservation of public tranquility, and the absence of crime will alone prove whether these efforts have been successful, and whether the objects for which the Police were appointed have been attained.

---Sir Richard Wayne - 1829.

(From the Quarterly Report - Harvard Associates in Police Science)

NEW DOG WAGON

Now that we have finally gotten a new "Bloodhoundmobile" for the station we can resume being proud of the equipment stationed here. We understand that the old truck will be put in "moth balls" or sent back to Lower Slobovia where it could be used to cart "ice cubes" in the wintertime. The new wagon is a beauty and has already been on TV shows prompting many favorable comments from the taxpayers of the state. It was a long time coming but was well worth the wait.

NEW MECHANIC

We have a new mechanic at the barracks these days, Mr. Armand "Arturo" Rosanelli, who is quite adept at fixing the many ills which seem to plague our patrol cars. We asked him if he was any relative of "Umberto" and he informed us he was a home loving man and did not want to be confused with the great lover from across the sea. Keep up the good work "Army" and we will all vote for you.

DAVE MILLER SOUND AGAIN

Well our good friend Officer "Dave" Miller is back on his feet after a siege of "Brokenanklitis" brought on when he made a powerful forehand drive return with his trusty tennis racquet and in the process of doing so, twisted himself into a nice heavy cast on his left foot. Glad to see you back with the patrol troop "Davey".

JOE ROBERTS OFF SICK LIST

Also back with us after a long session with a broken bone is Officer Joseph Roberts and it is sure a pleasure to see his smiling face about the area after his absence of so many months. We wish you lots of luck and hope you are never again bothered with this trouble.

GERT NOONAN MISSED

At this writing our good clerk, "Gert" Noonan, should be back with us and we are all looking forward to her return as we miss her pleasant way about the station and her eagerness to help one and all when asked for some favor that is in her power to give.

"STATE POLICE ACADEMY"

Activity of all sorts has been the daily routine at the Academy since August 12th as the twenty-nine student officers have begun running the gamut from classes indoors to firing on the range and swimming at the New Haven YMCA. The regular instructors, Captain Williams, Sergeant Gedney and Officers Stecko and Courtney have watched over and guided the lads in true form.

Following is a little background on the student officers.

Joseph E. Bangasser, 63 Glenwood St., Manchester, was an inventory clerk at Pratt-Whitney before entering school. He is married and has four children, Janet, 6, Margaret, 5, Karen, 4, and Ellen, 10 months.

George D. Bathgate, 110 Parker Place, New Haven, was with the New Haven Police Department for four years. Before this he was in the Army for nine years. He is married and has three children, Sandra, 10, Cynthia, 6 and Shelly, 2.

George P. Beckwith, single, is from Lebanon and was an evaluation assessor before receiving the appointment to the Academy. Before this he spent four years as a Military Air Policeman in the Air Force and can tell many interesting tales of the seventeen European countries he was in during his duty overseas. He graduated from Robert E. Fitch High School in Groton in 1951.

Roger L. Boske, 14 Sherman Lane, East Hartford was an Auxiliary for two years while he worked as a vending machine repairer. He is married and has two children, Roger, Jr., 6 and Richard 3. Any questions, Boske?

Richard H. Brown and his wife Gloria live at 134 South Main St., New Britain, where he also owned and operated a filling station. He graduated from Bristol High School in 1949 and spent two years in the Army in Korea.

Robert J. Cabelus was a telephone installer for nine years before entering the training school. Bob has also spent three and one-half years in the Army. He lives in New Britain with his wife, Theresa and Daughter, Barbara Ann.

Raymond "The Barracuda" V. Fanelli, single, has worked as a bricklayer and has also done some boxing which is now his hobby. Ray graduated from Bristol High School in 1944.

David Goldner worked at Pratt-Whitney as a precision inspector prior to coming to the training school. Before this he spent a couple of years in the Navy. He graduated from Meriden High School in 1948 and now lives at 2 Edgewood Place, Meriden, with his wife, Francis and two children.

William T. Griffin, 40 Latham St., Groton, single, has a State diploma and an Associate of Science degree from Mitchell College. He went to the Boston U. School of Public Relations and also spent two years in the Navy serving both in the Atlantic and Pacific. He is the second of the Griffin boys to be with the State Police Department.

Alfred T. Hull, 231 East Main St., Meriden, was a mail carrier. He holds a State diploma and has spent four years in the Marines in China. His hobby is coin collecting.

Donald M. Johnson, 40 Cottwell Drive, Wethersfield, was with the Wethersfield Police Department before joining us. He graduated from Mitchell High School in South Dakota. Donald is married and has two children, Mike 3 and Debby, 4. He likes to play the drums and we think he is pretty good by the sounds at times.

Francis P. Kelly, the hard worker from East Woodstock, owns his own dairy farm of 150 acres and 22 head of cattle. His wife Edna, twin boys, Allen and Andrew, 2, and Gary are real proud of him. Kelly was an auxiliary for six years prior to entering the training school and is now the hardest worker in the Academy. His wife makes the best fudge you ever tasted, and every Friday night we all had a part of it.

William D. Kneeland of Storrs was a Security Officer at the University for three years and graduated from Windham High School in 1951. He and his wife, Sally, have just moved into their home which he has just completed. Bill also has tremendous will power as he dropped from 324 pounds to a slim 176. It took him a while, but he has shown it can be done.

Paul F. Lichtenberger, 197 Freeman Ave., Stratford, is married and has two children, Mike and Judy. He was a mail carrier and also spent 31 months in the Navy around the China area. He likes to play the alto sax.

Oscar J. Lopes was a supervisor at Dugan's in civilian life. He spent three years in college majoring in accounting, and three years in the Marines around the islands in the Pacific. He and his wife, Josephine, live at 5 Eighth Ave., Danbury. We know him as "Curly" which he takes good naturedly. He is the best swimmer in the class.

Ronald J. Luneau, married just a few months, makes his home at 235 Main St., East Hartford, and was a Hartford Police Officer before coming here. He graduated from Hartford High School in 1948, has an Associate of Arts degree from Morse College, and has spent four years in the Navy.

Robert J. Mattis, 35 Taylor St., Stamford, was with the New Canaan Fuel & Lumber Company before joining us. He is married and has one daughter, Deborah, 1½. His wife, Ruth, is expecting the second about November 12. Hope it is a boy for a graduation present, Bob.

Donald R. McCue lives with his wife on Town St., East Haddam. He was an assistant manager for public finance, spent a few months as a guard at the State Prison, and three years in the Navy in Korea. He graduated from Chapman Tech in 1950. His hobby is boating.

Bernard Peterson, single, 91 Yale Ave., Middlebury, is the tallest boy in the class--6'3". He is a great baseball fan and as a pitcher has come out in first place in the playoffs. He has worked as a payroll clerk at Chase Brass and Copper and he graduated from the Cheshire Academy in 1948.

Robert J. Papp, his wife and two cute children live at R.F.D. 7, Norwich. Before coming to the school Bob finished seven years service in the Marines. He graduated from Norwich High School in 1949. Bob likes to swim. He is "Pappy" to most of us.

Fred E. Rebillard, 36 Wheeler St., Winsted, worked at Pratt-Whitney as a machine operator and was also a 2nd Lieutenant in the Army Artillery. His

wife, Evelyn, and three children, Diana, 5, Don, 3½, and Mark 2, keep "Reb" busy on the weekends.

William B. Shaffer, Jr., his wife, Dorothy, and two children, Pamela, 2½, and Patricia, 6 months live at 90 Brookside Ave., New Haven. Bill was a New Haven policeman for two years prior to entering the school. He graduated from Hillhouse in 1950 and has spent four years in the Navy during which he got around the world aboard a destroyer.

William V. Shaw, single, was an officer on the Manchester Police force. He graduated from Manchester High School in 1944, played semi-pro football for seven years and was in the Marines for two years. For the past two years he has coached a Little League football team in his home town.

John E. Taylor, his wife and two children, Mary Elizabeth, 3, and John, Jr., 1, live at 198 Glen St., New Britain. Before entering the Academy he was a New Britain Policeman for five years. He has a State diploma and has spent two and one-half years in the Coast Guard. He is a quiet sort of fellow, but very accurate with a firearm.

George J. Veres from the "Valley" was a boxmaker before joining us. He has spent three and one-half years in the Navy during World War II and then three and one-half years in the Air Force during the Berlin Airlift. He and his wife make their home at 17 Lakeview Ave., Shelton.

Harry B. Webster, his wife, Pat, and son Brady Dean, 5 months, make their home in Voluntown. They are originally from Missouri. He has worked for the Rhoades Rubber Company of Moosup and has spent four and one-half years in the Navy in and around the Far East. Harry graduated with an Associate of Arts degree in 1952. He is a licensed minister in the Voluntown Baptist Church.

Alan A. Yuknat, his wife, Elizabeth, and sons, Mark, 4, and Gary, 1, live at 22 Cianci Rd., New Britain. Al was a salesman for P. Berry Company before coming to the school and he has accumulated nine and one-half years with the Air Force.

James A. Zaepfel was a tool and die maker. He went to Goodwin Trade School

and has spent three years in the Army. He, his wife and son, James, Jr., 2, make their home at 179 Prospect Street, Bristol. His hobby is photography and talking about his home town.

Joseph E. Gazek, Jr., single, 105 North St., Danbury, was a New York State Policeman before coming on the Connecticut State Police force and is a good man to have. He graduated from Norwalk High School in 1950 and spent three years in the Marines in Puerto Rico and Cuba.

STATION "L", LITCHFIELD

STATION NEWS

Congratulations to Capt. William Casey on his promotion. With the exception of a short time as Resident Officer for the towns of Warren, Kent and Washington he served at the Litchfield Barracks since its opening in 1941 in the capacities of Patrolman, Det. Sergeant and Lieutenant and for a week as Captain. The barracks personnel wish him well on his new assignment and feel that our loss will be Headquarters gain.

We welcome to our midst Lieut. Anton Nelson who, after a short tour of duty at Station "I" is replacing Captain Casey as Commanding Officer at "L".

Congratulations and best wishes to Officer Alden Thompson on his marriage on Sept 4th to Adeline Brooks from the State of Maine. A quiet wedding was held at the home of friends of Off. Thompson and was attended by a few Officers from this station.

Off. Charles Wilkerson was Station "L's representative at the recent Eastern States Exposition in West Springfield. It was Wilke's first visit ever to the "Fair" and he thoroughly enjoyed the experience.

AUXILIARY NEWS

Several members of Station "L" Auxiliary recently made a tour of State Police Headquarters in Hartford, saw for the first time much of the behind the scenes activity. From comments made it was a successful and enjoyable trip.

Lieutenant Casey Promoted to Captain



On Sunday Sept. 29th, a surprise buffet supper was held at the station by the barracks personnel in honor of the Captain at which time he was presented with a travelling case and a training bridle for his young filly. An enjoyable time was had by all.

POINTS TO REMEMBER

When investigating the still-undisturbed scene of a possible homicide, remember the evidence is always there. It remains to be seen whether the investigator has the eyes to see it, the training to protect it, or the intelligence to interpret it.

Nothing is so small or insignificant that it may not prove to be the key to unlock a problem. Don't overlook it.

(From the Quarterly Report - Harvard Associates in Police Science)

HEADQUARTERS

VACATIONISTS

"Mickey" McCorrison spent a week's vacation in Washington, D. C. Her big thrill came at church when she found "Ike" and "Mamie" were attending the same service.

Esther McManus took a plane ride jaunt to Florida and says there is nothing like it. Both the flying and Florida that is.

IACP CONVENTION

The I.A.C.P. convention was held in Honolulu, Hawaii this year and was attended by Comm. and Mrs. Kelly, Lieut. Pastore and Betty and Joe D'Ambrosio. They flew both ways and from all reports the convention was a complete success as usual.

WEDDING BELLS

Beverly Boucher, General Office, is sporting a diamond these days and plans to take the big step on November 30.

CAR OWNERS CORNER

Tony Liberi, B of I, is sporting a brand new Ford these days. You should hear about the "deal" he got.

Dot Haggerty has recently become a sports car enthusiast. Her first acquisition along these lines is "the bug", a Hillman Minx.

PERSONNEL CHANGES

We have added a few new girls to our midst; "Toni" DiBella, General Office, "Gee" Sirica, Accounting and Sylvia Turzo, B of I. Dot Fogarty has returned to the fold and is working in Publications.

CONGRATULATIONS TO GLYNNS

Bob Glynn came through with one of his surprise announcements again -- another daughter. Congratulations!

MILLIE LOVELL OFF SICK LIST

Millie Lovell, General Office, has returned and is looking like her old self again. Says she isn't quite up to par yet but it won't be long. Her doc-

tor's prescription -- "Live it up a little." How about that! What's his name and address Millie?

FAREWELL

Mary Corcoran who for sixteen years worked in the Identification Bureau was recently tendered with a "HQ" farewell party. Mary is leaving the department to lead the quiet life of a housewife. We extend our best wishes and hope she will enjoy "taking it easy."

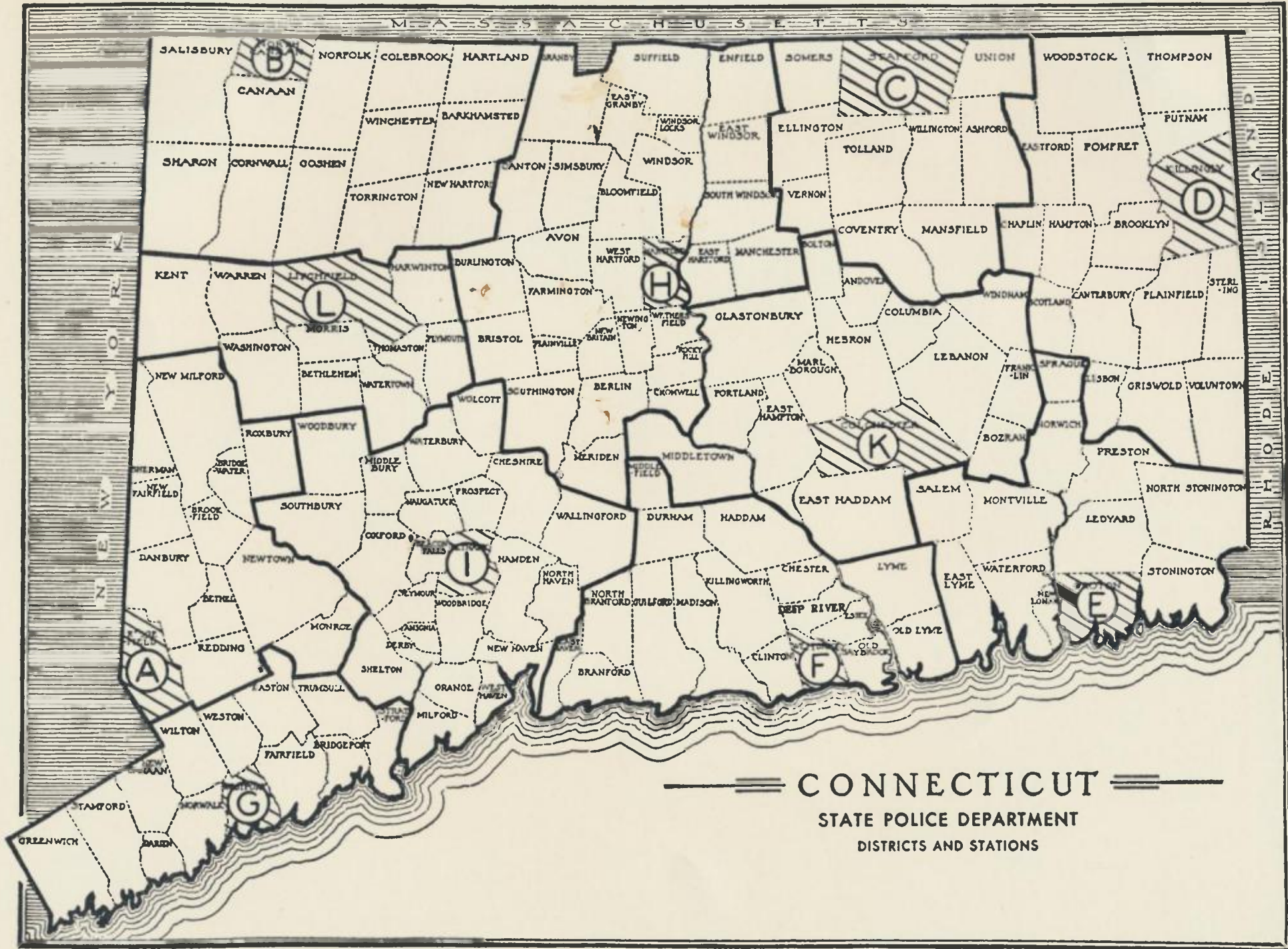
FIREARMS IDENTIFICATION SEMINAR

Detective Sergeant W. E. Perkins has just completed a seminar in the field of Firearms Identification, which he attended for a period of two weeks, from September 23 to October 5, at the Colt's Patent Firearms Manufacturing Company, located in Hartford, Connecticut. Instructions for the course were given by experts in their respective fields. The various steps involved in the complete building of all Colt Guns was covered, from the moment the raw steel entered the factory at one end, until it left the shipping room as a precision instrument, at the other end. Included among the topics covered, were instructions in the repair and rebuilding of pistols and revolvers together with related information, very valuable in the field of Ballistics and Firearms Identification, the phase of police work in which the sergeant is now engaged as an assistant to Captain Chameroy at the CSBI, at State Police Headquarters in Hartford.

The difference between perseverance and abstinence is that one comes from a strong will, and the other from a strong won't. ---The Mississippi Agent

The chief vice of many people consists not in doing evil but in permitting it.

---Roy M. Pearson



CONNECTICUT

STATE POLICE DEPARTMENT
DISTRICTS AND STATIONS