

Vox-Cop

Vol. 11

ISSUED BY THE

No. 8

CONNECTICUT STATE POLICE DEPARTMENT



STATION L, LITCHFIELD

JANUARY - FEBRUARY, 1957

Code of Honor
of the
Connecticut State Police

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

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

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

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

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



JOHN C. KELLY
Commissioner

WELL DONE!

Connecticut citizens for more than two months were victims of a reign of terror imposed upon them by bandits who during their series of holdups in various towns throughout the State attempted to elude their police pursuers by murdering any possible witnesses. Six persons met death at the hands of the killers during their death spree.

At this writing, as Vox-Cop goes to press, this department has in custody for the killings two ex-convicts, Joseph Taborsky and Arthur Culombe. They are charged with murder and have confessed their responsibility for these crimes.

Their apprehension was no accident. Although the State Police were the agency that arrested these two men and gathered evidence that is expected to convict them, we recognize the efforts of local police departments toward a mutual end -- solution of the holdup murders. We also recognize the cooperation and assistance rendered to our Department by State's Attorneys' investigators and by other state agencies such as the Motor Vehicle Department, Highway Department, Prison, Reformatory, etc. We are appreciative of these efforts.

I, personally, take pride in the spirit and work of the men and women of the State Police on this case, including the State Police Auxiliary Personnel. I am proud of their behavior under pressure and happy with the results of their unstinting devotion to duty.

May I extend to all concerned a sincere "WELL DONE"!

March 4, 1957


Commissioner

WESTERN UNION
TELEGRAM

Congratulations

To COMM. JOHN C. KELLY, CONNECTICUT STATE POLICE DEPARTMENT MARCH 2, 19 57

Street and No. 100 WASHINGTON STREET

Care of or

Apt. No. _____

Place

HARTFORD, CONNECTICUT

CONGRATULATIONS TO YOU AND THE ENTIRE STATE POLICE DEPARTMENT ON YOUR
COMPLETE AND FINAL SOLUTION TO THE BRUTAL HOLDUP MURDERS.

THIS WORK JUSTIFIES THE CONFIDENCE THE PEOPLE OF CONNECTICUT HAVE
ALWAYS HAD IN THE STATE POLICE.

YOUR TASK WAS DIFFICULT. IT REQUIRED SKILL, PATIENCE AND ENDLESS HOURS
OF PAINSTAKING INVESTIGATION OF THE DEPARTMENT, CONCENTRATED WITHOUT
CONSIDERATION OF HOURS OR EFFORT.

THE CONNECTICUT STATE POLICE DEPARTMENT IS AND ALWAYS WILL BE TOPS.

GOVERNOR ABRAHAM RIBICOFF

BY THE Yankee Clipper

Vox-Cop

January-February, 1957

Give A State Trooper A Horse He Can Ride

Lt. Casey, Litchfield Post Commander, Devotes Off-Duty Hours to Breeding, Training of Equine Stock; Did Stable Chores To Earn Price of First Mount.

By Thomas R. Egan

Lt. William T. Casey, commander of the Litchfield State Police Barracks literally rode into police work on horseback. He is an officer whose waking hours not occupied by law enforcement are probably passed riding, feeding, currying, talking about or thinking about horses. They are his only hobby.

Horses have been a big part of his life ever since he can remember. Back around World War I when he was just a toddler he was always running to the fence that surrounded the Remington Arms property to watch the mounted guards ride on their rounds.

His parents lived in Bridgeport. That is where he was brought up, but when he struck out on his own he headed for the country. He has avoided city life since early manhood.

His present home is in Warren, a one-family white house on a dirt road that runs off Route 341. The road is owned by the town; consequently it will probably be paved eventually. Although hard-topping a road is looked on generally as one of those modern improvements that one hears mentioned from time to time, Lt. Casey holds a minority view. He has a true horseman's aversion to hard pavement, and since he personally, has been able so far to keep the road satisfactorily plowed in winter, he would be in no mood to cheer if one more stretch of good riding road--and this one so handy--were spoiled in the name of progress.

His present holdings permit a proper stable for his horses which the lieutenant

built himself. A small, rough pasture has also been cleared. Thus the passing years have seen a marked improvement in circumstances from the days when an eager Bridgeport teenager purchased his first horse and found he had no place to keep the animal.

Although he grew up in a city, Lt. Casey always had friends whose parents or relatives owned farms. Through these connections he was able to be around horses and satisfy his love for the animals.

Horse Opera Fan

He has no idea why horses came to have such an appeal for him, but he can offer a couple of theories. One is that the cowboy stories he read as a youngster started his liking for horses. The other is that he may be a "throwback."

His father, a dentist, showed no particular interest in horses, but his grandfather kept and loved trotters. So, too, did his grandmother. In fact, Lt. Casey says, his grandmother was a noted driver in her day. The winters were different then. Bridgeport harbor used to freeze solid enough to be safe for trotting races. Cutters were substituted for the land-going sulkies. These winter races were the ones in which Lt. Casey's grandmother earned her reputation as a driver.

His start as a horse owner was a modest one. By the time he was 14 he already had considerable experience in handling and caring for horses. With traditional small boy enterprise he

managed to make deals with busy horse owners to care for and feed their animals in exchange for riding privileges. It was the same enterprise that drove him through enough typical small boy chores--running errands, shoveling walks and such like tasks--to accumulate \$25. Thus admitted to the ranks of the capitalists he set about becoming a gentleman of property--a horse owner.

The animal he bought was sound enough and proved an entirely satisfactory saddle horse. But he was no colt. As other capitalists have discovered before and since, Lt. Casey learned at that tender age that investment of funds brings its own particular headaches. In this case, his immediate problem was to provide shelter for his property--property that had four legs, two ears, a tail and an appetite.

"I didn't know about zoning and things like that," he recalls, "so I couldn't understand why my mother wouldn't let me build a shack on our land."

Worked Out The Shelter

She wouldn't though, so once again Lt. Casey had to work out a small boy deal. One of his friends, a Mr. Kelly, had a stable and horses. He agreed to let young Casey have stable space if the boy would take care of and feed the Kelly horses. "There's only one thing we can be sure of about your horse," Mr. Kelly observed when he saw the Casey steed. "He can vote."

Looking back Lt. Casey suspects there was as much truth as humor in Mr. Kelly's pleasantry. His first horse was well over 21, the lieutenant now suspects. But he remembers also that he had a lot of fun with the horse and when the time came to dispose of the animal, young Casey turned a two hundred per cent profit on his original investment.

In this he was well served by the traditional luck of the Irish, for to sell the horse at all let alone dispose of the animal at a profit it was necessary to find just the right customer. That is where the contractor who refused to drive an automobile came into the picture.

Not only did this successful busi-

nessman refuse to have anything to do personally with the newfangled horseless carriage, but being an independent individual he also refused to let either of his two sons act as his chauffeur. The sons therefore set about finding a good safe horse that their father could drive on his inspection trips of the various jobs in which his firm was engaged.

Thus it came about that young Casey received his first practical and happy lesson in the workings of the law of supply and demand. The youngster's horse had long since passed the age of indiscretion. Youthful exuberance was at least a decade and one-half behind. The contractor's sons wanted just such a horse. They were not too easy to find. Lt. Casey, both literally and figuratively, was holding the reins in a seller's market.

The fortunate outcome of his first investment in horseflesh enabled young Casey to purchase his first Morgan, a strain of horseflesh he has continued to admire through the years. The transaction might have opened wide the eyes of some other individual, differently disposed, to the financial possibilities of horse trading, but the lieutenant has never been inclined to make money from horses.

Hobby Expensive

On the contrary, he readily admits that his hobby is an expensive one. He deliberately refrains from ascertaining how expensive. At one time he started to keep track of what he spent, but when he saw the totals accumulating, decided that for the sake of his piece of mind cost accounting should be carefully avoided. Feed costs alone for the four horses he has now will go \$400 a year or better.

Yet Lt. Casey has received a return other than in pleasure for the time and money he spent on horses. The animals were largely responsible for shaping his career.

As mentioned previously when Lt. Casey was a toddler he used to spend a considerable amount of time with his nose pressed against a wire fence watching the mounted guards of the Remington Arms Co. ride their horses. The company

discontinued this protective force sometime in the 20s, Lt. Casey believes. In 1934 he heard reports that the arms firm planned to reactivate its mounted force. He went looking for a job. Not only did he get hired, but he talked the company into renting the two horses he owned at the time.

In all the years he has been interested in horses Lt. Casey has never owned one that he couldn't handle. One of the two he rented the arms firm came closest to being in that category.

The animal had appeared as a bucking horse with the rodeo in Madison Square Garden. He was still a young horse when Lt. Casey got him, but by the time he and his master joined the Remington Arms force they pretty well understood each other.

Taught Equine Department

But there was a period when the horse insisted on having its morning buck. His owner would saddle him in the stable leaving the door open. When Casey mounted, the horse would head for the door and then go into his stiff-legged act. Casey was always able to ride this flurry out, after which the horse settled down and behaved himself. This was the animal Casey rode when making his rounds as a company guard.

The mounties had to key off check clocks at various stations just like ambulatory watchmen. The clock was on a strap suspended from the saddle. The key stations were usually established on poles at just the right height for a rider to trigger off his clock. That was what Casey was doing when something startled his bronco.

The horse took off on a run while the clock was on the key station. Something should have broken, torn, or come apart, but none of these things happened. Instead the pole came loose.

The heavy timber bumped along the ground, attached to the clock suspended by a strap from the saddle. It bumped crosswise between the horse's front and back legs, spanking first one set and then the other. Finally the former Madison Square Garden performer, deciding he had taken enough punishment, reverted to type. The animal's protests were so

vigorous that finally his rider became airborne, but for a short time only.

Becomes Airborne

The ensuing demonstration by Casey of the workings of Newton's law of gravity was the only time he remembers that a horse ever threw him.

Mechanization finally caught up with the guard force. When it did, Casey lost interest in that particular type of employment. It was around 1937 that the company took its mobile guards off horses and put them into jeeps.

"The horses were the big attraction of that job for me," Lt. Casey recalls so he gave it up and joined the State Police. He was married a year later. He moved into his present home in 1946.

He has four horses now, two Morgan mares, an Arabian horse and a filly. All four show the results of gentle handling. They come up to a stranger and nuzzle him, looking for handouts. The young ones, however, are still capable of being startled by quick movements or unusual noises.

Two of the four animals represent "firsts" for Lt. Casey. The Arabian is the first completely unbroken horse he trained. The filly is the first "home grown" horse he ever had. Her mother is Dianne, one of the mares. Her father is Nabob Morgan owned by William P. Clarke of Woodville, a neighbor of Lt. Casey's under the tolerant conception of distances in a rural community like Warren.

Lt. Casey avoids use of the term "break" to mean changing a green animal into a saddle horse. He prefers the verb, "train." The two words denote different means to the same general end.

Never "Break" A Horse

To break a horse is to subdue him; to train him is to teach him. The former process is all violent action. The latter is all patience and gentleness.

A successful product of the latter process is Billy, the Arabian. Billy was accustomed to his bridle and saddle in easy stages. Training sessions should be very short, Lt. Casey emphasizes, to keep the horse from becoming bored or resentful. After repeated small doses, Lt. Casey finally got Billy used to an

empty saddle on his back. Then one day the lieutenant mounted. The horse looked around surprised, arched his back just a little so the lieutenant immediately got off. He thinks he may have been on the animal less than a minute. But that was the beginning of the final step in making Billy a saddle horse.

Lt. Casey's horses obey neck rein signals. Teaching them is a two-handed process. With a short grip on one rein, Lt. Casey turns the head of a green horse in the direction he wants the animal to go. At the same time he touches the animal's neck with the opposite rein. After a while the horse gets the idea.

A Filly Is Born

Training Billy was a bit more work than "growing-your-own" in the case of the filly. Her mother, Dianne, is an old hand at increasing the equine population. Elaborate plans were made for her confinement, but when she decided it was time for one more stall to be occupied, she went and had her colt all by herself. The first anyone else knew about the event was when Ciancoma Maiden was spied making her shaky way on spindly legs. Now the filly is a lively bobby soxer, but not yet big enough for serious training.

The success of his first "grow-it-yourself" project has Lt. Casey in the mood to try raising new horses rather than purchasing them. "Of course it is possible that I could breed myself right off this place," he admits. The carrying capacity of his acreage is limited and besides the annual income of a lieutenant of State Police is capable of supporting just so many equine dependants. Of course there is the possibility of marketing any surplus but on past performance Lt. Casey would be more interested in finding one of his horses a good home than in getting a proper retail price.

Winter is the slow season for riding even for a fellow who owns his own horses. Lt. Casey lets their coats grow long. And he refrains from brushing them. A fine wax-like dandruff forms under the long winter hair, providing an excellent insulating layer for

winter if it is not disturbed, he explains.

His knowledge of horses has come from two sources--practical experience and reading. He started that latter practice as a youngster. The Bridgeport public library had a large collection of books on horses and horsemanship. When one of the librarians noticed that young Casey's borrowing followed a specialized channel she offered to buy any title he could not find on the shelves. Most of the books he read were written sometime in the 20s, frequently by an ex-cavalryman or veterinarian. However, every once in a while a new book comes out that Lt. Casey likes to read if he hears about it.

Arouses Small-Fry Interest

He has formed an informal organization among youngsters in his neighborhood interested in horses. They get together once a week in his home. He likes to have some adult horseman from the area present at the meetings to give what amounts to a lecture but is delivered under the guise of casual conversation.

He usually starts his day at the barracks at 8 o'clock and quits at six. He gets four days off a month. In the summer time he gets home with plenty of daylight left to ride and usually takes advantage of that condition. When he started to ride as a boy he used a Western saddle. But the Western is a work saddle, he says, whereas the English was meant for riding. So he switched to the flat saddle which is the one he prefers now.

Half a dozen of his neighbors have horses. They ride together on occasion. There are plenty of dirt roads where he lives, and if the group wants an all-day ride they can head for the Mohawk State Forest and need traverse only a short stretch of pavement on the way.

As a State Police lieutenant living in Warren he has an ideal setup for a fellow who likes law enforcement work and horses. ---WBY. Sunday Republican

Laughter is the joyous, universal evergreen of life. ---Abraham Lincoln

KNOW YOUR NEIGHBOR; THE STATE POLICE

Lt. George H. Ferris of the Ridgefield Barracks, State Police, and the 22 men and one woman of his command are not exactly neighbors, it is true. None of them live in Sherman (though it is possible that we might have one here some day), and none ever has, as far as I know. But if you are ever in distress and are helped by one, courteously and efficiently, or if you are ever in need of a patrolman and find that 24 hours a day, every day, one is just minutes away (the Lieutenant likes to say they're as far as your phone) he certainly seems a neighbor then, and as near, too, as any real neighbors you have. Also, you find if you talk to them much that they know as much about Sherman and its people, good as well as bad, as any but a very few neighbors do. So it seems all right to call them that.

The Connecticut State Police system, as you sit in his office and hear it explained quietly and almost diffidently by Lt. Ferris, is an astonishing and all-pervasive instrument. Headed up by Colonel (or Commissioner) John C. Kelly in Hartford (who is also State Fire Marshal, so closely are these two services intertwined), it is divided into districts and into numbers of special services. The districts are not county-bound, and the Ridgefield Barracks, our barracks, known as District A, has charge of eleven other towns beside our own, variously in Litchfield and Fairfield Counties. Let us say a geographical division: Sherman, New Fairfield, New Milford, Danbury, Bethel, Brookfield, Roxbury, Bridgewater, Newtown, Redding, Monroe and, of course, Ridgefield. The 21 officers at the barracks (one is resident in Redding) are daily assigned to patrols. Ours is us, Sherman, and New Fairfield. Twenty-four hours a day, then, somewhere in either of these two towns is a State Policeman. He's connected to his barracks by three-way radio, and his barracks to our homes by phone, Enterprise 8800--no toll.

Who is this man? What does he know, and what does he do? Well, he's liable to be tall (I've never seen one who was

not), handsome (though maybe his uniform helps), and in top physical form. He is at least a high-school graduate (many are now college graduates as the State Police begins to be called a profession), and, after application, investigation, and merit system exams, he is further a graduate of the State Police Academy in Bethany. Three months of this, nine months more on probation, and frequent returns for "in service training." He has learned, in this schooling, some law, court procedure, marksmanship, investigatory techniques, interrogation, finger prints, ballistics, riot duty, criminal photography, some practical psychology, physical conditioning, and much much more. Some of it naturally, by the very nature of its complication, he has had not much more than a taste of. He has special services of all kinds for highly technical help. But he knows his job, and he's courteous, friendly, quick and efficient.

What does he do? Well, his duties and services are so diverse they are even hard to list. He is of course at all times on traffic duty; and I am afraid that it is in this connection that most of us may think of him--with twinges of conscience as his car whips past. But equal if not even more important is the list of things he does for us instead of to us: his aids. He is on call for all accidents: to witness, to administer first aid, to arrest if need be, to take charge. He is on call for any and all criminal action, and this is his most exacting and complicated work.

I have mentioned some of his training. His cases are personal things: he follows them through, cooperating with and helping the local police, till they're solved and tried. To do this he may be relieved of all other duties if the action warrants it. And to investigate he can freely cross his district and even state lines. At his call are the special detective services for the state as a whole and even the federal agencies which may apply, the FBI, Postal, or other. He can, with permission and if the situation warrants, himself work in plain clothes. He is helped by weekly and monthly conferences in his

own barracks where information is exchanged and evaluated.

Just as he can call on federal help he can be called on in turn--for anything: cases involving even national security. He can make arrests for fish and game violations if he sees them, though he turns them over to that department. He investigates all fires the origin of which is suspicious. He reports forest fires; he may be called upon to assist at them. There is a special "vacant house patrol" which posts and visits vacant houses upon request at a minimum of once a week, more often every two days. Further but not least, he is on tap for all sorts of "courtesy aids" too many to list, but everything from helping you fix a flat, through doing traffic duty at your wedding, to lecturing at our school (if we ask him) on a number of subjects - say safety.

Lastly, and paradoxically, he is never off duty even when off. In civilian clothes, bound for the movies with his wife, he is still legally and morally bound to act when he must. He is never too busy to come when you call, and you need not fear he will treat you like a fool for calling--even if the noise you hear in the night should only turn out to be your spaniel dreaming--for his job above all is peace. Peace in a very real sense: order, help, security, peace.

I mentioned above a resident officer at Redding. It is faintly possible we could have one here. And then--to pursue the analogy one last time--he'd be a neighbor indeed. A resident State Policeman is always in one's town; except in extraordinary circumstances he is never called from one's town; and yet he is just as much a part of the force and has just as much call upon its facilities as those who work from a barracks. Unfortunately, at the present time there are no vacancies; and, astonishingly enough, up to the present there are by law only 15 such residents in all of the state. A number of towns, however, have signified their desire for one, and Commissioner Kelly is having a bill introduced in the next legislature requesting more. To get one a town has to ask; it has to pay one-half of his salary (present top \$5460), and should aid

him in finding a home. It may be something to think about as Sherman grows.

But until that time, until the day he lives with us, remember--though he's nameless--that he's here just the same, perhaps right now passing by your house, or stopping a moment at the center to see Andy. He knows you, knows you better than you know, chances are. And he's on the job--as far away as your phone.

---Wilson Ware
From The Sherman Sentinel

THE HELPFUL POLICE

Good police work does not always entail the relentless pursuit of wrongdoers. That Old Saybrook incident of the baby's spoon and the helpful Connecticut State Police is an example.

As reported by the Associated Press, a Pennsylvania couple and their infant had stopped in an Old Saybrook restaurant for a meal--they could not recall the name of the place--and discovered, upon reaching home sometime later, that the baby's spoon had been left behind. And the real and pressing problem posed by this was that the baby--whimsical as anybody's baby is apt to be at times--would eat with no other implement. It demanded its own little spoon. Otherwise, no pabulum, or whatever. Not on your life.

So, in desperation, the Pennsylvanians got in touch with the Connecticut State Police. Could the police possibly help? They could. They did. They checked 12 Old Saybrook eating places, finally found the right one, obtained the spoon and mailed it to Pennsylvania.

We say this was good police work--by a State Police organization that has a heart.

---New Haven Evening Register

Courage, it would seem, is nothing less than the power to overcome danger, misfortune, fear, injustice, while continuing to affirm inwardly that life with all its sorrows is good.

---Dorothy Thompson

DIMES GALORE, TICKETS
IN PILES, HUMOR, WORK--
ALL PART OF DAY AT BRIDGE

By ART COLEMAN

Maybe 10,000 dimes and 15,000 tickets seem like a lot of money in anyone's piggybank, but it's all in a day's work for 35 employes at the Gold Star Memorial Bridge.

Every day 15 of the 23 operators collect approximately \$1,500 in tolls and commutation book tickets ranging in value from one cent for pedestrians and bus passengers to 80 cents for big trucks and \$2.50-\$12 per book. Of course, all the tolls aren't in dimes, but the small monies add up to thousands of dollars every year.

Have you ever wondered what happens to the dime or ticket you shell out every time you use the 6,000 foot span which replaced the antiquated bridge a little down-river in 1942? Each simple transaction goes through a complex check and counter-check process few regular commuters realize.

When a driver pays at one of the lanes, the operator registers the toll in one of 14 categories, seven each for cash and ticket. Automatically the transaction is flashed on the carriage call board on the marquee above the taker's booth. A numeral "1" indicates a passenger car, "2" a trailer and so on through three- and four-axle tractor-trailers, buses, six-wheel trucks and non-revenue vehicles such as State Police cars. If the transaction is cash, a small amber light also lights.

Modern Usage

The carriage call numbers are a hold-over from old theatres serving a modern function. When a party arrived at a performance, the theatre doorman gave the driver a call number. When the party was ready to leave the theatre, its call number was flashed on the board over the entrance, and the driver came from where he was parked to drive his party away. Calling carriages by numbers eliminated, or at least minimized, the possibility of a horse-drawn traffic jam after performances.

When the operator rings up a transaction, an automatic record is made on tabulating machines inside the toll house. These records and impulses registered as cars pass over a treadle after paying tolls are stored by the machines and printed every hour.

However, the tabulators also keep records of each operator's hours on duty. Each has a separate identifier key which must be installed in his booth so that the machines will record. When the key is inserted or withdrawn, the time is printed along with the figures.

Perfect Balance

At the end of his shift, the operator deposits cash and ticket proceeds in a night-deposit type of chute to the auditing room, where they are counted again and checked against the computing machine figures. Most of the time, the totals balance perfectly, while occasionally an operator's hand-punched total may be off one or two. "Out of the 2,500 transactions an expert operator may handle in an eight-hour shift, that isn't bad, is it?" Bridge Manager William D. E. Colgan asked. He added, "Most of our operators are really expert and are surprisingly astute at keeping the traffic moving."

Even then the process doesn't stop, since each ticket is canceled by machine and packaged. At the end of a year the tickets, weighing as much as three or four tons, are sold for used paper and destroyed under the watchful eye of a representative of the State Highway Department under which the bridge is operated.

In addition to brisk personal transactions, the bridge has an active mail-order business in commutation tickets, particularly with the more than 1,000 shipping and trucking firms which order books in advance for their drivers in lots ranging in value from \$2 through \$800 at a time. The bridge offers books for every class of vehicle and sells more than 70,000 a year.

"We like to think of ourselves as a community venture," Colgan said. "Not only do we deal in public service, but many of our operators get to know their regular customers to the point where

they can tell whether they're early or late, and know their families."

This is quite a job of memory work, considering that some 24,000 vehicles cross the bridge every day!

Not only does the bridge staff try to cement public relations by returning lost commutation books, car keys and the like to their owners, but they act as a surveillance agency for the State Police.

They Went That-a-Way!

The five supervisors are deputized police officers and may carry sidearms or make arrests. Usually when an escaped convict or some other dangerous person is expected to use the bridge, operators are notified to let him pass and report to police in which direction the culprit was heading.

The same procedure is employed when a car races through the station without paying. A driver check for license and registration is carried out, and if the person has no money, the toll is charged for later collection.

"The State Police hardly ever fail to get the car or criminal, usually within a short time," Colgan said. "Once last year when a car got through without paying, it took them 24 hours to catch up with it. The operator turned out to be an amnesia victim."

The operators also stop persons driving while under the influence of liquor if they seem to pose a problem to public safety.

Women Expert

Included in the operating staff are five women, who are exceptionally expert, according to Colgan. They work the standard eight-hour shifts in rotation like their male counterparts, one of whom holds a Doctor of Philosophy degree and is a retired school principal. Sixteen staff members have seen service since the bridge opened.

No matter how expert he may be, occasionally something stumps a collector. Recently a new operator who wasn't used to bridge procedure turned in two air-mail stamps he had taken in payment for a toll.

Courtesy and patience are the by-

words for collectors, who face such complaints as, "We just paid toll at the other end of the bridge." This comes from tourists who paid at Old Saybrook for the Baldwin Bridge, more than 16 miles away, and think they are still on the same bridge.

An Odd Duck

Once a man stopped and asked where he could buy a live duck. The request didn't fluster the staff which, after a quick consultation, gave him directions to a farm where the birds might be found.

The collectors soon get to recognize all sorts of categories, and have checked airplanes, submarines, ships, tanks and until recently a horse and wagon--a regular customer--through the gates.

"The old fellow who owned the horse and wagon never bought a commutation book, though," Colgan remarked, "even though we have one for that classification."

So one of the country's most modern transportation facilities collected another dime every time a vehicle from another era clomped through one of its stalls.

---New London Day

AUTOMATON ON OHIO TURNPIKE

The Ohio Turnpike has an electronic car-weighing and toll-collection system. As a vehicle nears the toll booth, a treadle built into the pavement weighs each pair of wheels and a photoelectric "eye" counts the axles. At the same time, the toll counts the axles, presses the proper key on a recording machine which then adds the axle weights and punches out an appropriate fare card. At the exit, similar machinery checks the vehicle out

---A.A.M.V.A. BULLETIN

The ultimate values of mankind are spiritual; these values include liberty, human dignity, opportunity and equal rights and justice.

---Dwight D. Eisenhower

Between



Ourselves

Vox-Cop

January-February, 1957

When Guns Speak It's Too Late

Effective control of the sale and possession of firearms is still far from accomplishment, in spite of the mass of law on the subject, plus the best efforts of police. Crimes of violence are multiplying in all parts of the country. Connecticut is now experiencing a wave of holdup murders which is creating something akin to panic among persons accustomed to keeping late business hours. These people are asking how criminals obtain guns and why the illegal traffic in pistols and revolvers persists. Good questions, both, but the answer must be sought in many places.

It's easy to obtain a lethal weapon just by placing an order with one of the numerous concerns which advertise these wares openly in many publications distributed nationally. The order may be sent through the mails, but the gun can't be forwarded by mail, unless it is intended for a licensed dealer in firearms, a firearms manufacturer or individual qualified under the law to carry arms in line of duty. The mail order houses get around the provisions of the law by shipping guns by express and there is nothing in the federal law at present to prevent this procedure.

Local police departments have no means of checking on the mail order guns received in a community. They do have a chance to check on firearms purchases made locally. Every retail outlet for pistols and revolvers must operate under a permit, and must report sales to local and state police, with the name and address of the purchaser and a description of the weapon.

The Bill of Rights appended to the Constitution affirms the right of the people to "keep and bear arms." No law

can be permitted to infringe upon this right. Hence, any person is allowed to keep a gun for protection within his home or at his place of business without a permit. However, he cannot place a gun in his car or carry it on his person without a permit, and a permit, once granted, must be renewed each year. Through the duplicates of applications filed at the time of purchase, a local police department has an opportunity to investigate the circumstances of a gun's ownership. Police may also follow up on permits which have not been renewed as the law requires. Both practices should be standard procedure in local police departments.

Spurred by the present crime scare, the Police Chiefs' Association of Connecticut intends to push for legislation to tighten state regulations pertaining to the possession of pistols and revolvers. Their proposals for extending the period between the application for purchase and the delivery of a weapon, to permit more careful investigation, should be adopted. But no change in the state law could stop the flow of guns into the state from mail order sources.

The gap in the federal law which permits the delivery of guns to individuals without furnishing the police with a record of the transaction should be plugged. The Alcohol and Tax Division of the Internal Revenue Service has the responsibility of enforcing the Federal Firearms Act. This division, with the cooperation of the Attorney General, should formulate amendments to the law to put a stop to the mail order trade in lethal weapons. The shipment of sidearms across state lines to unqualified individuals should be forbidden,

whatever the mode of delivery. The same regulations which forbid the postal delivery of such weapons, with such exceptions as the present law notes, should be extended to cover common carriers, such as the railroads, and all other forms of transportation.

We believe, also, that the publications now carrying advertisements for mail order houses selling pistols and revolvers should purge their columns of this class of business. They should willingly accept the sacrifice in the public interest, for mail order gun sales, according to law enforcement officials, are placing guns in criminal and irresponsible hands. Part of the onus, at least, must rest upon those who minister to this traffic with the aid of printer's ink.

---The Meriden Journal

A CRIME WAVE OF ARMED ROBBERIES

What lies behind the recent wave of robberies in the Hartford area? The slaying of a package store owner in East Hartford emphasizes the string of armed robberies reported in the last two or three weeks. Aside from the shootings in the New Britain gasoline station, there have been incidents in different sections of the city and its suburbs. Similarities in the shootings have suggested that it may be the same man. Whatever the facts, the community will not rest easy until the culprit is brought to justice.

Armed robbery is one of the more vicious of crimes. This country is more accustomed to its brutality than others, like Great Britain, for instance, where the police did not carry weapons themselves for years because the appearance of the law was authority in itself. This country has seen a worsening in law enforcement in recent decades. There is reason to wonder if the courts are applying the penalties severely enough to discourage and penalize such crimes. Store owners, conscious of the hazards they run in maintaining a business to serve the public at night in lonely lo-

cations, believe that something has to be done rapidly.

The first answer is to enforce the law as it stands, putting a determined police effort into the apprehension of this man. Only through swift justice can the community make its protection for legitimate businessmen adequate. In days when teen-agers rough up a storekeeper, when reports of breaking and entering are encountered with frequency in the pages of the newspaper, the most spectacular crimes deserve full attention and retribution. Then the General Assembly ought to give its own study to whether the system of justice--through the police establishment, the courts, the indeterminate sentences and the prisons where society expects that these men shall be rehabilitated--is doing its job.

---Hartford Courant

LAY THAT PISTOL DOWN, BABE!

Anyone more than about 18 years old knows where we got this caption. It was the title of a loud and brassy number that monopolized radio and the juke-box during the early 1940s. Our only excuse for using it is that it expresses the feelings of the Connecticut Association of Chiefs of Police regarding unregistered pistols.

A committee of the association, headed by State Police Comsr. John C. Kelly, has been making a study of the problem of keeping track of hand weapons. As the law now stands, the only record required for transfer of ownership of a weapon is that called for by the state statute when one of the parties involved is a licensed dealer. Some towns have purely local regulations requiring records of even private sales, but this practice is not widespread.

Anyone may keep a pistol in his home or place of business for his own protection. This is proper. The right to bear arms in self-defense is guaranteed by the federal and most state constitutions. Carrying one on the street or in an automobile, however, is another matter. A permit is required. The power to grant it is discretionary and is lodged

with the chief of police or first selectman of a town. Presentation of a local permit to the State Police can result in the issuance of a permit covering the whole state.

Registering weapons and licensing their carriers will not keep them from the hands of criminals. Devices ranging from the zip guns that hoodlums make with a couple of powerful rubber bands to "liberated" Army sidearms are available to the prospective hold-up artist, and he won't go to the police for a permit.

However, registration and licensing do make the acquisition of weapons more difficult. They make it easier for police departments to know who owns what weapons. Granting that our constitutional guarantees should be safeguarded, the police should have this enforcement tool made available to them. The police recognize both these ideas, and no Connecticut police official has publicly advocated anything like New York's Sullivan Law, which forbids possession or ownership of any kind of hand gun without a permit that is hard to get.

What the police want, and what they should have, is a law that enables them to exercise greater controls over the possession of firearms and to hold those who do possess them to greater responsibility.

---The Hartford Times

A GOOD OVERHAUL OF FIREARMS LAWS

Connecticut firearms laws stand in need of a good overhauling.

Such appears the general opinion of the State's police officials.

Since there is a session of the General Assembly coming up, why not do something toward that end?

This is the way matters now stand:

Anybody--even an ex-convict--can purchase a revolver, pistol or gun in Connecticut.

The only records police have on guns sold in the State are obtained on the initial sale.

After that police have no way of knowing what happens to the weapons.

There is no way of halting the sale

of a revolver to an unsavory character--police can only suggest to a seller that it might be an unwise idea.

Anyone can keep a gun in his home or place of business. It cannot be carried on person or in vehicle without proper permit.

So what should be done?

A study committee of our police chiefs, under the chairmanship of State Police Comsr. John C. Kelly, is now investigating and considering various proposals.

Under consideration are a compulsory registration law; compulsory registration of any sale or transfer of a hand gun between individuals; a general tightening of provisions of sale including a longer waiting period and notification of intent to purchase to the local police department.

Few of our chiefs seem to support the New York Sullivan Law, which forbids possession or ownership of any type of hand gun without permit.

We would go along with their opinion, since it does not seem wise to make it difficult for a law abiding person to obtain a weapon for the protection of himself, his family, home or business.

But weapon registration and better control over sale or transfer seems a desirable thing. Anything which would tend to keep weapons out of criminal hands or those of unstable persons would seem to be a step in the right direction.

---New Haven Evening Register

A MOVE FOR BETTER CONTROL OF FIREARMS

The move for stricter laws covering the ownership and possession of small firearms now advocated by a special committee of Connecticut police officials will surprise many persons. They will be startled, because few of us had any idea that the laws covering the possession of revolvers are as vague and incomplete as they seem to be. According to this committee, headed by State Police Commissioner John C. Kelly, the only record now kept of firearms is that of the original sale. But a pistol or revolver

can change hands innumerable times, and may even get into the hands of known criminals without let or hindrance.

This committee is going to ask for a compulsory registration law, including the registration of each sale or transfer of a hand gun between individuals; a general tightening of the provisions of sale, including a longer waiting period before delivery and a requirement of an intent-to-purchase notice to local police.

The problem of keeping track of hand weapons is one that can never be wholly solved, because the criminal mind will always find someone or some way through which firearms can be obtained. But strict registration does give the police additional weapons against the criminal and the registration number often affords good leads toward ownership. The blank wall that police have run up against in the series of shootings and holdups in recent weeks is a significant indication that stricter laws are necessary.

The law would not, of course, apply to sporting guns. Nor would it impinge on the constitutional right to own firearms. It would merely set up apparatus so that the police would be in a better position than they are now to know who owns what in small arms, and how many are falling into the hands of unsavory characters. ---The Hartford Courant

CRACKDOWN ON GUNS

Legislation which if enacted would tighten government's control of firearms in this State, has been introduced in the House of Representatives and deserves, in this newspaper's opinion, careful consideration by all of our lawmakers.

The measures introduced by Rep. Erving Pruyn, Colebrook, Republican, were requested by the State Police.

They may be said to manifest the State's concern over the recent wave of armed robberies and killings which have terrorized populous communities--plus the State's determination to put a stop to such insane violence.

The bills would require all pistols, revolvers and hand guns to be registered with the State Police; would require the fingerprinting of all persons applying for gun permits and would increase renewal fees on gun permits from \$1 to \$2.

Objectors will no doubt raise the usual cry that a criminal prevented from buying a gun can hardly be prevented from stealing one. That is true.

The tightened laws requested by the State Police would, however, make it somewhat more difficult for thugs to obtain weapons than is now the case.

The proposed Statewide registration of weapons, moreover, would simplify appreciably the police task in tracing stolen guns.

The proposed legislation would of course not stamp out all crime in the State. But it would help greatly. It ought to pass.

---New Haven Evening Register

BILLS CHANGING GUN LAWS INTRODUCED TO LEGISLATURE

By Irving Kravsow

A series of bills aimed at cracking down on gun-wielding bandits who have terrorized Connecticut in recent weeks were introduced in the Legislature at the request of the State Police.

Rep. Erving Pruyn, R., of Colebrook, introduced three bills tightening the laws governing possession of firearms and a measure cracking down on the use of motor vehicles for the commission of crimes.

He said the bills were drafted on the recommendation of the State Police Department. Rep. Pruyn, who is assistant House GOP leader and chairman of the House Judiciary and Governmental Functions Committee, said he will urge passage of the measures.

One bill requires all pistols, revolvers and hand guns be registered with the State Police. At present, persons possessing guns in their homes or places of business do not have to register them.

Another measure prohibits the issu-

ance of a permit to carry a gun to anyone who refuses to be fingerprinted. The bill also requires all applicants for permits to be fingerprinted.

The third measure increases the fee for renewal of a gun permit from \$1 to \$2.

Another measure introduced by Rep. Pruyn attacks a different phase of the crime wave that has swept the state in recent weeks. The bill makes it a serious crime to use or permit the use of a motor vehicle in the commission of a felony or misdemeanor other than violations of the motor vehicle laws.

The bill, in effect, carries a maximum sentence of five years in prison or a \$500 fine or both for anyone who uses or allows his car to be used in the commission of a crime. --Hartford Courant

**LT. JOHN LAWRENCE
NEW COLCHESTER C.O.**

Appointment of Lt. John C. Lawrence of Windsor as commanding officer of the Colchester State Police barracks was announced Feb. 14 by Commissioner John C. Kelly.

He will succeed Sgt. Joseph P. McAuliffe, acting commander.

Lieutenant Lawrence has been working in the Special Services Division at Hartford headquarters since May 4, 1953.

A native of New Haven, he was educated in the public schools of his home city. He attended New Haven Junior College for four years but left before graduation to get married.

He was appointed to the State Police Department Jan. 24, 1938 and assigned to the Hartford barracks.

He was promoted to sergeant Dec. 1, 1946, transferred to headquarters as night executive officer June 29, 1947, then went to the Stafford Springs barracks Sept. 6, 1947. He returned June 20, 1952, to the Hartford barracks, where he remained until his assignment to Special Services.

His promotion to lieutenant came Mar. 23, 1954.

He attended the Harvard Legal Medicine School from Oct. 27 to Nov. 2,

1946, and has figured in the investigation of many criminal cases.

**DORRENCE MIELKE APPOINTED
TRIAL JUSTICE IN DURHAM**

Retired State Police Sgt. Dorrence Mielke has been appointed to the office of trial justice as successor to Justice Frederick R. O. Tietze whose term expired January 7, 1957.

Mielke was appointed to office by the Board of Selectmen which includes Charles Wimler, Burton Parmelee and Francis Behrens.

Mielke retired in November, 1954, from the State Police after 24 years and eight months of duty, all of which were spent at the Westbrook Barracks, except for three months at Groton and two more at Bethany.

Since that time he has been studying in a radio-television school at New Haven, preparing for work in the field of TV photography. He was known during his police service for his knowledge of photography which proved invaluable on many occasions for both state and local police departments.

Justice and Mrs. Mielke are the parents of two children, Janice and William.

---New Haven Evening Register

PRINTS

Q. When were fingerprints first used for identification in this country?

A. It is believed that fingerprint identification was first used in the United States in 1882 by Gilbert Thompson of the U.S. Geological Survey. He used his thumb print on commissary orders to prevent forgery during his supervision of a survey of New Mexico. The use of fingerprints as a system of identification is of such ancient origin that it was known from the earliest days in the Orient, when monarchs signed documents with the imprints of their thumbs.

RETIRED LIEUTENANT WILLIAMS DIES;
WAS WORLD WAR I CAPTAIN IN Y.D.



LIEUT. HOWARD S. WILLIAMS

Howard S. Williams, retired with rank of lieutenant in 1942, died January 18 at the Haines Nursing Home, Yeadon, Pa. Lieutenant Williams, who was 87 at the time of his death, was known as the "grand old man of the state police."

He was born April 19, 1869, in Macon, Ga., son of the late Lewis and Mary Hall Williams. Mr. Williams was appointed to the state Police Jan. 1, 1922, and was in charge of the Centerbrook Barracks and later in charge of supplies and materials for the state police on Washington St. He retired July, 1942, and moved to Satan's Kingdom. He moved to Pennsylvania in 1949 after his wife, Mrs. Mary Beebe Williams, died.

During World War I he was a captain of the 102d Infantry Machine Gun Company, 26th Division in France. He received a Silver Star. The Bouresches Woods Citation was presented to him by General Pershing.

HE JOINED the Connecticut National Guard May 11, 1891, and was in the federal service along the Mexican border

from June 26, 1916, to Nov. 8, 1916. He attended Guilford Academy.

In February, 1904, he joined the Winchester Arms Company, New Haven, and was on the World's Champion Rifle Team. Mr. Williams was inventor of the Williams Traction Splint.

He leaves a daughter, Mrs. John B. Tracy of Darlington, Pa., two grandchildren and two great-grandchildren.

The funeral was held January 23, at the Beecher and Bennett funeral home, New Haven. Burial was in Northwood Cemetery, Soldier's Field, Wilson.

Department representatives who were bearers at the funeral were: Lieutenants Ferris, Kimball, Beizer, Tierney, Taylor and Mangan. Officer Walter Stecko was in charge of the 12-man state police honor guard.

NEW BRITAIN CHIEF COSGROVE DIES;
WAS POLICEMAN NEARLY 40 YEARS

New Britain Chief of Police Daniel J. Cosgrove died January 24. Chief Cosgrove started with the police force in 1917 as a supernumerary and was made a regular in 1921, serving street and dry squad duty. In 1935 he was promoted to street and desk sergeant, to which he returned in 1946 after four years as a detective sergeant. He remained on day shift desk duty until his appointment as chief in 1951.

Chief Cosgrove was a member of the executive board of the Connecticut Police Chiefs Association. Police Chief Arthur Harris of Milford, president of the Association led the delegation from that unit at funeral services January 26. Burial was in St. Mary's cemetery from St. Francis of Assisi Church.

A veteran of World War I, Chief Cosgrove served 14 months in the U.S. Navy aboard the minesweeper U.S.S. Lowell.

Nothing that was worthy in the past departs; no truth or goodness realized by man ever dies. ---Thomas Carlyle

OFFICER MICHAEL SANTY
RETIRES FROM SERVICE



OFF. MICHAEL SANTY

Officer Michael Santy is the most recent addition to the growing list of retired State Police personnel. "Mike", who left the department just a few weeks ago, has taken up a position as chief of security in a large Bloomfield office.

A testimonial dinner by friends and associates was given Officer Santy at the Bristol Elks Club on January 23. Mayor James P. Casey, of Bristol, was toastmaster at the event which was attended by many notables in law enforcement and the judiciary.

Capt. Philip Schwartz, representing Commissioner Kelly, headed the State Police delegation. Police Chief Thomas V. McCarthy headed the Bristol Police unit which attended.

Officer Santy entered the training school Nov. 20, 1935 and after graduation was assigned to the Beacon Falls barracks. He moved over to Bethany when that station was activated in 1941. After a few months of service at Hartford barracks in early 1944, Mike was assigned to the Special Service Div. and served with that unit until his retirement. He attended the Seminar in Homicide Investigation at Harvard University in May, 1952.

OFFICER JOSEPH SULLIVAN
PROMOTED



OFF. JOSEPH F. SULLIVAN

Officer Joseph F. Sullivan, of Milford, was promoted to rank of sergeant January 21. Sergeant Sullivan, who has been stationed at the Bethany Barracks since 1952, remains at that station.

A member of the Training School Class of August 1, 1941, Sergeant Sullivan received his training at the Westbrook station and upon completion of the course was assigned to Bethany. From April 1942 until October 1945 he was on military leave and saw service with the U.S. Coast Guard. Upon return to the State Police force, he was assigned to the Westbrook barracks and after two years of service in the shore area went to Westport.

Q. Who was the first president of the United States to ride in an automobile in the inaugural parade?

A. Warren Harding, in 1921. Although automobiles were used during the Theodore Roosevelt administration, the traditional carriage and four was always used in the inaugural parade until Mr. Harding took the oath of office.

---Highway Highlights

14 HEADQUARTER'S GIRLS HAVE TOTAL OF 371 YEARS OF SERVICE WITH STATE



It was recently called to our attention that a small group of Headquarter's girls had an amazing total number of years in the State's service amongst them. We say amazing of course, and you can judge for yourself, because to look at them one wouldn't begin to suspect that they had been working anywhere near that long. Individually their years of service range from 20 to 34 years.

Shown l. to r. seated are Mrs. Doris Smith, General Office; Mrs. Rose Albright, Special Service; Mrs. Ida Maskel, General Office; and Mrs. Thelma Powers and Mrs. Bianca D'Ambrosio, Commissioner's Office: Standing l. to r. are Mrs. Esther McManus, Accounting; Miss Anna Reardon, Fire Marshal's Office; Mrs. Estelle Greentree, Weapon Division; Miss Dorothea Haggerty, Business Office; Mrs. Marion Gould, Identification Bureau; Miss Ann Hagarty, Traffic Division; Miss Isabelle Murray, Accounting; and Mrs. Irene Higgins, Major's Office. Missing from the photo is Mrs. Jean Porter, Identification Bureau.

WITH THE PENNSYLVANIA STATE POLICE

Every effort is being made to bring to maximum as soon as possible the strength of the Pennsylvania State Police. The present authorized strength of the force is 1,900 men--exclusive of those assigned to duty on the Pennsylvania Turnpike. On September 1, 1956, the number of officers and men in the entire force was 1,896.

On September 27, a class of 67 men was graduated from the State Police Training School in Hershey. These men were immediately assigned to duty and became available for traffic and investigative duties.

On October 8, a new class of 49 student recruits began a six-months course of study at the training school.

The general qualifications for acceptance in the Pennsylvania State Police are as follows: An acceptable applicant must be an unmarried citizen of the United States of America and a resident of Pennsylvania. He must be between the ages of 21 and 30 and of sound constitution and excellent character. He must be capable of operating a motor vehicle and possess a valid operator's license. He must be able to produce a certified copy of his birth certificate.

To meet the educational requirements for appointment he must be a graduate of a senior high school or have equivalent educational background. The selection and appointment of candidates is based on the results of oral and written examinations.

Physically the applicants must meet the following requirements:

1. Height--not less than five feet, eight inches, nor more than six feet, two inches, without shoes.
2. Weight--not less than 150 pounds nor more than 190 pounds without clothes; weight must be in proportion to height.
3. Vision--each eye must be not less than 20/20 without glasses. The applicant must be able to distinguish colors accurately.
4. Hearing--must be normal.
5. The applicant must have at least 20 sound natural teeth. Teeth permanently filled or crowned are considered

sound; however, carious teeth are not. Gums must be free of pyorrhea and all missing teeth (except wisdom teeth) must be replaced by plates or bridges.

6. Defects, such as enlarged or diseased tonsils, flat chest, heart murmur, underweight or overweight, high or low blood pressure, improper position of abdominal organs, enlarged inguinal rings, slight varicocele, slight varicose veins, slight hemorrhoids, vertical curvatures or deformities, stooped shoulders or one shoulder lower than the other, fallen arches, or conditions leading to potential defects, which frequently develop under an intensive course of training, contribute to the rejection of many applicants.

---PA. Chiefs Bulletin

DYNAMIC TRAFFIC CONTROL

A school bus had stopped on a heavily-traveled highway in Missouri to unload some children. A 13-year-old monitor in the bus was given a red flag to help conduct the youngsters across the highway. A big car approaching the bus was flagged by the boy, but the driver failed to show any sign of heeding the red flag or the flashing red lights on the school bus.

The young man carrying the flag sensed that the car was not going to stop. He picked up a rock from the shoulder of the road and threw it at the passing car. It smashed the windshield and landed in the lap of the errant driver. The driver was uninjured and luckily the children had scampered to safety.

All of us perhaps, at one time or another, have wished to resort to such dynamic methods of traffic control but lacked the impulsive naivete of the young flagman.

---AAMVA BULLETIN

It is more important to know where you are going than to get there quickly. Do not mistake activity for achievement.

---Mabel Newcomber

COMPLIMENTS

Vox-Cop

January-February, 1957



AMERICAN RED CROSS

BRIDGEPORT CHAPTER
271 PARK AVENUE
BRIDGEPORT 4, CONNECTICUT

January 22, 1957

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

Dear Commissioner Kelly:

Once again we at the Bridgeport Red Cross are greatly indebted to members of the Connecticut State Police.

On Friday, January 11th, late in the evening, there was an emergency at St. Vincent's Hospital and frozen plasma was needed to save the life of a $3\frac{1}{2}$ year old child. I found that there was some available at the Waterbury General Hospital. The doctor at St. Vincent's needed the plasma as quickly as he could get it. I called the Westport Barracks and Sergeant Jerome Smith most courteously and with great dispatch, made arrangements for the blood to be brought in. Officer David Miller of the Bethany Barracks brought it to Milford from where Officer Albert Kruzshak rushed it to St. Vincent's Hospital.

It is of great satisfaction to us that the child who was hemorrhaging recovered after the plasma was given to him. I am sure that the members of the State Police who assisted in that emergency have the same feeling of satisfaction that we have.

I am always very much impressed with the emergency service and friendliness of the members of your State Police. Please extend my thanks to them.

Sincerely yours,

Stephanie M. McCarthy
Mrs. Thomas McCarthy
Executive Director

SM:F

C O M P L I M E N T S

Bridgeport 6, Conn.

January 28, 1957
New Haven, Conn.

Dear Sir:

I wish to inform you of our appreciation of the wonderful work of handling the proceedings of an accident that could have been very serious, but thank God that my wife and I were only shaken up and nervous.

We were sideswiped on the Merritt Parkway Sunday about 4:30 P.M. and we spun and twisted around on the esplanade and after the car was set and on the esplanade, I asked my wife how she felt and of course, she was shaky but she pointed up the road as the car that hit us was still going. Suddenly in the distance I noticed that the car was stopped so I walked up to that car and found an officer had stopped the driver and was taking his history. I was very upset and the officer talked to me in a very consoling and calm tone and made me feel a little better, but I want to bring to your attention the officer's alertness and bravery in catching up with the other car that caused the accident. Another officer was there in a second and they both helped me in controlling my nervousness with their wonderful calm and soothing conversation. I also noticed with great admiration the way an officer asks questions of a person who is the cause of an accident--with no malice and a calm and gentlemanly way. I was really amazed.

I had to get some information from the barracks about the name of the driver and car number and found out the names of the officers and they were William Unger and Robert Sautter.

Will you be so kind and show them this letter as I would like them to know that they are appreciated by the people of Connecticut and I am sure that it is a great satisfaction to you to know that you have such capable and alert men in your organization and no doubt that all the men of the State Police are of the same calibre and intelligence.

Thank you and Officers Unger and Sautter for the help they gave us.

Respectfully yours,

Mr. & Mrs. Nathan Jupiter

Dear Sir:

It seems to me the majority of people spend their time complaining about the enforcement of laws by the Connecticut State Police, but too few ever acknowledge that these sterling officers perform many acts of courtesy and assistance for which they receive no credit whatsoever.

A case in point is that of the kindness rendered my mother and I January 24th on the Merritt Parkway by Officer James Lenihan of the Bethany Barracks.

That afternoon we were returning from Hartford and had reached North Haven when suddenly my 1956 Dodge blew a "freeze out plug". We pulled off the parkway and, like most females, unfamiliar with the mechanics of an automobile, got out and stood there in the freezing temperatures, completely unnerved, and wondered how to deal with the unprecedented situation.

In no time at all, Officer Lenihan appeared and had everything under control. He promptly made all the necessary phone calls and politely ushered us into the warmth of his patrol car, but it was his wonderful quiet reassuring manner at that time, that did more to restore our equilibrium than anything else.

When the wrecker arrived, Officer Lenihan carefully checked to see that my car would be towed in the best way, and then drove us to the garage. Considering this was the day of New Haven's disastrous fire and he had plenty of extra work to do, Officer Lenihan gave the impression he was solely interested in assisting us--a remarkable bit of psychology.

If there is any way in which you could tell him how extremely grateful we are to him for his courtesy, aid and time, I'd certainly appreciate it. The State of Connecticut should be proud to have a man of Officer Lenihan's calibre on it's police force.

Yours truly,

(Miss) Julia L. Hunt

C O M P L I M E N T S

TOWN OF GUILFORD
POLICE DEPARTMENT
GUILFORD, CONNECTICUT

February 18, 1957

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

Dear Commissioner Kelly:

I wish to express my sincere appreciation, on behalf of myself and my department, for the cooperation of the State Police in the now successfully concluded case of George Sessions Perry. Their efficient work was invaluable.

Special thanks must be given to Lieutenant Francis J. Mangan of the Westbrook Barracks, and the officers and men under his command, including Sergeant Thomas Leonard, and Officers Fagan, Harris, Hall and Burkhardt.

This case was just another example of the real cooperation rendered to the Guilford Police Department by the State Police on many past occasions.

Very sincerely yours,

Joseph B. Quinlan
Chief of Police

Patrolmen who were the subject of letters of commendation between the period of December 10 to February 15 were:

Seymour Albert	James Costello	James Kingston	John Raineault
William Anderson	John Fitzgerald	Alfred Kosloffsky	Robert Rasmussen
Frederick Avery	Joseph Fitzgibbons	Albert Kruzshak	Daniel Reardon
Wilfred Bellefleur	William Francis	Frank LaForge	Robert Sautter
John Bonolo	Herbert Haberstroh	Arthur Lassen	Frank Shay
Roy Carlberg	Paul Harrington	James Lenihan	Thomas G. Smith
John Carlson	James Hunter	David Miller	Walter Stecko
Richard Chapman	Arthur James	Donald Nurse	William Sullivan
Henry Cludinski	Marcus Johnson	Joseph Oliva	Norman Tasker
William Corcoran	Donald Kelley	Edwin Puester	William Unger
			Ralph Waterman

Also the subject of a commendatory letter was Policewoman Theresa Petrini.

- JUVENILES -

Vox-Cop

January-February, 1957

Citizens Not Only Of Earth But Also Of Heaven

Juvenile Delinquency --- A Radical Approach

By Dr. James J. Brennan
Professor, School of Police Administration
and Public Safety
Michigan State University
East Lansing, Michigan

Over the years many conferences, institutes and seminars have treated of delinquency. The frame of reference, the specialized vantage point of each conference varies. One conference is composed of parents who seek the answer to delinquency. Another time educators meet. Then social workers. Next, police juvenile officers meet to cope with the problem.

One must give every credit to those who plan, organize or attend these many and varied conferences. Such people have a concern for youth.

But what of their accomplishments?

A conference is held to prove that youth's delinquency is due to the existence of slums. Occasionally slum clearance results. Does delinquency disappear? It does not!

Another conference. Another theme. More school facilities are needed and acquired. Does delinquency disappear? It does not!

Churchmen meet and talk and plan. A religious revival is proposed. Does delinquency disappear? It does not!

Mental hygienists meet. Pronouncements are made. Clinics appear. Does delinquency disappear? It does not!

A conference is held. Recreation is to be the answer. More clubs and playgrounds appear. Does delinquency disappear? It does not! All too often it occurs in the very shadows of the recreation hall.

Police heads meet. More men are put on patrol. Curfews are enforced. Does delinquency disappear? Do delinquents reform? They do not. Instead, they become dormant for a while, or change

their haunts. Delinquency still survives and flourishes.

Penologists meet. Plans are discussed for new institutions, more probation, more detailed pre-sentence investigation, more vocational training, more parole. Does delinquency disappear? It does not!

Let us stop here a moment and consider some facts and figures. The uniform crime reports for 1955 indicate that there were over two million major crimes in the United States that the police knew about. In terms of arrests for these crimes, youths under 18 constituted 42.3 per cent of the offenders. Of this group, 47.9 per cent were under 15 years of age.

These figures apply only to major crimes--crimes of rape, murder, robbery, larceny, aggravated assault, burglary and auto theft.

The United States Childrens Bureau states that over one million youths between 12 and 17 are in difficulty with the police, courts and other agencies. By 1960 it is anticipated that a million eight hundred thousand will be caught up in the vicious stream of delinquency and adolescent crime.

God knows we've been conferring. God knows we have planned and worked. God knows too we have been quite unsuccessful. In the past years we have attended conferences, read plans and observed programs. We have also seen delinquency go on its way increasing in the numbers involved and changing in the very character of the acts which have become increasingly vicious.

This all prefaces the suggestion that

possibly our failures are due, not to our intentions, but rather because we have been committed to a wrong approach.

We are sure that a criminologist or social pathologist would be expected to present the latest findings in the biological, sociological, psychological, or socio-psychological schools of thought. It may have been anticipated that these findings would be presented in terms of the problems of delinquency and also in regard to what should be done to bring greater cohesion to joint action in eliminating delinquency and adolescent crime.

This has been done far too often with sterile results. Failure, however, is good if it results in our re-examining our thoughts, our tools, our objectives, our basic philosophies.

The suggestion we make to you will be quite radical. We are not suggesting that we are "red". Rather, we are using the word radical in its exact sense. It is taken from the Latin radex, which means root, and we ask you to bear with us while we do some radical surgery on our ideas, our ideals, and our programs, and expose what we believe to be the cancerous root of the problem.

A NEW APPROACH TO THE PROBLEMS

First, we contend that our youth are partially the product of a culture that operates in a moral vacuum, and that our youth live without purpose, without direction, without moral restraint. In short, they are amoral.

Secondly, we contend that youth can only be guided and regenerated by those who possess personal and moral responsibility. "Non dabet, quid non habet." A thing cannot give what it does not have.

Let us carefully consider the first proposal. Our youths are amoral. They lack moral precepts, concepts, guides and directions. Life is without a meaningful end.

A boy stands on a hill in a park in an eastern city. He aims a .22 caliber rifle at the head of a man passing by. He kills a young rabbi here on a visit from London, England. Why? He felt like it.

Three youths go out for an evening of fun. They torture a tramp and then kill

him. They rape a girl. Why? One didn't like tramps. They all wanted some fun.

Boys and girls, teen-agers, living in a well to do community, establish a sex club and engage in sex orgies.

Throughout the country youth destroy property in schools and homes. Why? They want some fun.

These are the actions of the socially and morally deficient. These are the actions of animals satisfying primitive urges and in no way represent any rational understanding of right and wrong. We cannot cure these character deficiencies with slum clearance, volley balls, increased income, free milk, psychiatric clinics, nor will we stop or cure them by creating prisons to house these morally deficient youth. Let me explain.

We have converted a slum area. We have had two to three hundred delinquents a year in that area. But we have had thousands living in that area who were not delinquent.

We have treated delinquents from financially poor homes. But we have also treated them from the homes of wealthy.

We have had delinquents from the home of the illiterate, the low intelligence group. We have also had them from the homes of the intelligensia, the bearers of degrees.

Many of these cases came from areas with little or no recreational facilities, but we have also been called to communities with ample recreation and yet serious delinquency problems.

We have treated delinquent youth who have suffered from frustration, fear and anxiety. Yet, there are thousands with similar psychological problems who are not delinquent.

We had a delinquent boy with a physical deformity. Another boy, with a similar deformity, has made a great contribution to society, while living a full, complete life.

The Nature of Man

There is no intention to decry or depreciate in any way the need to provide for youth those things necessary for their physical growth, comfort and well-being.

However, we seem to have forgotten entirely the nature of man. He is not mere physical matter--he is not merely an animal--he is possessed of a body and soul. We have, wittingly or not, cheated youth of the training and nourishment necessary for their spiritual nature.

Man is a citizen of two worlds. He belongs to Earth for now and to Heaven for eternity. He must be trained for both abodes. And our intellect is prostituted if we do not appreciate the need for the greater training to prepare him to realize his final, eternal destiny.

WHO HAVE NEGLECTED OUR YOUTH?

It is tragic to realize that all too frequently those who have failed youth are those who should, and frequently pretend to, be concerned about them. Let us consider these individuals and institutions.

First, the

Parents

Among sociologists we find agreement in some principles. They all seem to agree that the home is the primary source of socialization of the child. The moralists stress this responsibility and dictate that the parents bear a direct responsibility from God to inculcate concepts of right and wrong in the young.

Psychologists are agreed that the well adjusted, the neurotic-free, individuals are those whose early home life was in an atmosphere of love, affection, security and discipline. Do delinquents have such homes? Rarely have we found it so.

All too frequently we have treated delinquent boys and girls whose parents considered them to be biological accidents. They were never wanted. Such a home does not provide love, affection and security, regardless of the I.Q. of the parents.

We have various categories of parents--immoral, stupid, vicious--but one category is descriptive of most parents of delinquents. They are the inadequate. These parents have no real interest, no sense of moral responsibility, no knowledge of the purpose of mar-

riage, and no knowledge of human destiny.

These people actually expose their children to moral perils because they wish to keep to the cultural pattern of the community. We see children "going steady" at fifteen. We see the perfection of the human body raised to an idolatrous level. Youth are given license as to what to read, where to go, and what to do. And the use of the car is a must.

These important matters are not decided in terms of right and wrong, but rather in regard to what others are doing.

Mothers prompt the seven-year-old to be four to ride free on the bus. Father brags of beating the traffic light, cheating on his income tax, and putting over a fast deal.

Church is a place where children are sent on Sunday morning while the parents sleep off the effects of the night before. Is it any wonder children question the need for church when they don't see their parents going?

Discipline isn't advocated by the popularized, condensed psychology courses found in a best seller. Odd, isn't it? Children shouldn't be required to do or refrain from doing things. But yet society expects compliance with its laws.

Being a parent requires an appreciation of the facts. Parenthood is a partnership with God. Its purpose is to bring children into the world and then to work, both father and mother, long and hard to inculcate into the young and growing child an appreciation of eternal truths, of moral and social responsibility.

Parents who are without this understanding lack the personal moral responsibility necessary to help their children. Now, let us consider

The School

Many are proud of our extensive public educational system. Despite the need for additional facilities and personnel, we now span the life of our youth from his pre-school age to college and beyond.

Unfortunately, however, we cannot

remedy the amoral character of youth with sole attention to their ability to read to write and to do arithmetic.

The separation of church and school as distinctive entities is an acceptable proposition. However, when the separation results in the rejection or omission of moral training, education becomes destructive.

We cannot teach youth to be good without an absolute reason for being good. If all things are relative then man's actions will be relative and they will be relative to his own selfish ends.

The laws of God and of society are directed towards our living, as a group, secure in our lives, our property, our pursuit of happiness. Adherence to law requires self-discipline and discipline is something we must learn. Many critics of our educational system find that it actually encourages non-conformity and selfish pursuits.

One is amazed to read of curricula changes determined, not by need for mental growth, but because of student likes and dislikes. One former teacher felt that education was sinking to the needs of the lowest common denominator. We know many college professors who are far from impressed with the product of our high schools.

Educational philosophy does not come to us from the air. It is designed and implemented by men and women. If they lack understanding of the great dignity and destiny of youth, if they lack a sense of personal moral responsibility, then education will not contribute to the total maturity of the individual but actually will contribute to his moral imbecility. You cannot give what you do not have. Now, to

The Church

We should pay public homage to the dedicated men and women who give their lives to God as they labor for the salvation of souls.

The constant development of our church programs--our buildings, our schools, our social services, is amazing. Without our churches and synagogues and the teaching they provide, we would be lost in our own confusion.

They show the way and provide helps to travel the way.

Yet, one is disturbed in finding so many youth ignorant of the whole concept of religious training or of its application to their daily lives.

Eighty-five per cent of the serious cases we have handled had no active religious affiliation. Recently a group of 130 boys in a correctional institution were queried on their religious activity. 92 had never been in church in their lives. 18 had been in church five times. The relationship is far too great to be settled by spurious, superficial, sociological studies.

There has been too much counting of delinquents and criminals in terms of their faith, and not enough heart and soul counting. For example, it seems impressive to read that 40 per cent of the inmates of a given institution are Catholic. Let's take a new look and a new count. We need a "yardstick." Suppose we decide that active Catholicism means saying one's morning and night prayers, going to mass on Sundays and Holy Days of Obligation and receiving the Sacraments once a month. Now let's count again. We stake our professional reputation that you will not find one-half of one per cent in prison who meet such a criteria, and we are also sure that a comparable "yardstick" measuring acceptable Protestantism or Judaism elicits the same results.

There are too many youths who have not been reached by the church. The challenge is there. The mission call is not only from the far-off lands. It is rising from every corner of our cities and from every countryside.

Another observation must be made. The Ten Commandments must not only be learned in their words, but also in their application. People must come to realize that "Thou shalt not steal" has an application to every day living. It means that one can't cheat on his expense account, defraud on his income tax, or cheat the tradesmen.

The Sixth Commandment involves more than the commission of adultery--it forbids what leads to it and promotes purity and clean-living in our youth.

"Thou shalt not kill" involves more

than shooting someone down in cold blood. It forbids anger, it forbids killing another's reputation, it controls the careless one who drives a car with disregard for law and is therefore a potential danger to life.

Religious tenets must become applied to daily living. Otherwise, they are but trite phrases heard in church and synagogue and conveniently left there.

Our religious leaders, despite their accomplishments and despite their long and arduous day, must re-examine their responsibilities. It will call for further sacrifice. One may have to spend one's self to the last ounce of one's strength. But the Ten Commandments must become rules of living for every minute of the day and for every day. The unreached must be reached. We cannot be content with saving the saved. And finally.

The Community

Observations concerning the primary institutions for the moral and social training of our youth--the home, the school and the church have been made. Let us now consider secondary, but important, institutions and agencies of the community.

Government officials at the national, state and local level are responsible for the promotion of the common good. Moral principles are binding, and administration must be conducted within the framework of morality or government is degenerative.

Again, we must remember that government is in the possession of men. If they cheat, connive and compromise, they are defective and give youth bad example.

Government must be concerned about youth--it must be concerned with education, health, courts, probation, institutions. When, for example, institutions for wayward youth are far inferior to those provided for cats and dogs, it is difficult to believe government is in the hands of men with personal, moral responsibility.

Society provides a police force to enforce law, protect life and property to apprehend violators and to prevent crime.

Police work is conducted by individuals and not by robots. When there is prejudice in law enforcement there is violence to the moral order. When a policeman, for the sake of a free bottle, allows a tavern to sell to minors, not only is the statute violated but the moral degradation of youth is advanced. We cannot discipline others without disciplining ourselves. We cannot regulate social conduct without regulating our own. We cannot fill the moral vacuum in which our youth perish if we are immoral. Police must be moral, responsible people if law enforcement is to achieve its objective.

The agencies of service--health, mental, social, recreational--cannot be successful in furthering the moral development of youth if their primary concern is with their own selfish interests. Worrying about boundary lines and delineating services is all right in servicing cats and dogs, but it is not part of the thinking of the morally responsible people who have one goal--the present and eternal salvation of youth.

Merchants and operators of commercial recreation facilities who deal in pornographic literature or expose youth to moral hazards, can be regulated to a certain extent by law, but definitely these people can lay no claim to being personally morally responsible individuals. For the dollar they are destroying souls, and all the rationalization in the world does not mitigate one whit against their crimes.

The press, and other media of communication, are vital institutions in any free society. They inform, they educate. Their power for good is unlimited. They must be diligent to promote the good and condemn wrong regardless of where it occurs or by whom it is committed. Moreover, those who manage and direct these facilities can determine that they will be the watchdogs for the good of youth. They can arouse a community. They can expose its ills. They can compel the attention of those who should attend to the needs of youth. Again we deal with people. If they have personal moral responsibility the job will be done. If they haven't, youth

will continue to be sacrificed.

Police-Community Cooperation

We wonder if what is needed is a description of techniques or an exhortation to forget differences, barriers in education, titles, professions and the like. Once again we must say we have seen such efforts made in the past and they have failed miserably.

Instead of diagrams and descriptions of referral procedures, intake processes, and further organizational agenda, we should like to press for a moment of quiet reflection. Let us ask a few questions. The answers to those will determine the needs and the success of our future efforts.

WHAT ARE WE WORKING FOR? WHY ARE WE WORKING FOR IT? Are we only looking for an immediate, stopgap, temporary sense of protection and security? We could lock up all youth and get that. Are we looking for a veneer of good citizenship predicated on fear, or brought about by miracle "drugs"? Or are we now taking a new look at youth? Do we see him completely? Do we see his soul as well as his body? Do we see only the need to feed him, to clothe him, to train him in the arts and vocations, and to provide for his free time? Or do we also see his other side--his spiritual nature? Do we see his need for eternal truths, for an unchanging moral code, for guide posts that are fixed? Do we see his need for responsible parents? For schools that educate the total man? For honesty in his government? His police? The agencies that serve him and communicate with him?

If we see only the material needs of youth we work in vain. If we see the total that youth is and if we are impressed with the far greater importance of his spiritual needs, we need no directives.

For God's sake, let us look beyond the now and see the eternal future of the youth with whom we deal--then let us work that we can share in the joy of their eternal glory and not bear the responsibility for their eternal loss.

From
The Police Chief

CODDLING JUVENILES

The rash of anonymous telephone calls which have disrupted normal operations and caused needless expense and time brings up a subject about which much has been said and written in recent years.

Just exactly what is responsible for the unprecedented number of crimes and misdemeanors being committed by juveniles?

It has become quite fashionable to blame the parents and the schools. It has been the subject of more lectures by child psychologists and social workers than we care to tabulate.

Any mention of punishment always brings forth the cry that the juvenile delinquent is not at fault. He or she should be treated as a sick individual. Psychiatrists and juvenile authorities do every thing in their power to determine means to correct the problem. But the facts of the matter are that their efforts have not been crowned with success.

Most juvenile delinquents are completely and cleverly aware that regardless of their misdeeds, the punishment is not going to be more than they can bear. They will be protected by society. Their names will not even be published if they are under 16 years of age. Their juvenile records are not ever to be used against them since they are so top secret that the police can't refer to them.

Is there any good reason why any child or group of children who have terrorized a community by planting a fake bomb scare should not be publicized and punished for this very serious practice? We can remember the day when the woodshed and strap would have checked the tendency to delinquency.

There is entirely too much coddling of juvenile delinquents. The record shows that this coddling has failed utterly. It is about time to face facts instead of theory and review the entire situation.

---The Bristol Press

Faith that the thing can be done is essential to any great achievement.

---Dr. Thomas N. Carruthers

IN-SERVICE STUDIES

Vox-Cop

January-February, 1957

INDONESIAN OFFICER VISITS DEPARTMENT



During December Lieutenant Satia Gunawan Duwignjo, instructor of Law Enforcement Photography at the National Police School, Sukabumi, West Java, Indonesia spent two weeks with Lieut. Tierney of our Photographic Division. His visit to our department was part of the program of the training division of the International Association of Chiefs of Police collaborating with the International Cooperation Administration. The purpose of his visit was to promote the exchange of professional information in the field of Law Enforcement Photography and an opportunity to observe the various phases of American life through personal contacts. Lieutenant Duwignjo's pleasant personality and eagerness to learn were outstanding characteristics.

THE IDENTIFICATION WITNESS

By Glen H. McLaughlin

Chief, Bureau of Identification and Records,
Texas Department of Public Safety, Austin, Texas

As trial by jury developed in early English history, jurors were selected who knew the parties or the facts and their decision was based upon this personal knowledge. Witnesses to supply the jury with information upon which to base its verdict were unknown. Sworn witnesses other than jurors came to be recognized as a part of the jury trial system somewhat later and rules were developed that such witnesses could only testify to things seen and heard. They could not testify to beliefs or inferences deduced from facts. This was the early rule in the American states as well. This over-strict rule has been found unnecessary and variations from it are noted today. It is a broadly stated rule that a witness cannot state "legal conclusion" but here again necessity has prompted relaxation in cases where such conclusion is only incidental as distinguished from being the ultimate issue involved.

Today there is universal recognition of the competency of persons qualified by special knowledge, training, skill and experience not possessed by persons in general, to testify to facts known to them because of their specialty and they may express inferences from such facts as may be within the scope of their qualifications.

It is obvious that this character of witness must be an expert in the particular field in which he is working. Thus a person by his knowledge of the science of fingerprinting and because of his experience and training, is in a position to compare fingerprint impressions and express an opinion that various prints were made by the same person. The same is true in the case of a handwriting expert who again, because of skill and knowledge and training, is able to say that various handwritings were made by the same person and thereby identifying the person. The firearms examiner, by his skill and knowledge and training, is

able to say that a bullet was fired from a particular firearm. Many other fields of identification science may be used to illustrate our point; however, I think that it is clear that the identification expert has become an essential part of the trial procedure in this country.

Since the jurors are now selected on the basis of their lack of information relative to the matter under consideration, it is necessary that they be acquainted with the facts in order that they may reach the ultimate or final conclusion regarding the guilt or innocence of an individual. It is then the purpose of testimony to bring to the jury facts and opinions as may be admissible and proper in order that justice may prevail. It must follow then that regardless of the careful and highly scientific work done by an identification expert, his responsibility is not fully discharged until the jury has been given opportunity to recognize the full significance of his investigation and the facts developed. The identification expert has failed unless the information which is available to him has been presented to the court and jury in such a way that it is clearly heard and fully understood. If this is to be accomplished, there are some preparations which must be made and some factors which must be kept in mind.

It should be obvious that if the jury is to fully understand the work of the identification expert, the witness cannot take the stand without adequate preparation. This involves a review of the case so that all of the facts and circumstances involved are fresh in mind and can be readily given in response to proper questions. This means that the witness must go over every detail of the case with fellow officers and other co-workers. It also follows that there must be a pre-trial conference with the prosecuting attorney in order that there may be clear understanding between the

witness and the prosecutor concerning the information which the identification witness may have which has bearing on the case under trial.

A part of the preparation is a review of the materials handled and the evidence which may have been in his possession so that it may be quickly and adequately identified. It is good practice to locate identifying marks just prior to taking the witness stand so that no difficulty will be encountered in finding them.

A part of the preparation is to have notes available for use if necessary. No witness need be ashamed to use notes. They not only will enable him to testify with the greatest degree of accuracy, but they show the jury an attitude of carefulness and high regard for truth and exactitude.

Another item of preparation is to know the name of the defense counsel. This enables the witness to testify with a courtesy that will leave its impression on the defense counsel, as well as jury. This does not mean that he should become overly familiar with the defense counsel, call him by his first name, or in any other way demonstrate a demeanor which is out of line with the atmosphere of the court. It will again demonstrate a regard for detail.

The matter of dress is another phase of preparation. The identification witness should dress modestly to fit the occasion. Exact mode of dress will vary according to the court and the section of the state or country involved. The witness should be dressed to fit the occasion.

The witness must be sure that he can hear and that he can be heard. It is necessary to understand the question and it is necessary that the court and the jury hear and understand the witness. The jury is the important factor in the case. The tendency to face the lawyer asking the question is one that always presents itself and usually is a more difficult situation under cross-examination than on direct. The attorneys asking the questions cannot be ignored but the jury must receive primary attention. On occasions there is a tendency to talk too rapidly or again to talk too slowly.

Either may confuse the jury. Speech should be moderate as to tone, volume and speed.

While on the stand the witness should avoid nervous gestures, such as twisting in the chair, hiding his face with his hand, and smoking. If a person believes in what he has to say and remembers that the jury is interested and anxious to hear him, nervousness will take care of itself.

The identification witness' answer should be responsive to the questions asked. To volunteer too much often hurts the case and reveals an "eager beaver". If the question gives opportunity to describe what has been done or seen this should be related with an air of fairness and impartiality. The witness must remember that he is a fact finder and the jury wants to see him as such. It is well to avoid statements that are known to be improper. Straight-forward responsive answers give best results. The identification expert has a job to do and is doing it, but this does not mean that he is not interested in what he is doing. However, his interest is not in the actual outcome of the case. It is not his concern as to whether or not the individual is convicted or acquitted. His interest is in that phase of the investigation which he has conducted and the information which he has to impart. but that interest is impersonal in so far as the defendant is concerned.

While on the stand, the witness may use notes if necessary. This shows carefulness and consideration for accuracy. No factor is more appreciated by the modern jury than accuracy and truthfulness on the part of a witness.

It is unwise to try to be funny or cute. This does not mean that the witness cannot have a sense of humor, but it is not wise to make light of the trial process.

The witness need not be afraid to admit that he has discussed the case with the district attorney and his fellow officers. What could be more natural than such a discussion. What could be more unnatural than a lone wolf who has discussed nothing of what he has done with anyone.

The witness can ignore abuse from a

defense counsel and rise above it. He can lose his temper, lose control and destroy the effectiveness of his testimony. The witness who retains his poise under improper cross-examination and in spite of inferences of special interest, partiality, and prejudice against the defendant, or even dishonesty and untruthfulness, will be a successful witness.

Where it is necessary for the district attorney to introduce physical evidence through the witness, the evidence should be properly displayed. Prompt identification and careful handling of the evidence will bring its reward.

It is necessary for the witness to sell himself and his testimony to the jury. The jury is the sole judge of the weight to be given to the testimony of any witness. In order for the jury to judge the competency of the expert witness they must know something about him. The witness may often be handicapped in this regard because the prosecuting attorney may not give adequate time and questioning to develop the qualifications of the witness. This is especially true if the witness has appeared frequently in the same court. It should be recalled that the jury is usually different in each trial and the jury may not know the qualifications of the witness. Lacking this information they may not be in a position to properly judge the weight which should be given to his testimony. The identification witness must in his pre-trial conference with the district attorney tactfully discuss this matter and plan with the district attorney to describe enough of his examination procedure, so that the jury may be carried along with it and understand how he arrived at the conclusion which HE IS CALLED UPON TO EXPRESS. If the witness has opportunity to describe to the jury that which he has done in terms that the jury can understand, they will form the same conclusions as the expert witness before he actually expresses those opinions or conclusions from the witness stand. Then when asked for his opinion, the witness, in effect, agrees with the jury and his conclusions carry more weight.

A good witness is made by practice

and determination. The identification witness should try to improve with each court appearance. He should ask for the criticisms of the district attorney and trial judge, and when possible talk to jurors after the case is completed to learn what seemed to be most significant to them. Practice, determination and a desire to be a better witness, coupled with a clear understanding of the purpose of testimony, will enable the identification witness to present a word picture to the jury which will bring them into direct contact with the facts and circumstances which they must see and understand in order that justice may prevail.

---Identification News

TWO-WAY WRIST-WATCH RADIO DEMONSTRATED AT CONVENTION

The two-way wrist-watch radio used by the comic strip detective Dick Tracy is not a gimmick but an actual aid to crime investigation.

A representative of a firm which manufactures electronic devices, described the wrist-watch radio recently at the 43rd annual convention of the Pennsylvania Chiefs of Police Association. He said that under ideal conditions the wrist-watch radio can transmit messages two miles and the wearer can have two-way communication through an ear attachment which is disguised as a hearing aid. The one-quarter-watt transmitter can be worn under the coat.

At the same time the representative demonstrated a wrist-watch device which enables the wearer, undetected, to make a tape recording of a conversation with another person. The wrist-watch doesn't tell time but contains a microphone and amplifier system which is fed by a wire into a tape recorder worn under the coat. A device on the ear is camouflaged as a hearing aid. In a noisy room the device will record conversations up to 20 feet. In absolute quiet it will record conversations to 50 feet or 75 feet.

---Pa. Chiefs Bulletin

IN - SERVICE STUDIES

C.S.P. TEAMS AND INDIVIDUALS SCORE HIGH IN PISTOL MATCHES

Results of the first series of New England Police Revolver League pistol matches show several Connecticut State Police teams and individuals listed as winners. Placings were as follows:

TEAMS:

CLASS I

15th place, Stafford Springs, total 4534
19th place, Danielson, total 4515

CLASS II

2nd place, Headquarters team, total 4504
4th place, Westport, total 4490
5th place, Bethany, total 4483
10th place, Westbrook, total 4441
11th place, Ridgefield, total 4437

CLASS III

8th place, Special Service, total 4414

CLASS IV

2nd place, Hartford, total 4414
4th place, Groton, total 4378
6th place, Colchester, total 4350

CLASS VI

19th place, Auxiliaries, total 4227

CLASS VIII

12th place, Litchfield, total 4077

CLASS IX

1st place, Policewomen, total 4181

CLASS X

6th place, Canaan, total 3946

INDIVIDUALS:

CLASS I

4th place, Lt. E. Formeister, 1184
10th place, Off. T. Sheiber, 1174

CLASS II

2nd place, Sgt. R. Boyington, 1186
4th place, Off. J. Jacob, 1164
5th place, Sgt. J. Smith, 1163
7th place, Off. J. Ciecierski, 1154
8th place, Sgt. W. Perkins, 1152
10th place, Off. R. MacDonald, 1144

CLASS III

8th place, Off. L. Dymkoski, 1135

CLASS IV

1st place, Off. P. Larizzo, 1147
4th place, Off. E. Angell, 1144
7th place, Off. J. McLaughlin, 1124
10th place, Off. E. Sterniak, 1116

CLASS VI

4th place, Aux. Off. J. Vachon, 1133

CLASS VIII

4th place, Off. C. Fuessenich, 1112

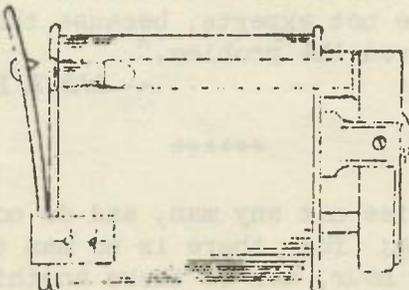
CLASS IX

2nd place, PW. K. Haggerty, 1104
7th place, PW. M. Jacobson, 1077

CLASS X

1st place, Sgt. R. Starks, 1071

"CIGARETTE LIGHTER GUN"



In cooperation with the Alcohol Tax Unit, Los Angeles Office, this Department publishes the following information regarding a deadly weapon, now in circulation in this country, made out of a push down type cigarette lighter.

The plans and detailed instruction on assembly and conversion have been mailed to over 325 people in the United States for the price of \$1.00, from the Carthage Merchandise Corporation, 1113 Broadway, New York, N.Y. It is the de-

sire of this Department to familiarize all officers and local departments with the basic operating procedure of this weapon as well as its distinguishing features.

The lighter used must be of the push down type such as a Ronson or similar make in average condition. By removing the top assembly, the wick holder is replaced by a barrel of steel or hard brass. All cotton is removed from the fluid compartment and this area is filled with molten lead and allowed to set.

The weapon fires a .22 short or long, depending on the size of the barrel or make of the lighter.

The distinguishing features of the weapon are the weight (due to its being filled with lead), the firing mechanism (which protrudes over the bottom of the lighter), and the fact that it will not function as a lighter.

Anyone found in possession of this weapon is in violation of Section 5821, 5841, and 5851, Internal Revenue Code.

---The Denver Police Bulletin

actually has not been involved is essential to the success of any traffic safety program of law enforcement.

The fact that the accused may plead guilty to reckless driving, whereas his actual offense involved nothing more than excess speed or disregard of a stop sign, is all the more reason for making the proper charge. No one should be convicted, or permitted to convict himself, of an offense he did not commit. This is plain, simple justice and it is incumbent upon traffic officers, prosecutors and traffic court judges to insist upon adherence to these principles.

Most legislatures have intended that reckless driving shall be considered a serious offense. That is evident from the heavy permissive penalties most of them have authorized for this specific crime. It is a charge simple and easy of proof when the proper facts and circumstances are present but should not be filed against a driver unless the evidence so warrants.

(Traffic Digest & Review, November, 1956)

PROOF OF NEGLIGENCE ALONE WILL NOT SUSTAIN A CHARGE OF "RECKLESS DRIVING"

Obviously the proof must show considerably more than mere negligence in order to sustain a conviction for reckless driving. In far too many instances the custom has been to employ "reckless driving" as a catch-all charge against drivers guilty of less serious unspecified violations or any basic violation involved in accidents. Proper traffic law enforcement demands the filing of proper charges, i.e., the charge that fits the crime. The policy of making blanket charges such as reckless driving, in preference to selection of the applicable charge, for whatever reasons of convenience or indisposition the officer may have, is to be discouraged.

People have a legal right to insist upon the filing of proper charges and to be tried for the offense actually committed. Pin-pointing the precise offense committed if and when reckless driving

NO "EXPERTS" ON SAFETY

"From experience of more than 21 years of work in the safety field, we'd like to see the tag 'safety expert' dropped," says Goley D. Sontheimer, director of safety of the American Trucking Associations, in Transport Topics.

"Actually there are no 'experts' any more than there is a single answer to traffic accidents and congestion," he continued. "There are thousands of men and women who work full time in the field and, as in all fields of endeavor, there are those who have achieved high stature. But even these will tell you they are not experts, because they have not solved the problem."

---AAMVA BULLETIN

Despise not any man, and do not spurn anything; for there is no man that has not his hour, nor is there anything that has not its place. ---Rabbi Ben Azai

C.S.P. TEAMS AND INDIVIDUALS SCORE HIGH IN PISTOL MATCHES

Results of the first series of New England Police Revolver League pistol matches show several Connecticut State Police teams and individuals listed as winners. Placings were as follows:

TEAMS:

CLASS I

15th place, Stafford Springs, total 4534
19th place, Danielson, total 4515

CLASS II

2nd place, Headquarters team, total 4504
4th place, Westport, total 4490
5th place, Bethany, total 4483
10th place, Westbrook, total 4441
11th place, Ridgefield, total 4437

CLASS III

8th place, Special Service, total 4414

CLASS IV

2nd place, Hartford, total 4414
4th place, Groton, total 4378
6th place, Colchester, total 4350

CLASS VI

19th place, Auxiliaries, total 4227

CLASS VIII

12th place, Litchfield, total 4077

CLASS IX

1st place, Policewomen, total 4181

CLASS X

6th place, Canaan, total 3946

INDIVIDUALS:

CLASS I

4th place, Lt. E. Formeister, 1184
10th place, Off. T. Sheiber, 1174

CLASS II

2nd place, Sgt. R. Boyington, 1186
4th place, Off. J. Jacob, 1164
5th place, Sgt. J. Smith, 1163
7th place, Off. J. Ciecierski, 1154
8th place, Sgt. W. Perkins, 1152
10th place, Off. R. MacDonald, 1144

CLASS III

8th place, Off. L. Dymkoski, 1135

CLASS IV

1st place, Off. P. Larizzo, 1147
4th place, Off. E. Angell, 1144
7th place, Off. J. McLaughlin, 1124
10th place, Off. E. Sterniak, 1116

CLASS VI

4th place, Aux. Off. J. Vachon, 1133

CLASS VIII

4th place, Off. C. Fuessenich, 1112

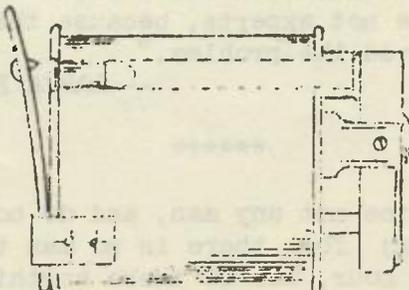
CLASS IX

2nd place, PW. K. Haggerty, 1104
7th place, PW. M. Jacobson, 1077

CLASS X

1st place, Sgt. R. Starks, 1071

"CIGARETTE LIGHTER GUN"



In cooperation with the Alcohol Tax Unit, Los Angeles Office, this Department publishes the following information regarding a deadly weapon, now in circulation in this country, made out of a push down type cigarette lighter.

The plans and detailed instruction on assembly and conversion have been mailed to over 325 people in the United States for the price of \$1.00, from the Carthage Merchandise Corporation, 1113 Broadway, New York, N.Y. It is the de-

sire of this Department to familiarize all officers and local departments with the basic operating procedure of this weapon as well as its distinguishing features.

The lighter used must be of the push down type such as a Ronson or similar make in average condition. By removing the top assembly, the wick holder is replaced by a barrel of steel or hard brass. All cotton is removed from the fluid compartment and this area is filled with molten lead and allowed to set.

The weapon fires a .22 short or long, depending on the size of the barrel or make of the lighter.

The distinguishing features of the weapon are the weight (due to its being filled with lead), the firing mechanism (which protrudes over the bottom of the lighter), and the fact that it will not function as a lighter.

Anyone found in possession of this weapon is in violation of Section 5821, 5841, and 5851, Internal Revenue Code.

---The Denver Police Bulletin

actually has not been involved is essential to the success of any traffic safety program of law enforcement.

The fact that the accused may plead guilty to reckless driving, whereas his actual offense involved nothing more than excess speed or disregard of a stop sign, is all the more reason for making the proper charge. No one should be convicted, or permitted to convict himself, of an offense he did not commit. This is plain, simple justice and it is incumbent upon traffic officers, prosecutors and traffic court judges to insist upon adherence to these principles.

Most legislatures have intended that reckless driving shall be considered a serious offense. That is evident from the heavy permissive penalties most of them have authorized for this specific crime. It is a charge simple and easy of proof when the proper facts and circumstances are present but should not be filed against a driver unless the evidence so warrants.

(Traffic Digest & Review, November, 1956)

**PROOF OF NEGLIGENCE ALONE
WILL NOT SUSTAIN A CHARGE
OF "RECKLESS DRIVING"**

Obviously the proof must show considerably more than mere negligence in order to sustain a conviction for reckless driving. In far too many instances the custom has been to employ "reckless driving" as a catch-all charge against drivers guilty of less serious unspecified violations or any basic violation involved in accidents. Proper traffic law enforcement demands the filing of proper charges, i.e., the charge that fits the crime. The policy of making blanket charges such as reckless driving, in preference to selection of the applicable charge, for whatever reasons of convenience or indisposition the officer may have, is to be discouraged.

People have a legal right to insist upon the filing of proper charges and to be tried for the offense actually committed. Pin-pointing the precise offense committed if and when reckless driving

NO "EXPERTS" ON SAFETY

"From experience of more than 21 years of work in the safety field, we'd like to see the tag 'safety expert' dropped," says Goley D. Sontheimer, director of safety of the American Trucking Associations, in Transport Topics.

"Actually there are no 'experts' any more than there is a single answer to traffic accidents and congestion," he continued. "There are thousands of men and women who work full time in the field and, as in all fields of endeavor, there are those who have achieved high stature. But even these will tell you they are not experts, because they have not solved the problem."

---AAMVA BULLETIN

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Safety minds

Vox-Cop

January-February, 1957

LET'S TEACH PUBLIC SAFETY

BY

CAPTAIN WILLIAM A. GRUBER

Teaching from experience is safer and more effective than learning from experience! There can be no denial of the great need for knowledge of the arts, sciences, and literature. To this end we dedicate a major portion of our early and even adult lives. Our success or failure is measured in monetary and social values. However, we have no measure for success in having merely stayed alive unless life itself is its own reward.

We are all survivors. We have managed to stay alive by a combination of luck, inherent survival instinct, and some training. What of those who were not so "lucky"? Life should not be left to luck!

In recent years great attention has been given to the "teen-age driver." The immediate result has been a driver education program which is proving its worth. It is interesting to speculate on some of the possible underlying reasons for this special attention. Is it because the "teener" is now competition for the adult on the road, or the protection a "teener" can give Dad's car if he knows what he is doing? For the most part, the program's purpose is to keep them alive and unharmed. They have indicated a marked improvement as a result of the driver training. Those without training have relied on trial and error. Their gruesome success in the error column is sickening.

The success of training drivers should be a spur to expand safety education to other fields. When a boy turns sixteen he may venture alone into the countryside, armed to the teeth. He may secure a permit which requires him only

to have reached a chronological age. He is then a hunter! Whether he shoots himself or someone else is left to luck. Of course, if he has had the years (since he was 12) of gun toting experience hunting with an adult he is even luckier for the experience. Adults shoot chickens for pheasants, calves for deer, and each other for both.

Since the days of the cave men, fire had had its fascination. We could hardly live without it; we must be taught how to live with it. Not only fire itself, but the danger inherent in combustibles could be taught in the schools. The techniques of fire control, self preservation, and fire fighting, would save many a horrible death, even a horrible living existence after recovery. Smoke and gas dangers, as suffocators, as explosion potentials, should be taught--not learned.

Poisons kill thousands of youngsters. Warned of textures, smells, and even tastes, precautions, first aid, and accident prevention, thousands might live if taught in time.

Insects, plants, reptiles dangerous to man, are usually learned from experience. It need not be this way.

The riding of a bicycle is governed by motor vehicle law insofar as highway use by vehicles is concerned. How unfortunate that the youngster cannot even go to his parents to learn the "rules of the road." Why should it be necessary when, in the first place, almost no parent knows them and each has his own interpretation, however vague, of the law? Uniformity of this knowledge and interpretation could be taught under class room conditions. Now our cyclist

is given into the hands of fate and the special care (or lack of it) shown by motor vehicle operators. The only privilege in the hands of youth is inexperience. Coupled with the privilege of operating a bicycle or tricycle, or even with motor vehicle operation, it spells death.

The flying of a kite with a wire "string" in subsequent contact with an electrically charged overhead wire would have killed Ben Franklin. It has killed those who were merely at play. Electrical energy is as silent and can be more deadly than the most vicious snake. Our children play with luck. Luck can be dynamite--and often is.

The economics of homemaking as taught in school serves a useful purpose. Home economics should be "human economics" and at the present rate of destruction in the home and on the highway, in commerce and industry, it soon must be.

Formal Education to life's potential hazards early in the formative years can pay a dividend, one which can be measured in years, not dollars; unless of course we have lost our sense of values at the cost of someone's life.

CONNECTICUT'S LEADING ROLE

It is fitting that Connecticut take a leading position in coming into line with the new recommendations of the Governor's Conference Committee on Highway Safety. Governor Ribicoff is chairman of that Committee, and his work for the advancement of safety on the highways has become well and favorably known across the nation.

With the end-of-the-year holiday toll of deaths from motor cars climbing to new highs, the Governor is already preparing to extend and enlarge his safety program initiated a year ago. At that time, when the Christmas and New Year accident figures were also fresh in mind, he ordered 30-day suspension of drivers' licenses of all first-time convicted speeders.

Now he has approved a fourteen-point safety program which goes further. And

he will ask the General Assembly, at its forthcoming session, to enact laws to give "teeth" to enforcement and judicial officers.

The new program includes flat recognition of the results of chemical tests as positive proof in cases of drunken driving. This is a radical departure from the current Connecticut law, which provides that these test results may only be used as supporting evidence in such cases. Another proposal is for license re-examinations for motorists who accumulate poor records. Sound driving education is also advocated, and while some communities are now offering such instruction, the program has not been previously laid down on a state-wide basis.

Naturally, some of the proposals are controversial, and opposition will, without doubt, develop on one ground or another. Governor Ribicoff's "crackdown" on speeders encountered no little opposition when it was first initiated. The opposition served a valuable purpose in ironing out some of the "kinks" to enforcement. It also focussed attention upon the necessity for a realistic study of "posted" speed limits in many areas.

Certainly Connecticut should continue to lead the way, but let us not write a blank check. Let us go into all the facts for and against the various steps in the program, and then have speedy action for safety. ---New Haven Journal

EVERYTHING HELPS

The America Fire Insurance Group points out that a cigarette lighter installed in an automobile is a real safety device. The Group feels that the flame from a match or pocket lighter can momentarily blind the driver who lights a cigarette. Certainly using an electric lighter is less distracting than fumbling for a match.

---AAMVA BULLETIN

What a man accomplishes depends on what he believes. ---Bankers Bulletin

HIGH SPEED TOPS CAUSES OF COLLISIONS

BY John C. Kelly
State Police Commissioner

If we were trying to put our finger on the one single factor which, more than any other, is a contributory cause of the accidents which kill and injure hundreds of persons every year on our streets and highways the matter of unlawful speeding would certainly come up for serious consideration.

The tragic results of illegal speeding are twofold. First, excessive speed is a contributing factor in two of every five fatal traffic accidents. And second, excessive speed causes accidents to be more serious. Speed, in other words, is the factor which may largely determine whether tomorrow's news broadcast or newspaper will tell of some person of your community being "shaken up" in an automobile accident, or whether the same item will report that he was killed.

The law cannot say just how fast you can drive under all conditions, because conditions differ at different times and places. Conditions of the road, the traffic and the weather all affect the safe speed of operation. The state laws of this state and of practically every state recognize this fact, and provide a basic speed regulation, which applies to all times. This basic speed rule provides that no person shall drive a vehicle on a street or highway at a speed greater than is reasonable, having regard to the width, traffic and use of the highway, the intersection of streets and the weather conditions.

DRIVING CONSIDERATIONS

Such a speed regulation gives the motorist a certain freedom to choose his own speed, but it also places upon him the responsibility for selecting a safe speed. In addition to the surface and width of the highway, for example, a motorist must consider the mechanical condition of his car--its age, and the condition of its brakes and tires.

The motorist should remember at all times that his own judgment of a safe speed may be subject to review at any

moment by a traffic officer--or by a court in the event of arrest; therefore its up to every driver to be conservative--choose a speed that you know is safe.

Curves, turns, and intersection demand special precautions. Before entering a curve a motorist should reduce his speed to prevent the strong outward pull of centrifugal force from carrying his car into the opposite lane or off the highway. It should be remembered that the only counteraction to this strong force is the friction resulting from the tire contacts on the highway--four small points, each not much larger than the size of your own hand.

In approaching intersections do your slowing down before you reach the intersection. In this way, you will be able to see what is coming and can stop if necessary.

The common sense speed rule we have been discussing could stand alone, but as a further guide to motorists, mile-per-hour speed limits have been established.

TOP SPEEDS POSTED

The highest permissible speed on streets and highways within business and residence districts, for example, may be 25 or 30 miles per hour. This limit, set by local ordinance with state traffic commission approval is applicable at all times--even if there are few signs within the town or city limits to remind you about it.

The local authorities may increase this specified speed limit on certain streets or highways, but in such cases, signs showing the new limits must be placed and maintained upon all streets where the permissible speed is increased.

Outside of city districts, the state traffic commission sets forth separate speed limits for safe operation under existing conditions. On some highways, careful surveys have been made of physical and traffic conditions, and special

speed limits or speed zones have been established which fit the road conditions found there. On many state highways approaching municipalities, for example, speed zones of 35 miles per hour are established and signs erected to inform motorists of these special speed zones. Also, on some dangerous sections of rural highways, speed zones with limits lower than 45 miles per hour have been posted to protect motorists there.

All posted speed limits in the State of Connecticut are legally designated as prima facie speed limits. A prima facie speed limit means in effect that if you are arrested for driving faster than such a limit, you have been driving at an unlawful speed and you are subject to conviction for a speed violation unless you can produce evidence to show the court that your speed under the conditions at the time and place was reasonable and prudent. The safe rule to follow, however, is to consider all posted speed limits as absolute maximum limits and never to exceed them, even under favorable traffic and weather conditions.

Remember this: Even if you aren't being observed by an officer of the law, the violation of speed limits anywhere in the world may bring its own stiff and severe punishment in the shape of an accident.

To save yourself the grief and expense of an accident resulting from speeding, drive at safe speeds at all times and in all places.

---Motor Truck News

ANYWAY, YOU'LL DIE IN COMFORT

We have taken a long, low look at the new automobile models and have come to the conclusion that the driver of the 1957 car will pay more to kill himself. But he will die in luxury.

If all the horsepower under the streamlined hood sends him to his death against a telephone pole he will have the satisfaction of knowing that the last few moments of his life were spent in the most attractive automobile ever built.

Most manufacturers continue to disregard pleas from safety groups that frills in design be eliminated and safety features substituted but the public doesn't seem to mind. The average car now challenges death with upswept rear fenders, with rocket engines and with bodies constructed of streamlined metal that bends under the pressure of one's hand.

The new cars will provide more money for the manufacturers, a comfortable living for the dealer, a thrill for the driver, and more business for the undertaker. They will require the services of more plastic surgeons, doctors skilled in mending fractures, of trained ambulance attendants and nurses. They will keep police highway patrols on their toes. Cemetery diggers will get more work.

Also auto towing services and wreckers will benefit. The junk dealers will find business better than ever, all thanks to the ingenuity of the automobile designers, the business sense of the manufacturers and the skilled phrases of the advertising agencies.

Had they combined their skills to produce a reasonably priced vehicle which would carry human beings from one place to another in comfort and safety they would be forcing their customers to save their own lives. This might develop into an unprofitable and unpopular trend. The idea today is to kill yourself in luxury. If you must bleed to death, do it on highly polished chrome and two-toned slip covers.

---Suffolk County News

Q. When was motor driven equipment first used for the removal of snow from our highways?

A. Thirty-four years ago, during the winter of 1922-1923. At that time, some 27,000 miles of snow covered roads were opened to travel by state highway departments. Prior to this date, the major part of the snow removing work was performed by wooden plows drawn by horses, or with hand shovels.

---Highway Highlights

ARE YOU TO BLAME?

By

Patrolman Byron F. Orr
Colorado State Patrol

A patrolman takes that slow walk up to the door of a house on any street in any city in the land. He walks slowly because he is thinking; thinking about how he is going to break the news to these parents that their only son has just had a fatal accident. Let's look into the mind of this guardian of the peace, as he approaches the house to carry out one of the toughest duties he has to face.

I understand you can't talk now and won't even be able to think for sometime to come. I understand you are heart-broken with the tragic death of your only son, who died this evening in the flaming wreckage of what was once an automobile. I understand the terrible mental strain and emotional anguish you must be suffering at this moment, and will suffer for many years to come.

Yours is not the first boy who has tried to do impossible things with an automobile; things that would make a professional race driver tremble at the mere thought; things that your boy should have known are veritable suicide; things that had no good reason back of them; things that have been written about, talked about, taught in schools.

Your son tried to come down a twisting mountain road with the car's gears disengaged. No professional driver would even harbor the thought of coasting down such a steep crooked grade. Many a truck driver has had to do this very thing because of some mechanical failure. They will tell you with a look of fear in their eyes even now, that the chances of coming out at the bottom alive are very slim.

Your son attempted this almost impossible feat without any thought of the danger to which he was subjecting himself and the people in his car, or other motorists on the road.

You are saying to yourself, why; why should he do such a thing? He has been told repeatedly about driving the car safely. I don't know why he did it, I

just don't know.

Neither of us will ever really know, but maybe you are partly to blame. I know you would think I was being cruel if you knew what I was thinking right now. Maybe if you did know, and would tell your neighbors and friends it would save some other parents' son.

Did you teach him responsibility, respect for others, respect for the law, humility in regard to the lethal powers of one and one-half tons of steel? Did you really talk to your son the time he got the traffic ticket for disobeying the speed law, or did you say, as so many others do, "Son, you will have to be more careful. You know the cops are after the young drivers; it's easier for them to give tickets to kids."

Did you, when your son was just out of knee pants, talk to him about his part in the scheme of things in this land of ours? Did you teach him the importance of being a good citizen, a safe skillful driver? Did you, when he was nearly hit by a car while riding his bicycle in the middle of the street, say anything that would create a sense of danger of that practice, a sense of responsibility to ride his bicycle properly? Did you impress on him the gravity of his act and how it might affect other people as well as himself; or did you breathe a small prayer of thanks that he was spared, and let it go at that?

Did you, when he got his first old jalopy which was unsafe in every respect, put your foot down for his own sake, and make him put the car in condition? Did you require him to wait that extra 3 months until he was old enough to obtain a driver's license, before you allowed the car out of the yard?

Did you teach him to drive? I mean really teach him, or did you let him pick up what he could from watching you, the bad habits as well as the good?

Did you, in his young impressionable

years, do everything in your power to teach him to be a safe and sane member of the community, a person who was spoken of as a reliable, promising young man?

I understand how you feel. I think I will understand how your neighbor will feel when I step across the lawn and tell him his son died in the same pile of twisted, red hot steel that snuffed out your son's life.

My fervent hope is that other parents will profit by this tragedy, and teach their sons and daughters the many things that are necessary if they are to be mature citizens, I hope they will teach them that the attitude, "I have my rights, and no one can take them away from me," is not the whole story. Those rights are good only so long as they don't infringe on the rights of others.

The privilege to drive is just that-- A PRIVILEGE--not a God-given right. When you were teaching your son responsibility, did you take away his privilege of a Saturday show if he failed to fulfill his responsibility? The privilege of driving is exactly the same. If a person cannot fulfill the responsibility that goes with the privilege of driving, then he will and should be denied the privilege.

The fact that your child is seventeen has very little bearing on whether or not he is mature enough to shoulder the responsibility of having a driver's license.

Your son is mature if you have been wise in his training; just in your punishment; fair in your dealings with him; and, above all, if you have set him a good example during his formative years.

Think! Have you failed in your responsibility? Are you to blame that your son failed his responsibility? Maybe you are not to blame, but maybe you are. Only you can answer this question?

---Colorado Patrol Columbine

(Editor's note--Patrolman Orr, author of the preceding article, visited the Connecticut State Police Department during his field training trip in 1955 while a student at the Northwestern University Traffic Institute.)

CHECK THAT VEHICLE

When you speed up your vehicle and thus increase its kinetic energy (energy due to car's motion), you show great confidence in your brakes. The greater the speed, the more powerful the braking effect must be to use up the energy and stop your vehicle.

Confidence in brakes implies that they are in sound condition--fully ready to perform. Yet it is a fact that faulty brakes are found on nearly one-third of all vehicles tested.

Sound brakes satisfy all of the following requirements:

1. They are so adjusted that the braking force developed at all four brake drums is exercised at the same time and with the proper force to bring the truck to a smooth stop with no swerving, sideclipping, or skidding.

2. The brakes stop the vehicle within safe standards of braking distance.

3. Brake linings are even, dry, free from grease or sand, and not unduly worn.

4. Brake drums are not warped, scratched or scored by the rivets in wornout linings.

5. Brake pedal cannot be depressed closer to the floor than about an inch and a half.

6. With hydraulic brakes, continuous hard application doesn't result in a gradual lowering of the brake pedal.

Proper brake maintenance pays the sportsmanlike driver big dividends in safety. Give your brakes a square deal!

Lights are comparatively easy to keep in an efficient condition. And yet many drivers fall down on this job, for in a majority of cars tested, the lights are found to need some sort of attention.

A large proportion of serious accidents occur after dark and involve inadequate vision. At night, or in low illumination, you need every bit of assistance that is to be had from lights in perfect condition.

"One for the road can mean two for the cemetery." You and someone else!!

---Test Talk

WHAT'S NEW IN TRAFFIC SAFETY ENFORCEMENT

During November, the President's Committee for Traffic Safety circulated a letter to all delegates to the President's Regional Conferences on Highway Safety, asking them to Back the Attack on Traffic Accidents. To point up ways in which communities can help in this life-saving struggle, we present this roundup of enforcement effort to control traffic and prevent accidents. Police agencies and public support groups can profit from these experiences.

Everything from a spot check 180 miles long to night radar patrols has been experimented with by American police agencies to stem the highway holocaust this past year. Some of the experiments were highly successful, can be used by enforcement agencies with beneficial results. Here are a few typical examples:

NIGHT RADAR PATROL

In Manchester, Conn., Chief of Police Herman Schendel studied the statistics, found that motorists were exceeding the posted limits at night and accidents were sky high. No advocate of speed traps, he was more interested in slowing traffic to a safe speed than in a high rate of arrests and convictions, so he turned to radar speed timing zones to check the toll.

Manchester first tried out its night radar patrol in September, 1955, made no arrests but issued 170 warnings. In nine days in November the patrol issued 824 warnings, made 55 arrests. And the patrol broke down the figures to find 285 speeding warnings, 104 for defective taillights, 412 for defective marker lights, 23 headlights of the total 824 warnings issued.

The campaign cut down on night traffic accidents--its big objective. For the nine days preceding the night radar patrol there were 14 night traffic accidents recorded against four for the nine-day period of the radar checks. It is now a regular part of Manchester's enforcement program.

Operation of radar equipment at night is different than during daytime hours. Here is the way Manchester does it:

Car No. 1 has a regular officer seated in the car who has charge of the radar and radio equipment; standing outside is an auxiliary officer with a spot

light which is connected to the car lighter outlet. Incidentally this officer is selected for his keen eyesight which is better than 20/20 vision as no mistake must be made in reading the registration marker number for court identification purposes.

As a car approaches at an excessive speed the officer outside is notified by the officer reading the radar calculation inside the car to obtain the number which he does with the aid of his spotlight. This information is radioed to car operator No. 2. The officer at car No. 2 stands just outside on left side of car with telephone in one hand and powerful red light in the other which he starts flashing, at the same time observing whether the car maintains a sustained speed for the distance between radar cars.

After the car is stopped, the operator is told to pull off the traveled portion of the highway where an auxiliary officer takes the data on operator's license and registration. This information is then turned over to the regular officer who determines whether to issue an arrest summons, a written warning or an oral warning. Because of the large volume of cars stopped only the most flagrant receive arrest summons and written warnings. The remainder are warned orally and in the case of vehicle deficiencies such as lights they must have fixed immediately. (Written warnings must be reported to the Motor Vehicle Department which conducts a point system whereby the operator is charged with the number of points that particular violation calls for, and when operator has ten points accumulated against him, his license is suspended. This explanation is made to show that a written warning is nearly as effective as an arrest).

As many, many cars are stopped (101 in one night) it requires services of several auxiliary officers to take down the data in order to prevent a traffic tie-up. It should be stated here that all auxiliary officers have the power of arrest but are not used for this purpose during these checks. Arrests and warnings are made by regular officers.

Another precaution taken by the Manchester Police is to have an additional patrol car parked in front of car No. 2. Then if a car fails to stop on the powerful flashing red light of the officer, it is pursued, overtaken and returned to the scene.

The use of radar during the night season is no longer an experiment in Manchester but a proven means of curtailing traffic accidents.

FIRST GRAD

The first graduate in the world in the field of highway traffic administration! That's the distinction that will come to Bruce B. Madsen, in June, 1957 on the Michigan State University campus when he receives his bachelor of science degree.

First to graduate from the course given by MSU's School of Police Administration, College of Business and Public Service, Mr. Madsen plans to "interne" in safety organization work.

Just 29, and with more than five years of military service behind him, he became interested in accident prevention work via the enthusiasm of Howard Cox, staff member of the Traffic Safety Association of Detroit, when the two served in the Navy (San Diego) during World War II.

Mr. Madsen entered the service again and served for four years with the United States Air Force Air Training Command, was stationed in Cheyenne, Wyo. He was a Staff Sergeant and edited the base newspaper Airmen's Roundup, and served as chairman of the Inter-Industry Highway Safety Committee--National Safety Council vehicle check program and was active in safety work with the Jaycees.

He was discharged from service in 1954 and entered Michigan State University. During summer sessions he has worked on research and special projects

for the University's Highway Traffic Safety Center. Prior to the 44th Congress, he attended the Institute for Safety Council Managers, sponsored by the National Safety Council.

HITS JAYWALKERS

In Lexington, Kentucky, Police Chief E. C. Hale pulled an old gimmick out of the hat and breathed new life into a faltering pedestrian safety program. A check of the records showed that 14 of the 20 traffic fatalities in Lexington since 1951 were pedestrians, and that 11 of these occurred between intersections.

Out came the paint pots and signs were plastered at the spot where the pedestrian accidents occurred. An arrow pointed to a spot and the caption read: "Jaywalker Got It There." At the point where the accident occurred, it read: "Jaywalker Got It Here!" and a big X circled the spot. In all, 545 such signs dotted Lexington streets.

Chief Hale assigned a car equipped with a public address system and officers to cruise the town, singling out jaywalkers for personal attention. The loud comments of the police officers startled the jaywalkers at first, irritated all of them. But when their attention was called to the places where other similarly careless pedestrians were injured, the attitude changed.

The added dividend, according to Chief Hale, is that the voiced warnings have been brought to the attention of would-be jaywalkers and have had a salutary effect in reducing jaywalking violations.

RENO FOR RECORDS

Ask any police officer in Reno, Nevada, and he can give you the score on the Reno accident record, detail some of the city's traffic problems and probably tell you what the Engineering boys are going to do about it. But twasn't always thus.

Back in 1951 when Louis P. Spitz was named Captain of Traffic, he had a dream. He asked the men of the Traffic Bureau for help in revising policy, asked them, too, to handle one statistical assignment a month. By year's

end, the Reno traffic police were arguing with each other about trends and comparisons, going to the files for data compiled to prove their arguments.

Since then, interest has grown and the whole department is in on the statistical tabulations and reporting methods. This is no overtime with pay setup. Reno's reports can be compiled within 30 minutes once a month including tabulation, comparison and typing and this is all done on the men's own time and voluntarily.

Men assigned to Reno's Traffic Bureau appear before civic groups and discuss any phase of traffic. They know the facts and have ideas of their own--ideas which have been put to work making a traffic record for Reno.

180 MILES SPOT CHECK

A spot check on a roadway 180 miles long--biggest in the history of highway safety--operated along the route from Clarksburg to Chattanooga in Tennessee on October 2nd.

The Tennessee Highway Patrol began the operation shortly after one person was killed and eight injured early in the morning along one section of the route. The spot check involved more than 100 state troopers augmented by radar cars, ambulances and wreckers at intervals along the cross-state route on U.S. 41.

Motorists weren't halted except for moving violations--speeding, reckless driving, driving while under the influence of intoxicants, or driving an unsafe vehicle, etc.

"The sickening September death toll told us that we had to do something drastic to impress motorists with the certainty of apprehension and punishment for 'murder by motor car'," said Tennessee's Safety Commissioner Hilton Butler. "If the announced spot checks prove to be failures in checking the traffic toll, we will move in units of as many as 20 Patrol units in unannounced spot checks.

"We are not trying to set an arrest record," he pointed out. "We want to impress on motorists that they are never more than a few minutes away from a state trooper."

"Drunknets" were established along the spot check route, and have been used throughout the balance of 1956 in Tennessee. Butler labeled September the "alcoholic" month on state highways, saying that 889 drinking driver arrests were made by troopers to bring the total for the first nine months in Tennessee to 6,811 for drinking and driving.

Meanwhile Tennessee safety agencies moved to develop public support for the Volunteer State's Back the Attack on Traffic Accidents campaign. F. C. Sowell, chairman of the Governor's Emergency Traffic Safety Commission; Clydell Castleman, manager of the Nashville Automobile Club and the Tennessee Safety Council were in the forefront of the planning groups.

---Public Safety

AGE OF CHIVALRY

The age of chivalry may be dead, but when it comes to driving, the sensible person knows he stands a better chance of staying alive by being a courteous driver.

In many cases, courtesy might go under another name--plain self defense. With roads and highways as crowded as they are, every driver must realize that he is sharing the road. Each driver has an equal right to get to his destination in safety.

To avoid accidents one must be willing to cooperate, and cooperation is just another word for courtesy. The following rules for motor manners are the key to courteous, safe driving.

Use correct signals for turns and stops.

Drive at a safe speed--depending on traffic and road conditions--even though the legal speed may be higher.

Always come to a complete stop at stop signs and signals

Use the proper lane.

Pass safely--in legal zones.

Give pedestrians the right-of-way.

Remember the "golden rule"--which is the essence of courtesy--to treat others as you would want them to treat you.

PEDESTRIAN DEATHS HIT NEW LOW

The 1956 pedestrian toll of 74, ranging in age from two to eighty-seven years, was the lowest in statistical history, says Robert I. Catlin, Chairman of the Connecticut Safety Commission, who states that "it is not by pedestrian pointers alone this fine record has been achieved." For although ped-survival depends to large degree on the proper attitude of the man on foot toward traffic controls and other safety measures, and personal responsibility for safe conduct in traffic, the motorist plays a large part, particularly as regards driving at a safe speed for conditions. This becomes apparent when one considers that although 1387 personal injuries resulted from 1432 pedestrian accidents in 1955, there were only 86 fatalities. This means, says the Chairman, that although the pedestrian struck by a car has almost no chance of escaping without an injury, his chances of death are decreased to the degree that the motorist observes safe and sane speeds, for the higher the speed, of course, the greater the impact. Also significant in the pedestrian phase is their vulnerability as a group. The ratio of pedestrians injured to pedestrians killed is 16 to 1--the possibility of death being five times as great as car occupants.

Although the over-all pedestrian phase is extremely gratifying, the child phase, measured in terms of lives lost, is lagging in Connecticut, says the Chairman, or at best is not commensurate with improvement in adult phase.

For in spite of expanded traffic controls, designated crosswalks, sidewalks in many rural areas near schools, increased police protection and schoolboy patrols, numerically child pedestrian deaths in 1956 was the same or greater than in any year since 1948. Based on a ten-year average of 79.6 for adult pedestrians, the 1956 toll of 56 represents a decrease of 23. Not only did child pedestrians show no improvement, but toll of 18 in 1956 exceeded the 17.3 average for the past decade. And whereas child pedestrian deaths represented only 15 to 16 per cent of overall pedestrian toll in several years preceding, this

jumped to 24% last year. In other words, there were as many child pedestrians killed in 1956 with a 74 overall toll, as in 1946 when 110 pedestrians of all ages were cut down in traffic.

"It is not fatalities alone that bring the situation into focus," says Mr. Catlin, who points out that in 1955 almost half of all pedestrians injured were under sixteen years of age. Here youth has the advantage. Whereas the ratio of pedestrians killed to injured in the group through age 15 was one to 36, in the over 65 age group the ratio drops to one out of nine. Further evidence, says the Chairman, that children still figure too largely in traffic accidents, for in spite of their stamina, the number of child pedestrians killed remains unchanged, with none of the improvement reflected in the adult phase.

Although spring and fall are normally set aside as "special emphasis" months for child safety, every month of the year is important to the problem which had 'multiple responsibility' involving the home, the school and the motorist.

As regards the role of the school, Mr. Catlin says, "The answer undoubtedly is more child safety education, for the time to inculcate safety consciousness is when the child is young. That is the time to develop proper attitude toward accident prevention, and to emphasize and re-emphasize good, safe practices so that when the child reaches adulthood, safety will be 'automatic.'"

"However, the efforts of home and school can be negated in a split second by an unwary motorist," says the Chairman. Except for a child's mobility and agility, which too often contribute to his death in traffic, a youngster is, in fact, a caution sign. On sight the motorist should reduce his speed to help cut the tragic toll.

---Connecticut Safety Commission

PROGRESSIVENESS

Progressiveness is looking forward intelligently, looking within critically, and moving on incessantly.

---Waldo Pondray Warren

AROUND THE CIRCUIT

Vox-Cop

January-February, 1957

MCNAMARA GETS JAYCEE CITATION

Edward M. McNamara of East Hartford recently received the award as East Hartford's Outstanding Young Man of 1956.

The 27-year-old youth leader was given the Junior Chamber of Commerce distinguished Service Award at a banquet at Veterans Memorial Clubhouse.

Mr. McNamara, selected on the basis of his work with town youth both as lay commander of the St. Mary's Boys Brigade and as a part-time recreation director, was chosen for the award by a jury consisting of Carl W. Trehella, Timothy J. Kelleher and Nicholas F. Foran.

THE AWARD, the first to be given by the Jaycee, was presented by Richard C. Willard, president of the local chapter.

Mr. Willard cited Mr. McNamara for helping in "developing of future citizens of East Hartford." As lay commander, with the rank of colonel, in the Boys Brigade he has had contact with over 1,000 boys during the past years.

Mr. McNamara also organized the brigade's baseball league, and was assistant parade marshal during the large drum corps contest, sponsored by St. Mary's Fife and Drum Corps last year.

IN HIS WORK with the Park and Recreation Department, Mr. McNamara has helped organize the midget basketball league, donating his nights to youth work in many other fields.

Summing up his activities, Jaycee President Willard said: "Never once has he declined to offer his assistance" to any cause or project in town.

Mr. McNamara, who is married and has a son, two years old, is a civilian employe assigned to the Headquarters Quartermaster Division of the State Police Department. He is a native of South Windsor and has spent most of his life



OUTSTANDING Young Man Edward M. McNamara, right, receives award from East Hartford Jaycee President Richard C. Willard at dinner at Veterans Memorial Club.
---Hartford Times Photo

in East Hartford. He is a graduate of East Hartford High School.

Major Victor Diediker of the 63rd AAA Group at the Manchester Nike site, gave a short talk and presented a film on "Nike and the Defense of America."

Other Speakers included Town Treasurer Robert J. O'Brien and Edward Birdsey, state Jaycee director. The Rev. Sherman Andrews of St. John's Episcopal Church gave the invocation.

---Hartford Times

STATION "A", RIDGEFIELD

JUSTICE TRIUMPHS

We are proud to report that due to well prepared evidence in the several Bound Over cases we had in Superior Court, Fairfield County at Bridgeport, Judge James Murphy presiding; all the accused pleaded guilty and were sent to State's Prison for long terms. In one of the cases, the attorney for the accused asked for a suspended sentence, pleading that his client should have psychiatric treatment and Judge Murphy remarked from the Bench that the client should have had psychiatric treatment before he committed the crime.

ARM OF LAW IS LONG

We have had an influx of "Fugitive from Justice" cases recently, coming from as far as Ukiah, California and Dallas, Texas. The man from Dallas, Texas was apprehended by none other than "Fugitive Catcher" John Small aided and abetted by Officer William "MG" Francis. Thus we are gaining valuable experience on Rendition as this fellow refused to waive and we had two other similar refusals, which entailed Governor's Warrants, etc.

CONGRATULATIONS TO THE CROCES

Officer Jack "Cigarette" Croce recently wore that tired look but proudly brought forth a box of cigars and informed all, who would stay and hear, that he is now the proud father of a baby girl. Everyone passed snide remarks as to who gave him the cigars!

VACATIONIST

Officer James Costello known as "Deacon" Costello, apparently one of the wealthy Costellos, soaking up that sun at Florida and Havana, Cuba, but again, some jealous fellow wanted to know who was footing the BILLS!

OFF. PIRRI ILL

We are sorry to report that Officer Joseph Pirri is now on the Sick List and reported into Stamford Hospital Tuesday, Feb. 5th for observation for a stomach

ailment. We are all praying that if anything, it will be trivial and Joe can get on his feet again and back to work.

NEW CAR FOR SPW BOLAND

Our very personable State Policewoman, Lucy Boland, is holding her head high these days, what with a NEW CAR-- Freddie Leary, Supervisor of Mechanics, found out very quickly when Lucy returned with the new car that there is still a lot of work to do just the same.

PRACTICE MAKES PERFECT

Our genial clerk, Mrs. Mary "Efficiency" Walker, has become a very efficient and proficient operator of her car on the snowy and icy roads we've been getting lately and boasts that she is a far superior driver to her husband and points to New Road, where they reside, to prove it.

SEARCH FOR EVIDENCE

Officer John "Clam Digger" Small out on the mudflats of Norwalk but not for clams; instead, together with two Station "G" Westport Officers, John was attempting to recover a stolen revolver which was used by a thief committing a burglary at Easton to scare the lady of the house.

GUEST OF HONOR FAILS TO APPEAR

Incidentally the boys and girls of Station "A" were disappointed recently, in fact, on February 6, 1957, when at the evening meal they were prepared to sing "Happy Birthday" to John Small and also to eat the birthday cake complete with candles (24 in number) and John failed to appear. We still have the cake John, prepared by Chef Milo Scanlon, who even purchased the candles.

QUESTION OF THE MONTH

Wonder when we'll get a new set of Statutes? The boys have worn ours out looking up a lot of laws lately.

AUXILIARY SERVICE INVALUABLE

We pause to pay tribute to our Auxiliaries to whom we owe many thanks for their loyal contribution to our evening force during these trying times. We sure needed their assistance which is

invaluable at times like this, augmenting our regular Officers who sorely needed their help.

INCOME TAX MEDITATION

Louis "Squash" Travaglini wrinkling his brow preparing his income tax form. How much back this time Squash?

DREAM REALIZED

Officer William "MG" Francis has at last realized his dreams, and bought himself a new "MG".

STATION "B", CANAAN

COOPERATION PAYS OFF

Off. Sidney Toomey of this station combined talents recently with Troopers Perch and Kapinos of the Lee and Pittsfield barracks, respectively, of the Mass. State Police. They latched on to a quartet of teen-agers, two from Canaan and two from Norfolk, which resulted in successful termination of thefts and an attempted break in the Canaan area and four burglaries in the Sheffield-Lenox areas of the neighboring State. Sid worked beyond his normal tour of duty readily and willingly and wrapped the case up while it was still warm.

RECENT ARRIVALS

Vital Statistics at this station since the last issue of Voice of the Cop include the birth of twins to Officer and Mrs. Bill Prindle of Riverton and a daughter to Officer and Mrs. Stanley Szczesiul of Naugatuck. Rumors persist of additional "infanticipations" in the Sta. B. family but not in time for this edition.

B AND L AUXILIARIES HOLD GET-TOGETHER

More than a score of Station B auxiliaries and their wives joined with Station L auxiliaries at a get-together recently at the Junior Republic in Litchfield. All report a good time and Canaan's Auxiliary Personnel Officer, Richard Chapman, was enthusiastic in his description of the "Judo" exhibition in

which a former Canaan officer, Edward "More-Hose" Courtney, took a prominent part. Dick reported that if Courtney continues to put on weight he will be able to impersonate a Japanese wrestler at forthcoming exhibitions. It must be Howard Johnson's double-frosted in the Bethany area that is doing it.

TESTIMONIAL DINNERS

This barracks was well represented at the testimonial for Off. Mike Santy at the beautiful and spacious Bristol Elks home recently. Lieut. Menser, Sgt. Starks and Officers Turcotte and Szczesiul caught the affair. At this writing "B" officers are consulting the work schedule to see what their chances are to make the Sgt. Harry Ritchie affair scheduled for the same place.

SNOW TIRE BOOSTER

Lieut. Menser swears by the Firestone Town and Country snow tires issued Station B for this winter. He has a tricky driveway leading to his home and has negotiated it successfully so far this winter, a fact, he believes, speaks for itself. He let one set get away on his 1954 Ford recently turned in however and did not give it a thought until after the car had left the station. Checking the stock room now to see how the supply holds.

OVERHEARD ON "B" RADIO RECEIVERS

One Western police department which comes in daily on the Station B communications receiver far more clearly than any other is that at Reno, Nevada. The lady dispatcher they have, got pretty well worked up the other afternoon over the propane gas explosions in the heart of the city and ensuing fires. Many of the transmissions at the outset of the emergency were heard at the barracks and in Station B cars. The following day the event made the nation's headlines.

PREPARING FOR SKI JUMPING MEET

Auxiliary Personnel Officer Richard Chapman is busy outfitting the 15 men assisting Sgt. Starks and five regular officers at the Eastern Ski Jumping Championships slated for the State Memorial hill at Salisbury, Conn., Sunday

AROUND THE CIRCUIT

Feb. 17th. This meet is second in importance to the National meet and attracts a large turnout of ski enthusiasts yearly. An excellent traffic control plan worked out in years past results in emptying the parking lots and competition area in about an hour at the conclusion of the affair even though the attendance sometimes approaches the 5,000 mark.

RESIGNATIONS

Canaan is in the market for two or three replacements to make up for the departures of Officers Prindle and Lineweber who have resigned. The former is to go into private business at Winsted and Off. Lineweber has no immediate plans, we are told.

STATION "E", GROTON

ON THE ROSTRUM

Lt. Avery spoke at a meeting of the Womens Auxiliary of the Conn. State Medical Society. Mr. R. C. Braisted, field representative of Cornell University Medical College spoke on "What auto crash injury research reveals."

Off. Greenberg spoke at a meeting of the Brother of Joseph Synagogue at Norwich.

DET. MURPHY MISSED

Det. J. B. Murphy has been among the missing at our barracks lately. He has been doing special assignments in Hartford.

OFF. SULLIVAN SUFFERS INJURY

Off. Sullivan has been incapacitated of late, due to a bad injury to his back.

NEW HOME

Off. Potter has a new home built in Groton. Success in your new home, George.

EUROPEAN VACATION

Off. Douglas has enjoyed a vacation, perhaps we all would like. Bill and

his wife flew over Shannon, Ireland, London, England, Frankfurt and Berlin, Germany, enroute to Garmischpartenkirchen which is located in the Bavarian Alps. They had the opportunity to tour parts of Germany and Austria and also enjoyed skiing while on the trip. A ride on a cable car up Mt. Zugspitz, the highest mountain, was enjoyed. On the return trip a stopover was made at Brussels, Belgium. Oh well, it's all over now, but oh, those memories.

ARRESTED TWICE WITHIN THE HOUR

Off. Potter arrested a man for illegal parking in one town and an hour later arrested the same man in another town for Breach of Peace.

GATE CRASHER

Off. Anderson reports while he was patrolling near the Gold Star Bridge an operator tried to crash the gate. In fact, he did, splintering the toll gate in many pieces. It wasn't lack of the toll fare, just plain drunk.

RUDE AWAKENING

Off. Jacques arrested an operator for reckless driving. The operator had fallen asleep, gone off the highway, crashed down a bank and cracked into a boulder and overturned. What a way to wake up.

ACCIDENT ON BRIDGE

Off. Farrow investigated an accident in which an operator after leaving the toll gate, lost control of his car and struck the concrete center island on the bridge. Another case of where "the middle of the road policy" isn't the best.

CAR THIEF STRIKES OUT

Three times and out, so Off. Hickey reports. A culprit stole three cars at different times within a week and was out--out of State, that is. However, he was picked up in another state for violation of parole.

OFF. JAMES LEAVES DEPARTMENT

Off. James has ceased employment with this department and transferred to the Food and Drug Commission. He will be missed.

TOLLAND COUNTY TALES

WEATHER BUREAU EQUIPMENT INSTALLED

The station is now equipped to record changes in the temperature, wind and barometric pressure. With a week of sub-zero temperatures, it was interesting to watch for changes. Everyone anxiously awaited a rise in the temperature. We are beginning to believe that a policeman is a jack-of-all-trades.

NEW OFFICE FOR CLERKS

Mabel Ward and Arlene Gomez are now enjoying working in a roomier, lighter, freshly decorated office equipped with new furniture. No more complaints about the cold, plenty of heat in this room.

MISSING DEER

Art Blomberg arrived at the scene of a car-deer accident just out of the center of Stafford to find that the deer was gone. The operator of the car stated that he had left it beside the road when he went to the nearest phone to report the accident. A few hours later, word came from one of the Game Wardens that a man in Chaplin had reported to him that he had picked up this deer and had taken it to his home. The car owner went to Chaplin and claimed the venison.

CRASH INJURY??? - NO CRASH INJURY ???

One morning recently, Ed Beattie investigated an accident in which a '56 car was involved. The occupants had been removed to the hospital and the wrecker had not arrived to remove the car when along came a trailer truck, skidded on the ice and overturned, the trailer pancaking the car to the ground. What was to have been a Crash-Injury report case was ruined but not to the disappointment of the officer. Since then the operator of the car has expired. The first fatal in the area since November, 1956.

JUVENILE APPREHENDED WITH STOLEN CAR

While on patrol in the Town of Mansfield, one night, Bill Ellert and Bill Doyle, Jr., observed a car parked in the yard at a service station that was closed for the night. Investigation re-

vealed that the car had been taken earlier in the evening from a parking area in Hartford by a fifteen year old Hartford boy. This lad had learned that the car had been taken from another place by some other boys who had left it where he had found it. With him, when apprehended, was a Mansfield boy who was being given a ride home, having been picked up in a near-by town. He did not know that the car had been stolen.

CATTLE RUSTLERS

Within a few hours after being assigned to investigate a complaint that a six months old heifer had been stolen from the owner's barn in Ellington, sometime since the previous afternoon, Bill Tomlin, assisted by Aux. Bob Fluckiger, had four men under arrest on the charge of Theft of Cattle.

The animal was found safe and sound in a two-car garage at the home of the father of one of the men in another town. The animal had been lifted out of its pen, its feet had been tied and it had been placed in the trunk of a car and transported to the garage. The men are now awaiting trial before the Superior Court.

POLICE CHASE ENDS IN CAPTURE

High praise was given two members of the Rockville Police Department for the capture of three youths attempting to break into a garage on East Main Street in Rockville early one Saturday morning. Edwin Carlson chased one fellow along the bank of the Hockanum River and finally captured him after winging him. One was caught hiding under a pick-up truck. The other, not knowing what had happened to the other two, came upon the cruiser and then it was too late to run. Officer Vincent DeBenedeto assisted Officer Carlson. With the capture of these three, three of our cases were solved, one a break at a service station, another at a garage and a third at a grocery store. All are awaiting trial before the Superior Court.

Two of them decided that jail was not the place to be so they broke out early in the evening last week. Within a few hours, they were again in custody, having been captured near their homes by

officers from this station and Station H.

TRIO ADMIT SETTING BARN AFIRE

Three young fellows have been arrested and bound over to Superior Court after being arrested for setting a barn afire in Somers on Hallowe'en night. The fourth member of the group will be arrested, upon his return home from the Marines. When arrested, the boys told Bill Doyle (that is Bill J.) and Frank Whalen how they set the barn afire and then drove around and came back to the scene to watch the firemen fight the blaze.

TAVERN BREAK SOLVED

With the arrest of a Worcester man, Stanley Nasiatka has solved his case of a break and theft of liquor from one of our local taverns. The man is now serving time in our county jail.

OUT-OF-STATERS WITH WEAPONS IN CAR

Noting an out-of-state car parked off to the side of the road without lights one night, Ted Sheiber and Frank LaForge checked the car and found two New Hampshire men asleep. Keeping in mind the murders committed within the state of late, further check of the car was made and a German Automatic with clip were found along with a large sheath knife. The men were brought to the station and placed under arrest for Weapons in a Motor Vehicle. Further checks revealed that they were not wanted by any other departments.

POLICEWOMAN ARRESTED????

As Bill Carroll and our policewoman were getting out of his car to go into the Rockville Police station one afternoon, a woman came walking up the street. As she came by the car, she looked at the policewoman and said, Ha, ha, ha! So he arrested you, did he?" Ha, ha, ha!" We often wonder how many times the policewomen are taken for the accused.

TEMPORARY ASSIGNMENT

John Fersch and Frank Shay are temporarily assigned to Special Service. We sure do miss the two of them here.

VISIT FROM RETIRED OFFICER

Jackie Horner Yaskulka called here at the station a few days ago. He is now trying his hand at being a salesman, selling advertising projects. We feel sure he will make out fine. Says he enjoys being home nights but we also feel that he still misses the gang.

STATION "F", WESTBROOK

OFF. ROCHE RETURNS TO DUTY

We're happy to have Off. George Roche back at F. He's efficiently carrying out the duties of day desk officer, concentrating on matters which were somewhat neglected during his leave.

NEW ASST. AUXIE PERSONNEL OFFICER

Off. Ernest C. Harris has been appointed Assistant Auxiliary Personnel Officer by Lieutenant Mangan, aiding Officer Roche in molding Station F's auxiliaries into an efficient unit.

EX-STATE POLICEMEN BECOME JUDGES

Lieut. Irving T. Schubert and Sergt. Dorence W. Mielke, both retired have exchanged their state police titles for that of Judge. Both have been appointed Trial Justices in their respective towns. We wish them every success in their judicial endeavor!

EXCELLENT WITNESS

Off. Lloyd Babcock demonstrated amazing ability by rapidly and accurately solving a complicated problem in his head on the witness stand, involving the time it took the accused, operating a vehicle at a certain speed, to travel a specified distance. "Bab" dismayed the questioning lawyer (who had carefully taken the time to figure the problem beforehand with pencil and paper) by his prompt answer, and was soon dismissed from the stand with 'no further questions'.

PALIN SPORTS HIRSHUTE ADORNMENT

Off. Joe Palin is sporting a mustache, and reports that it is being fa-

vorably commented on in the town of Essex where he is resident officer.

OFF. KONOPKA BUYS HOME

Off. Leo Konopka will soon move into his recently purchased home at North Branford.

STATION "G", WESTPORT

ST. VALENTINE'S DAY WEDDING

On St. Valentine's Day, Feb. 14th, our clerk, Beatrice McDonald, became Mrs. George Fray when she was married to Officer Fray of this station. We extend to both of you, best wishes and lots of good luck!

DAUGHTER BORN TO MCDONALDS

Officer James McDonald has been known to be the expert of experts in his past undertakings, but recently, when he was expecting the arrival of number three McDonald baby, did he have a rough time figuring the approximate date of arrival! For three weeks he kept us guessing and saying "in the next twenty four hours." Finally, on February 8th, he gave us a final answer, when his little girl finally saw "the light of day." We are happy to finally be able to say, "Best of health and happiness to you, your wife and the new arrival!"

NEW PARKWAY HAZARD

We have had quite a winter, so far, with snow storm on snow storm. One would just about be showing its final remains, when along came another. What happened on Friday, February 1st was just too much for us! In the middle of a snow storm, when traffic was quite heavy on the Merritt Parkway, lo and behold we had a plane landing, of all places, right on the parkway! Fortunately no one was injured. However, Sgt. Bennett has since become quite an "aeronautics situations" investigator.

NEW PERSONNEL

We have had two new faces added to our personnel staff. Right after

Christmas, our new radio dispatcher, Mr. Lester Winkel of Bridgeport decided he'd like to work here; and during January, Mr. Raymond Conlon of Waterbury decided to "move in" and take up residence here and he is now assisting John Palmieri, our houseman, in keeping things clean. We hope you both like us well enough to stay for a long time.

FRANK SEVERO SPORTS NEW CAR

We hear Frank Severo, our garageman, is now being seen arriving in a new car. We hope you have good luck with it, Frank!

WESTPORT PD TO HAVE NEW CHIEF

Recently examinations were given in the Westport Police Department for the appointment of a new chief, due to take office in July of this year. Congratulations to you, Samuel Luciano, and we'll be very happy to be calling you "Chief."

"HOT LINE" PROPOSED

On February 8th all the Fairfield County Chiefs of Police met at this station for the second time. There was a discussion to plan a "Hot Line" set-up for the local departments. The biggest problem seems to be "the money". However, in due time no doubt, this will be ironed out.

NEW TV SET

Our barracks personnel is now enjoying our new "21"-inch TV set. Those who have had an occasional chance at viewing a program report the reception is wonderful.

THRU-WAY PROGRESS

As one rides thru our various towns, we find many spots "under construction" for the building of the Connecticut Thru-Way and it is amazing to see some areas completely changed. We hear there may be a feeder from the barracks to the thru-way. If this is so, many of us will appreciate the convenience in getting to work without using the Post Road.

PERIODIC INSPECTION HELD

Sgt. Bennett and Sgt. Murphy have been seen running up and down the stairs

the past few days with pencil in one hand and a clip board in the other. It was inspection time, and did they make a thorough search for the condition of "Things"! Ask the officers! They really had to get everything laid out for scrutiny.

REMODELING OFFICE

Our front office has taken on a "new look". We have a new opening into the lounge, and things are being speeded-up and we have a fast "check-out service." Next please!!

INVESTIGATION PORTRAYED ON TV

On Sunday, February 3rd, the Alcoa Program on TV devoted an hour to portraying "No License to Kill", which was a story about Lieut. Marchese and an officer relative to the investigation of a fatal accident on the Merritt Parkway and how responsibility for same was determined. Hundreds of letters and phone calls are now being received at this station commending same.

QUOTING "RIP"

Our radio dispatcher, Les "Rip" Winkel, former Deputy Jailer at Fairfield County Jail is gaining weight, since eating Ma Spears' good cooking at Station "G". He said, "He never had it so good, and made so LITTLE!" He brought in the following:

The Motorist's Prayer

Now I sit me down to drive
I pray the Lord I'm still alive
When day is done and thankfully
Grant me the sense to understand
That life and death lie in my hand
Teach me to keep the driver's code
And stay on my half of the road
At my elbow be my guide
And counsel me each time I drive
O Master, who is everywhere
Please listen to a Motorist's "Prayer".

Last year a lot of persons died of gas. Some died by inhaling it, some put a match to it, but the majority died from stepping on it.

STATION "I", BETHANY

MAXIMUM EFFORT

As we go to press, the fatal hold-up emergency is still with us. Our entire personnel, augmented by our Auxiliaries, are constantly "on their toes" alert to move fast against any further incident.

Capt. Victor J. Clarke and a large squad of investigators from Station "I" and Special Service Division are devoting their entire time and efforts to bring about the apprehension of those responsible for the vicious crimes.

EMERGENCY PATROLS RESULT IN CAPTURE

Our present state of alertness, just recently paid off with the quick capture of an ex-convict who was wanted for Robbery With Violence, Breaking, Entering and Theft, Theft of a Motor Vehicle, and Assault With a Deadly Weapon in the Town of Woodbury. Close teamwork by Stations "I" and "L" resulted in the culprit being captured by Off. Cleveland Fuessenich of Station "L" as he was about to flee into New York State.

The case was "sewed up" by the excellent detective work of Sgt. Walter Foley and Officers Edward O'Brien, Kenneth Tripp, Maurice Fitzgerald, John Lombardo and William Russell.

FATAL FACTORY FIRE

We were all greatly shocked by the recent disastrous 4-alarm fire in an old factory loft in New Haven, in which 15 lives were lost. Station "I" is in receipt of a very nice letter from Mayor Richard E. Lee expressing the appreciation of the City of New Haven for the prompt and efficient assistance rendered by Station "I" personnel and emergency equipment at the scene.

CIRISHIOLI EXPANDS LIBRARY

Getting back to the lighter side of police personnel stationed at "I"; it has been rumored that Off. George Cirishioli has contracted with a major book selling house in New York City and has ordered a whole "slew" of literary books for his fast growing library. We wonder if there is any "degree" attached with

this growing interest he is showing in the "Masters'" literary works. Remember what "Confucious say" George--"He who reads much soon learn that he may need bifocals!"

VOCATIONAL OR OTHERWISE??

Off. "Chappy" O'Brien has been very busy lately taking photographs of various pieces of real estate. Could it be that he is about to join with Off. "Ty" Smith in some vast real estate venture or is it all strictly police endeavor???

SPEAKING OF "YOKES"

It is said that our Chef, "Jake" Demos is trying to get together both Off. Carl Carlson and "Moe" Fitzgerald and have them make a deal on the mornings that they have breakfast at the Station. It seems that one of the officers only likes the whites of the deliciously prepared eggs served up by our culinary expert, whereas the other officer only likes the yokes (that is the yellow) of these same eggs. Good Luck in your efforts "Jake".

SON BORN TO MENARDS

Recently, as this column had predicted, "Ole Brudder Stork" has alighted once more at Station "I" and left another future State Policeman on the doorstep of Off. "Lippy" Menard and his charming wife, Sally. We understand the "son" weighed in at 8 lbs. 12 oz. for his bout with life. We noticed "Lippy" strutting around the barracks like a pouter pigeon. Remember "Lip", you are not the only one with a son; look at Off. "Father Jim" Lenihan, then you will have something to strut about.

CRASH INJURY RESEARCH

With the commencement of the "Crash Injury Research" program at this station it is noticed, and appreciated, by those in command that to this date an excellent job is being done under the guiding arm of Sgt. Walt Foley, and we feel that any little bit we may contribute to the future safety of our motoring public is well worth the extra effort on our part.

TRAINEES NEAR GRADUATION DATE

Your columnist noticed the way in

which the students at the Academy received their new uniforms the other day. It brings back old memories of how proud we were when we received our outfit years ago. Remember "Rookies", you are about to start to wear one of the most famous uniforms in the entire United States; wear it with pride and never besmirch the honorable record it has built up over the years. Good Luck to you from the men at Station "I".

NEW CAR PROMPTS WIDE GRIN

Off. "Ray" Piascik, was seen walking about the barracks the other day with a large grin on his face, and upon checking this incident it was found that he had been assigned a new car, to polish and shine in keeping with his reputation. Remember "Ray", this late model is lower than your previous vehicle, so don't bump your head getting in and out of this new one.

OFF. SULLIVAN PROMOTED

We wish to note at this time, the recent promotion of Off. Joseph Sullivan to the rank of Sergeant. It is with pride that we here at Station "I" can say that we have worked with Sgt. "Joe" Sullivan through the years and feel that he will make an excellent administrator in the way of law enforcement. Again we say "Good Luck Joe" on your new rank as Sergeant from us here at Station "I".

INVESTIGATOR KEEPS BUSY

Off. "Jim" Ferguson is very busy these days investigating numerous crimes in and about the area. We understand that he is going to buy one of those new detectin' outfits put out by "Sgt. Joe Friday" of that famous TV drama "Dragnet". Remember "Fergy" you are on your own and will not have any "Off. Joe Smith" to assist you on these investigative efforts of yours. We wonder if he has that new detective pistol he has been talking about recently, eh??

"BOMBAY BICYCLE CLUB"

We wonder if there is any truth to the rumor that Off. "Chappy" O'Brien was trying to sell a life membership in the "Bombay Bicycle Club" to Sgt. George Panciera with all the privileges that

go with it. Remember Sgt. what happened to the last fellow who was a member of the "Bombay Bicycle Club". If you recall, he was dismissed from the club for conduct unbecoming a sidesaddle rider in this famous unit. 'Nuff said!!

"CIGARS FOR LUCUK" BOX

They tell us that garageman Walt Lucuk has installed on the side wall of the garage, where he washes our patrol cars, a large box where all officers who get cigars and don't smoke them are urged to drop same therein. All such donations will be gladly taken care of in a large cloud of smoke at the proper time and place by the above mentioned person.

SWEENEY DISPLAYS INTEREST IN PHOTOGRAPHY

We understand that Off. John Sweeney has become interested in photography to the extent that he was seen soliciting lessons on this subject from Off. Menard the other day. Is it that you are dreaming of the day in the near future when you will retire John? When you can go out into the civilian world and make a mint of monies as a commercial photographer in the metropolis of Naugatuck? Don't let them kid you John, keep up the good work. Who knows, you may become a "Michael Angelo" of the films.

PROSPECTIVE FIRE FIGHTER

Off. Alex "Continental" Kostok now known to be purchasing books on "How to Fight Fires". It is said in and about Bethany, that our Alex is contemplating taking up the art of dousing conflagrations in the true American spirit of the thing, in that he has been approached by the local fire and smoke eaters group to join them in their efforts. I would be careful Alex, as they may have in mind your great prowess as a weight lifter. On some dark and stormy night when they get the call to quell some blaze in town, you may be called upon to carry the hook and ladder truck to the scene if by some chance it would not start.

MARGUERITE PAIKE CONVALESCING

We miss our clerk, Miss Marguerite Paike, who is home ill. There seems to be a very empty corner in the Clerk's

Office where Miss Paike sat and endeavored to assist any and all officers who had some small problem to iron out, like spelling some word like "subpoena" etc. etc. in our reports. Please hurry back "Marge" as we need you.

THOROUGH INVESTIGATION PROVES SUCCESSFUL

We point with pride to the two following cases which were brought to a successful conclusion recently by good industrious police work on the part of the investigating officers.

CASE # 1--Robilliard case of Rape in which the criminal responsible was apprehended by Off. Edward O'Brien, through the finding of a fingerprint on an object. With the splendid co-operation of Capt. Chameroy's office, the culprit was brought to justice with a sentence of 5 to 8 years in the State Prison being meted out to him.

CASE # 2--Ouellette case of Arson in which the person responsible was convicted by some very good police work on the part of Officers Joseph Ciecierski and Sgt. Walt Foley, in which the culprit's alibi was broken down to prove that he could have set the fire in the time of 45 seconds, which he could not account for. This person received 8 months in The Bastille for his nefarious work. Ouellette is one of the most resourceful arsonists to ever operate in this State and Arson is the hardest crime to break.

Good work--Both of you on a splendid job well done.

POETRY?

"Drink to me only with thine eyes,"
is good advice while cruising--
The hands on the wheel need orbs that
reveal,
Not blinkers obscured by boozing.

---California Highway Patrolman

In a little Yorkshire, England, town there is an illustrated sign reading:
"It is Better to be a Patient Pedestrian
Than a Pedestrian Patient."

STATION "L", LITCHFIELD

STATION BRIEFS

Mrs. Vera Kenney, wife of Officer John Kenney has returned home after being confined to Waterbury Hospital during a recent illness.

Det. Robert Waltz is spending most of his off-duty hours working on his new home in New Milford. If all goes well, Bob expects to move in sometime in May.

Houseman Jack Tobin is back on the job after a recent illness. John was taken ill while on weekend leave and spent nearly two weeks in the Torrington Hospital. He is now getting back into the swing of things after his enforced vacation. He doesn't yet know the cause of his illness. Couldn't be overwork, could it Jack?

GUNMAN CAPTURED

On Feb. 5th a call was received here that a man spotted pilfering a house in Woodbury had stolen a car and forced two men to accompany him at gunpoint for a short distance. Further investigation by the hostages after their release disclosed that a telephone company truck had been left in the garage the car was stolen from. From a description of the culprit and the fact that a telephone truck was involved, the finger of suspicion pointed to a man who had stolen another telephone company truck from Waterbury in January. He was William Cox and it was believed he might be headed for New York State via Kent, as he had done on the previous occasion and patrols were alerted.

Officer Fuessenich was patrolling Kent area and spotted the wanted car at Cliff's Garage in Kent. He immediately stopped and approached the car on foot and as he approached it, discovered that the operator was Cox and that he was holding a gun on the garage owner. At the arrival of Officer Fuessenich, Cox surrendered without a struggle. Cliff then informed the officer that Cox had demanded his gas tank filled and two dollars in cash, and emphasized his want with a revolver saying "I'm not fooling, this gun is loaded."

Cox was brought to this station where he was turned over to Station "I" as the thefts of both the car and truck and housebreak were in "I" territory. Cox is now in Litchfield County Jail awaiting trial in Superior Court.

AUXILIARY MEETING

On Wednesday evening, Feb. 6th the Auxiliaries of this station held their monthly meeting at the Connecticut Junior Republic in Litchfield. The main attraction of the evening was a judo demonstration by Officer Neville of "L", Officer Courtney of "I" and Sgt. Gedney and several officer trainees from the training school. About eighty-five persons attended the meeting and all thoroughly enjoyed the demonstration.

AUXILIARY JAMSKY DIES

On Jan. 24th word was received of the passing of Aux. S.P. Paul Jamsky. Paul became a member of Station "L" Auxiliary and attended training class in 1950. He resided in Watertown where he and his brother operated a business. Paul was also quite active in Veteran and Legion affairs.

A motorist was driving through the country when suddenly his motor stopped. He got out of the car and raised up the hood to see if he might locate the trouble. All at once a voice from behind him said, "The trouble is in the carburetor." Quickly the motorist turned around in surprise, but saw only an old horse standing on the other side of the fence watching him. Hardly daring to believe his ears, he asked, "Did you say something?"

"Yes. I said you'd better check your carburetor," replied the horse.

Rushing down the road to the nearest farmhouse, the motorist excitedly related his experience to the old farmer who answered the door. "Was it an old bay horse with one flop ear?" asked the farmer.

"Yes, yes, that's the one!"

"Well, don't pay any attention to him," the farmer scoffed. "He don't know anything about automobiles anyway."

HEADQUARTERS

Ida Epstein Celebrates Birthday And Engagement



Shown in photo left to right are Mrs. Jean Porter, Miss Dorothea Haggerty, Mrs. Bianca D'Ambrosio, Miss Ida Epstein, Mrs. Doris Smith, Mrs. Irene Higgins, Mrs. Rose Albright, and Mrs. Estelle Greentree.

On December 18, 1956, Miss Ida Frances Epstein, of General Office, Headquarters, celebrated her birthday and engagement. Upon learning of the occasion several of her many friends at Headquarters spontaneously arranged a surprise party attended by the entire Headquarters Staff. Inasmuch as Ida had just announced her engagement in the morning she was overwhelmed to find everyone assembled to extend their best wishes.

A veteran of twenty years service with this department, Ida is known by most of the personnel in the field as

well as the Headquarters staff. Her cheerful disposition and eagerness to be of assistance in any way possible has endeared her to her co-workers and the "boys".

Arrangements were made to have photographs taken to serve as a memento to Ida of the occasion. One is shown above of Ida and a few of her close friends. There were so many in attendance that it was impossible to get them all in one photograph.

Following the party Ida announced that her forthcoming marriage would take place on New Year's Day.

MISS IDA EPSTEIN BECOMES BRIDE
OF MOSES N. MASKEL



MRS. MOSES MASKEL

The wedding of Miss Ida Frances Epstein, daughter of Mrs. Morris Epstein and the late Mr. Epstein of Simsbury, and Mr. Moses N. Maskel, son of the late Mr. and Mrs. Simon Maskel of South Windsor, took place Jan. 1 at 1 p.m. in Congregation B'Nai Israel, Rockville. Rabbi Aaron Twersky performed the ceremony amid a setting of palms and baskets of white flowers. Mr. Frederick Feegel was soloist.

The bride's uncle, Mr. Sam Goodstein of Brooklyn, N.Y., gave her in marriage, and her matron of honor was Mrs. Norman Weinstein of Springfield, her sister, and maid of honor, Miss Anne Maskel, sister of the bridegroom. Nedra Weinstein and Susan Maskel, nieces of the couple were flower girls.

Mr. Herman Maskel of West Hartford was his brother's best man and ushering were Mr. Isaac Maskel of South Windsor, another brother, Mr. Louis Epstein of Simsbury, brother of the bride, and Mr. Weinstein, the bride's brother-in-law.

The bride's gown of Dupioni silk was designed along princess lines with a scoop neckline, edged with Alencon lace which extended to the hem accented with iridescent sequins. Her long sleeves

tapered at the wrists, and the bouffant skirt was caught in back with a lace-edged bow. Her fingertip veil was arranged from a crown of lace and sequins, and she carried a white prayerbook, marked with white orchids and lilies of the valley.

The matron of honor was gowned in aquamarine chiffon and lace, and her tiara of flowers matched her bouquet of Talisman roses. The maid of honor wore a beige on beige lace gown with a bronze hat and brown accessories. She carried yellow roses. The flower girls were dressed in pink and yellow nylon, trimmed with an embroidered flower motif, and they carried baskets of mixed flowers.

After a reception in the vestry the couple left on a wedding trip to northern New England. The bride was dressed for travel in a striped gray flannel dress with a black fitted coat with a white ermine collar, a white fur hat and black accessories. They will live at 25 East Weatogue St., Simsbury.

Mrs. Maskel, who attended Simsbury High School, is employed at the Conn. State Police Dept. Mr. Maskel, an alumnus of South Windsor schools, is with the Juno-Maskel Construction Co.

SEE ANY SCENERY LATELY?

At seventy per,
The trees are a blur
And the cows in the field could be sheep
While fences and houses
And men and their spouses
All merge in a nondescript heap.

The dahlia and daisy
Are equally hazy,
A flower looks just like a weed.
The robin and bluebird,
The old and the new bird,
Are one, when you drive at such speed.

You're watching for stop signs,
You're watching for cop signs,
You're clutching to keep from a spin...
You may, without slowing,
Arrive where you're going,
But how do you know where you've been?

Even Accidents Have Their Funny Side

WE SHOULDN'T LAUGH, BUT....

By Paul Jones

Are you, perchance, the adventurous type? Do you yearn for the unusual, the different?

Then you may find just what you are dreaming of in the odd happenings rounded up by the National Safety Council in its annual search for freak accidents.

Would you like, for example, to toss a time bomb back and forth with a gopher?

Or to be shot by a moody dog? Or by a deer?

Would you care to smoke a firecracker instead of a cigaret?

Or would you prefer to have a house run into your car?

Those and many other dizzy doings were turned up by the Council. To wit:

The gopher that kept pestering farmer Paul Thomas, of Las Vegas, Nev., was no fool. When Thomas shoved a lighted concussion bomb down the gopher hole, the gopher shoved it right back. Thomas frantically hurled the bomb away.

It landed near his barn, exploded and burned up 12 tons of hay. The gopher loved every minute of it.

You can hardly blame the dog that shot John Beyreis in Pawnee City, Neb. After all, Beyreis, the city dog catcher, was taking the pooch to the pound to shoot him.

Riding morosely in the back of the panel truck, the dog looked meditatively at Beyreis' shotgun, reached out a paw, discharged the gun and shot the dog catcher in the foot.

Neither can you be too harsh on the deer that shot Ed Stanley, of Weed Heights, Nev. For hunter Stanley had drawn the first blood by shooting the deer. As Stanley bent over his prey, the deer gave a lusty kick, hit the rifle and - bang!

Down went Stanley with a bullet in his knee.

Patrolman Fred Golden of Tallahassee,

Fla., is glad his pants aren't as good a shot as a dog or a deer. He was holding the trousers with one hand and brushing them off with the other when a loose pistol bullet went off in one of the pockets. It missed him.

And in Knoxville, Tenn., Golden Gibson reached absent-mindedly for a cigaret, stuck a two-inch firecracker in his mouth and lit it. From his hospital bed he announced he had given up smoking.

Roger Cole, of Alpena, Mich., wishes people who drive houses on public highways would stay on their own side of the road. Cole's car was parked on the shoulder of U. S. 23, when a house-moving crew approached. The side of the house clipped the side of Cole's car.

In Dallas, Mrs. Edward Lee Cowart investigated a noise in the bedroom, reported back to her husband, "Honey, there's a car in your bed." There was, too! The auto had missed a turn in a skyscraper parking garage next to the hotel where the Cowarts lived, leaped six feet through space and crashed through the wall of the third-floor bedroom.

Mrs. Loretta Lewis, of Charlotte, N.C., considered herself lucky to be alive and conscious when her car landed at the bottom of a 50-foot embankment alongside a railroad track after plunging off the highway.

She felt even luckier a few seconds later after a train roared by, side-swiped the wreckage of the car, and Mrs. Lewis found she had escaped from double danger with only a broken arm and a few bruises.

No one was injured when four cars piled up in a collision near Des Moines. No one, that is, until Patrolman Elmer Van Note, investigating the crash, slammed a car door on his finger.

