

# Vox-Cop

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## CONNECTICUT STATE POLICE DEPARTMENT



EMERGENCY SERVICE TRANSPORTATION VEHICLE

MARCH - APRIL, 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

## STATE AND CITY OFFICIALS ATTEND HORAN FUNERAL



AGENT RICHARD P. HORAN

MORE THAN 1,000 PERSONS ATTENDED THE SOLEMN REQUIEM MASS APRIL 22 FOR FBI AGENT RICHARD P. HORAN, BROTHER OF STATE POLICEMAN ARTHUR HORAN, WHO WAS SLAIN APRIL 18 BY HUNTED KILLER FRANCIS KOLAKOWSKI IN THE CELLAR OF A SUFFIELD HOME.

THE STATE POLICE DEPARTMENT AND VIRTUALLY EVERY POLICE DEPARTMENT IN CONNECTICUT WAS REPRESENTED AT THE FUNERAL WHICH WAS ATTENDED BY GOV. RIBICOFF, COMMISSIONER KELLY, FEDERAL, STATE AND CITY OFFICIALS, FRIENDS AND RELATIVES OF THE 34-YEAR-OLD FEDERAL AGENT.

THE MASS WAS HELD AT OUR LADY OF SORROWS CHURCH. BURIAL WAS IN MT. ST. BENE-DICT CEMETERY.

AGENT HORAN WAS KILLED BY FRANCIS KOLAKOWSKI, WANTED FOR THE MURDER OF HIS WIFE AND FOR A PAYROLL ROBBERY, AS HE, CAPT. PHILIP SCHWARTZ OF SPECIAL SERVICE DIVISION AND LOCAL POLICE WERE SEARCHING THE CELLAR OF A HOME ON EAST STREET IN SUFFIELD. KOLAKOWSKI FIRED WILD SHOTS FROM THE FIRST FLOOR OF THE HOUSE INTO THE CELLAR. ONE HIT HORAN. KOLAKOWSKI TOOK HIS OWN LIFE LATER AS POLICE SUR-ROUNDED THE HOUSE.

# BY THE Yankee Clipper

Vox-Cop

March-April, 1957

## Speed Law Revisions, Bills For More Police Top Legislative Drives On Highway Accident

By Glenn Wolf

The nation's highways yielded 40,000 traffic fatalities in 1956 and this April finds state Legislatures studying proposed legislation in at least six fields to try to reduce the number.

An Associated Press survey showed nearly two-thirds of the state governments casting about for new laws to help solve the accident problem.

Action to date ranges from the recommendation stage to newly signed statutes.

Legislation includes bills or requests to enlarge state police and law enforcement agencies, set down absolute speed limits, tighten driver licensing procedures, dole out stiffer penalties for drunken drivers, institute state sponsored and financed driver education programs, install statewide motor vehicle testing procedures and make liability insurance compulsory.

The survey showed 29 states considering legislation to put more state police on the highways. The Washington State Legislature was considering a \$6 million annual budget for its state patrol. With it, Acting Chief Roy Carlson proposed to add 159 commissioned officers to the patrol's present staff of 284.

"Many of the accidents are caused by a lack of alertness on the part of the drivers because they very seldom see a state patrol car," he said. "If they see a patrol car, more often they will pay a little more attention to what they are doing and we expect the accident rate will go down."

### Seeks To Double Force

In Illinois, which was fourth highest in the nation with 2,135 highway deaths

last year, Gov. William G. Stratton delivered a special highway safety message before a joint session of the Legislature and asked for a doubling of the state police force of 600 as a means of bringing "immediate relief from this race to death" on highways and streets.

"Our automobiles are safer, our roads are better," he said. "Unfortunately our driving has not improved at the same pace."

Gov. Goodwin J. Knight, California--where a record traffic death toll of 3,805, the worst in the nation, was counted in 1956--asked for and got an additional 110 highway patrolmen on an urgency basis during January. The lawmakers were considering a budget which would add 270 more.

In other states with the bloodiest pavements, the picture was similar, Texas was considering measures to add 200 more state police and increase their salaries. Gov. Averell Harriman of New York requested a 12 per cent step-up in strength of the state's 1,200-man field force. And in Michigan, Gov. G. Mennen Williams asked 95 additional patrolmen to bring their strength to 1,250.

As a further effort to slow down the race on sprawling expressways and even on two-lane strips, at least 14 Legislatures mulled over plans to put sharper teeth in their speed laws. Some measures were aimed at setting down absolute limits in place of "prima facie" limits, while others concentrated at raising or lowering established limits.

The National Safety Council reports 23 states have prima facie speed laws, 23 have absolute limits and 3, including the District of Columbia, say it's all

right to drive at any speed as long as it's "reasonable and proper."

#### Can Beat Rap

Under the prima facie law, the speeding driver can go into court and claim he was not going too fast for conditions. If for example, a state has a 55 mph prima facie limit and a driver has been picked up going 75, he can attempt to prove he was still driving safely. If he does, he has "beat the rap," the hazard notwithstanding.

Safety experts contend these laws mean little except a constant battle between the speeder and the courts, in which the motorist argues he was driving safely and the police claim he wasn't.

States considering measures to write more enforceable speed laws into the books include California, Connecticut, Florida, Illinois, Iowa, Kansas, Maine and New Mexico.

The increasing network of freeways and turnpikes was bringing legislation for higher limits in some states. Wyoming lawmakers passed a bill raising the maximum limit from 60 mph to 70, but Gov. Milward L. Simpson vetoed it, saying most highways were not engineered for increased speeds.

Improved highways brought new minimum speed laws in some states. Connecticut was considering one, and in Maryland, for example, anyone driving slower than is reasonable under prevailing conditions may now be arrested and charged with impeding traffic. Delaware legislators were considering raising the speed limit from 55 to 60 mph on dual highways and had already passed into law a measure raising speeding fines from \$10 to \$15. And in still other states the matter of established limits was left up to highway safety departments.

Seventeen states were digging deeper for solutions, perhaps at the root of the problem -- the driver himself. Bills already in the legislative hoppers indicated new drivers would have increasing difficulty in obtaining licenses and would have to exercise greater care to keep them.

#### Minimum Age Boost

Connecticut makers discussed a

bill to raise the minimum age for licensing from 16 to 18. A similar measure in Kentucky would raise the minimum age from 16 to 17. And a bill passed by the Indiana Senate would make driver permits for persons under 19 probationary, subject to revocation for a moving traffic violation which leads to an accident.

Some states were adding manpower to their driver testing bureaus, some were debating measures to require periodic re-examination of all drivers, and still others were tightening their licensing procedures by requiring more rigid mental and physical tests for new drivers and for the aged.

Still in the recommendation stage in Kentucky was a measure authorizing mandatory revocation of a parent's operator's license when he knowingly permits an unlicensed juvenile to operate the family vehicle. An administration sponsored bill in Maine would place juvenile traffic violators under jurisdiction of regular courts instead of juvenile courts, where the only charge is "juvenile delinquency," thus hampering license suspension action.

An \$80,000 appropriation in New York has set up a driver research and testing center. Though not yet in operation, the center's long-range aim includes a study of "blackout" afflictions such as epilepsy as well as the effects of drink and drugs. The result would be more rigid testing of questionable license applicants.

A comparatively new program aimed at sidetracking the habitual offender is the point system under which a driver is given a certain number of points for each violation and conviction. When, for example, he accumulates 12 points, his license may be suspended or revoked. States using this system or considering it include Kentucky, Maryland, New Jersey, New York, Rhode Island and Wisconsin.

Rhode Island provides a good example of this system in operation. A driver is assessed 12 points for drunken driving, leaving the scene of an accident in which someone has been hurt, operating so as to endanger, etc. Any of these infractions is automatic revocation.

The driver may get eight points for

speeding 30 mph or more over the legal limit, operating with inadequate brakes, reckless driving or failure to report an accident. He gets five to eight points for any violation which contributes to an accident, one to five points for speeding less than 30 mph over the legal limit, two points for passing red lights, stop signs or stopped school buses, and so on. Points are cumulative over three years, and each point is erased on its own third anniversary.

Three points brings a warning letter, five points a hearing, eight points a suspension for not less than 10 days and 12 points a revocation. The Rhode Island system has not been in operation long enough to give any telling effect on the amount of accidents, but under a similar plan in New York suspensions and revocations were doubled in 1956 over 1955.

#### New Jersey Rate Drops

Closely allied with driver licensing is the general area of driver education. Numerous states reported effective state sponsored programs already in operation. A grass roots driver education program to train new drivers and to refresh experienced drivers was drawing large classes in Mississippi. A continual public education program in traffic safety in New Jersey resulted in the lowest highway death rate on record last year--3.3 per 100 million miles.

Utah's Gov. George D. Clyde had signed bills setting up machinery for state-financed driver education courses in high schools. In Illinois, Gov. Stratton's highway safety program just introduced in the House would raise driver license fees from \$1 to \$3 and provide \$5 million every three years to sponsor driver training courses in high schools.

Another area of considerable legislative activity was found in efforts to give quicker and stiffer penalties to the drunk driver. Four states, including Delaware, Florida, Maine and New Hampshire, were writing or discussing bills to install an "implied consent" law under which the driver realizes when he is issued a license that he will consent to a sobriety test in one form or another should the need ever arise. Refusal to

take the test would mean penalties ranging from 90-day license suspensions to immediate revocation. Many other states already had similar laws.

All new legislation was not aimed specifically at the driver. Half a dozen states were writing laws to require periodic inspection of all motor vehicles. A newly installed system in New York provides that if a vehicle fails the test, the owner has 10 days to get it repaired for reinspection. The vehicle registration is revoked on any found "unrepairable." And state safety officials report ample evidence that the inspection law is ridding the highways of unsafe cars.

Another newly enacted New York statute provides for compulsory auto liability insurance. Failure to comply means revocation of registration or refusal to register. If an uninsured New York registered car is involved in an accident, the car's registration and the operator's license are revoked for one year. At least one other state, Louisiana, was considering such a bill, and many others reported similar provisions in the statute books.

Radar was becoming increasingly popular in apprehension of speed violators, and potential offenders in at least two states were watching the skies as well as the mirror and the side roads for highway patrolmen. Indiana and Nebraska police were using radio-equipped airplanes to spot the freewheeling would-be safety menace.

The legislative hoppers contained a mixture of bills which couldn't fit into any of the above categories, still all of them aimed at cutting into the death toll. A Kentucky bill would ban rotating electric signs within 500 feet of the highway. Another in Maryland would require reflectorized license plates, and patrolmen in Mississippi were issued lassos to capture livestock roaming onto the highways.

Much of the above legislation will take new form before it reaches the statute books, and some of it won't get that far. But safety experts generally agree it might help wipe some of the blood from the nation's growing pattern of high-speed highways.

## AMERICAN PROGRESS ON WHEELS

by

Captain William A. Gruber

The present Federal Highway Program has been acclaimed as the greatest of man's undertakings. Out of it will come a vast nationwide network of superhighways. Not since colonial times has a highway program of related significance been attempted.

Lacking roads of any description, the colonies resorted to travel by water and horseback for means of communication and trade. Navigable rivers were the principal commercial routes. Canals were felt to be cheaper and more convenient than roads. It was natural that communities would spring up along their courses. Woods trails traced across the land; pack trains were the source of supply and the means of transport to the interior.

England became aware of the serious situation of the American Colonies with French establishment of a series of forts protecting her trade routes and settlements between Canada and Louisiana. Westward expansion of the colonies would be cut completely, unless military measures were undertaken. Wheeled cannon cannot be moved without roads. Supplies and equipment cannot be moved without wagons. A military force requires roads, or at least did in those days--and so roads were constructed to the battle-grounds. Forts in those days were constructed near rivers and so the military road became a means of extended travel, settlement, and commerce.

Private persons of means invested heavily to extend and improve the military roads, as did corporations. Their immediate purpose was of course to sell acreage for farming, establish towns and a market for goods and services. The principal objectors were the pack train operators whose strings of pack horses were being forced out of business by the freight wagon.

Toll houses were established as a means of securing a return on the investment as well as providing funds for maintenance and improvement. Fees were based on size and weight of the vehicle.

It is interesting to note that tire size, an element in present day weight consideration, is nothing new. The broad-tired freight wagons actually paid a lower toll than the narrow-tired wagons and stages. The narrow wheels cut the road to ribbons, became mired easily and caused delays. The freight wagon moved slowly and steadily, spreading the weight of its load, causing less damage. The driver walked. His accelerator was a bull whip. His skill with it often decided the right of way.

The Conestoga wagon, better known as the covered wagon or prairie schooner, came into its own as thousands of immigrants flooded westward. Labor was plentiful and cheap--road laborers drew \$6 per month--road contracts were let at \$1500 a mile. The usual fences, legal and otherwise, the irate farmer, the profiteer--all had to be overcome.

Over the years traffic increased. Freighters, stage coaches, travelers, herds of cattle, pedestrians, jammed the roads. Hundreds of Conestogas passed a small tobacco shop in Pennsylvania. The owner, finding cigars expensive and hard to sell, experimented and came up with a peculiar twisted cigar which he was able to sell for less than a cent. Popularized by their small cost, they were called Conestogas, then stogas, and finally stogies, which we call them to this day.

To compete with steamboats and the railroads, it was necessary to increase speed. It meant highway improvement. It brought with it a forerunner of the traffic problems of today. Wagons were designed for specific uses, made lighter, stronger and rideable. Early freighters walked beside their teams; now driving skill was paramount. A skillful driver got the most out of his team without abuse, avoided collisions and made more money hauling more loads in shorter time.

The best of the fast haulers carried the mail, valuables, small packages, passengers and luggage. Stage drivers and companies competed fiercely, even to

highway racing for a wager or a contract. At each stage of the journey, exhausted horses were exchanged for fresh ones in a matter of seconds, and the coach took off again before the dust had settled. The speed age had begun.

Regulations had to be imposed eventually. Rules of the road, as well as rules of behavior in public, were usually posted in taverns, inns, and public houses, and indicated fines and jail sentences for violation. Driving while intoxicated, reckless driving, driving without lights, were early misdemeanors. As usual, the laws varied from state to state.

Stage coaches, at first clumsy vehicles built with no thought for passengers, soon became quite elegant, furnishing comparative comfort. Special mail coaches were perhaps the most important of all. They carried a long stage horn whose authoritative blast forced all highway users to pull aside and grant the right of way. These were our early sirens, no doubt. Twenty-six miles in two hours was not uncommon.

The expansion of the railroads for a time cut severely the expansion and use of the early highway system, if that is what it could be called. The Civil War brought home the importance of adequate roads. Again the movement of men, guns, and supplies focused attention on the need for an adequate highway system.

It is interesting to note the development of enforcement. First, the constable was concerned with theft of road materials to use as fill or to build stone walls--later, the offenses in operation dangerous to highway users, and of course, the highway man or road agent.

When the automobile was developed there were many who tried to block its use upon the highways. Anti-Automobile Associations sprang up with such published rules as these:

1. Automobiles traveling on country roads at night must send up a rocket every mile, then wait ten minutes for the road to clear. The driver may then proceed, with caution, blowing his horn and shooting off Roman candles, as before.

2. If the driver of an automobile

sees a team of horses approaching he is to stop, pulling over to one side of the road, and cover his machine with a blanket or dust cover which is painted or colored to blend into the scenery, and thus render the machine less noticeable.

3. In case a horse is unwilling to pass an automobile on the road, the driver of the car must take the machine apart as rapidly as possible, and conceal the parts in the bushes.

The auto traveler often found himself in trying circumstances. He was afraid to leave his machine parked outside for the curious to ruin, while livery stables would not allow cars to be parked inside, since they terrified the horses. If the motorist broke down, he either made his own repairs or waited days for a part to be delivered by horse express, often accompanied by a mechanic to make the installation. Our early enforcement ran all the way from tying a rope across the road to halt speeders to horse patrol. Mounted Pennsylvania State Troopers were the first highway patrol in rural areas. Many a violator was apprehended after a chase--on horseback. Connecticut State Police drove Model "T" Ford roadsters--top down. Connecticut's original speed law was enacted in 1901. It read:

Section 1 - No motor vehicle shall be run on any highway or public place outside of the limits of the city at a speed to exceed 15 mph and no public vehicle shall, on any highway or public place within the limits of any city, be run at a speed to exceed 12 mph.

Section 2 - Upon approaching a crossing or intersecting streets or roads, the person having charge of the power of such vehicle shall have such vehicle under control and shall reduce the speed of such vehicle until said crossing or said street or road shall be passed. Upon meeting or passing any vehicle drawn by a horse, the person having charge of the power of such motor vehicle shall reduce its speed and if the horse drawing said vehicle appears to be frightened the person in charge of said motor vehicle shall cause said motor vehicle to come to a stop.

Section 3 - Wherever the term "motor vehicle" is used in this act, it shall



include all vehicles propelled by any power other than muscular, excepting the cars of electric and steam railways and other motor vehicles running only upon rails or tracks.

Section 4 - No city, town, or borough shall have any power to make any ordinance by law or resolution raising the speed of motor vehicles and no ordinance by law or resolution heretofore or hereafter made by any city, town or borough in respect to motor vehicles shall have any force or effect.

Section 5 - The Mayor of any city, the Selectman of any town, or the Warden of any borough, may, upon any special occasion or whenever in their judgement it may be deemed advisable, grant permits to any person or persons or to the public to run such motor vehicles during a specified time or until such permit is revoked upon specified portions of the public ways or highways of such city, town, or borough, at any rate of speed and may annex such other reasonable conditions to such permits as they may deem proper.

Section 6 - Any person violating any of the provisions of this act shall be fined not more than \$200. for each offense.

The New York City Police, following a fatal accident involving Diamond Jim Brady as driver and a girl friend as deceased, established what is believed to be the first "clocked" speeding arrests. They measured off a specific distance, stationed an officer at either end, and timed the motorist as he drove through the area. Elapsed time determined the speed and the violator paid a substantial fine.

Widespread use of the automobile forced the paving of rural roads. The motorcycle came into being and was quickly absorbed into the police departments as a patrol unit. Requirements for licensing of operators and registering of vehicles were not readily accepted. Operator examinations were considered foolish and unnecessary. Accidents increased in frequency and severity.

The following years saw motor car and motor truck production become a bulwark of our national economy. Luxury became a necessity. The dirt road transformed

into a multi-laned highway where horses are forbidden.

The problems of traffic control and enforcement have also increased. The techniques have changed but the problem is essentially the same. We have radar speed meters instead of ropes across the road; we still measure tire size, weight is still a concern, toll houses apparently will always be with us. We have radio and radar controlled traffic signals, 30-ton trucks, 300 h.p. cars--our whole country is mechanized.

The trucker has replaced the romantic waggoner with his six-horse team and eight-ton schooner. The motor bus has replaced the lurching stage coach. The automobile has in truth replaced the horse. But sometimes I think we are almost back from where we started. Cars bumper to bumper for miles bring to mind the old pack horse trains - in the days when there were no roads at all.

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#### WISCONSIN DOCTORS ORGANIZE TO STUDY TRAFFIC SAFETY PROBLEMS

The State Medical Society of Wisconsin has created a new Division of Safe Transportation to determine whether member physicians can be of service in helping curb traffic deaths in the State.

Consultants to the committee of physicians will be Commissioner Melvin Larson and John Thompson, Director of the Driver Control Division, of the State Motor Vehicle Department.

The doctors will attempt to provide answers to the following types of questions: Does imperfect health cause a significant number of traffic accidents? How much do mental attitudes, such as fear, anger, exuberance, and sadness, contribute to traffic mishaps? What can be done about such major accident causes as errors in judgment, speed, and alcoholism? Should applicants for a driver's license be required to sign a permit to allow a blood test in the event of arrest? Are physicians alert to improved methods of handling traumatic injury? Are tinted windshields dangerous, especially for older drivers? ---AAMVA BUL.

ARSON IS USUALLY  
A PECULIAR CRIME

Any student of criminology will tell you that arson, when not done for gain, is one of the more peculiar of all anti-social acts. Indeed, the underwriters of the country have been so impressed by the connection between arson and other personality deviations that they have compiled authoritative psychiatric studies. That is not to say that arsonists for fun are crazy. It does mean that in many cases there is an element of psychopathology not ordinarily found in other crimes.

From this point of view, the action by the state Senate in attempting to discourage the burning of public buildings by stiffening the penalty for arson involving public structures, while wholly understandable in intent, is largely ineffectual. That is not to say that people who burn down churches, schools, or theaters should not be taken out of circulation. They should. But sometimes their withdrawal from circulation should be permanent, and not for a fixed term of years.

For example, if there is an imbecile at large who gets a pathological pleasure from burning churches, there is nothing to indicate that imprisonment for a fixed term will cure his ailment. Such people often go back into society to resume their strange pleasure. The fundamental trouble with such legislation is that it springs from the wholly irrational belief in punishment as a cure of certain crimes.

Society can certainly get even with a criminal for burning down a church or a school. But society is not really protecting itself, except momentarily, when a psychopathological individual is put away for a fixed term after having committed pathological arson. The misbehavior in these cases actually springs from the same murky well as do a lot of crimes that are commonly known as sexual perversions.

It is only when society rids itself of the ancient belief in the efficacy of revenge that it will be able to approach these problems rationally. Some mentally twisted arsonists should never again be

permitted to mingle in normal society. For this kind of anti-social behavior, when it is not done for profit, is a kind of sickness. There are some who are for all practical purposes permanently sick.

When legislatures depend on lengthening the fixed term for a crime of this kind they do two things they are not planning to do. They sometimes make convictions more difficult by the stringency of the punishment. And they help to bolster the fallacy that a fixed term in prison is a permanent protection against a recurrence of the crime.

---Hartford Courant

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LOCK YOUR CAR

Police, everywhere, long have pleaded with automobile drivers never to leave ignition keys in unattended cars or starting switches unlocked.

By failure to observe this simple precaution a Connecticut motorist may have inadvertently contributed to the escape of a man widely sought in connection with the recent Windsor payroll robbery. An intensive search was launched immediately after the crime with scores of State troopers, local police, special agents and others taking part.

The daring hold-up received widest publicity in all communications media in this area. It is almost inconceivable that after 72 hours most adults in this part of Connecticut did not know a man-hunt was underway. Yet one motorist left his car, unoccupied, on a main highway, and although he is reported to have removed the ignition key he told police the switch could be turned to start the engine.

The car was stolen while its owner was in the woods exploring a trout stream. Less than an hour later the automobile was found about five miles away mired in a muddy road. At this writing it is not certain that this car was stolen by the individual sought by the police but the presumption is strong in that direction.

While he had no figures to support

his view a State Police Department spokesman estimated that the "biggest percentage" of cars stolen today are the ones in which the starting switch is unlocked or the key is left. There is no excuse for this laxity on the part of motorists. It is a doubly serious oversight where a hunted man is loose and will take desperate chances to escape.

Not only for the automobile owners' self-interest but for the safety of all other people as well, cars never should be left where they can be easily stolen. Tragic indeed have been the results of many car thefts that stemmed directly from leaving ignition switches unlocked.

---Hartford Times

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KELLY TERMS SYSTEM OF RESIDENT STATE POLICE OFFICERS SUCCESSFUL

State Police Commissioner John C. Kelly said recently that the system of assigning resident state police officers to small towns, expanded by the 1955 Legislature and again by the current session, has worked so successfully that there "has not been one complaint" in the past two years.

Kelly discussed the program in a talk at the weekly meeting of the Farmers' Organization of the legislature, asserting he was gratified at recent passage of a bill increasing the number of resident state policemen from 15 to 25.

The law authorizes the assignment of a state policeman to a town which has no organized police force. The town and the state pay equal shares of the officer's salary and expenses.

The resident officer, Kelly explained, works with the first selectman, who by law is chief of police in towns with no organized police force, but is under the authority of the commander of the state police barracks in the area where his town is situated.

Prior to 1955, individual towns were not permitted to have resident state policemen, the program applying only to two or more contiguous towns.

When the 1955 legislature passed a law allowing an individual town to have a resident officer, Kelly said, all the

towns that were sharing an officer with one or more neighboring towns applied for an officer of their own.

Kelly said his department is anxious for passage of a pending bill increasing the state police force from its present 350 officers to 450 because the new men will be needed to patrol the Connecticut Turnpike.

Although the turnpike is not scheduled to be opened until after the first of next year, Kelly said, all new officers must undergo an intensive three months training course at the Bethany Barracks, followed by nine months of probation.

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NO LICENSE TO KILL!

Do you always have your mind on driving when you're behind the wheel?

Or, do you allow big or little problems, worries or other mental meanderings to distract you from the important job of the moment...driving safely and alertly?

Most of us would answer quickly: "Of course, we know what we're doing, every minute!"

Too often we don't. Reflexes triggered by long habit and an alert consciousness fail with split-second suddenness when the mind drifts off to other things. And, there's an accident.

The Alcoa Hour deserves high praise for real public service in bringing these forceful facts home again to a nationwide television audience through "No License to Kill", a hard hitting and dramatic detailing of the causes and effects of one fatal highway accident. The maimed young mother bereaved of a husband and son, and the tortured salesman seeking another to blame for his first accident, were vivid, memory-etching pictures.

More a message than a play, "No License to Kill" should have great impact upon the driving habits of many of the millions tuned in that night. Repeated again and again, its impact might prove more than temporary and its message more purposeful.

---Keystone Motorist

# . JUVENILES .

Vox-Cop

March-April, 1957

## The Law Scores Again; With A Juvenile Assist

Once again New Haven area folk are presented with a situation where the combination of inter-departmental police work and an alert citizenry is enough-- and more than enough -- to solve a crime.

On Wednesday afternoon in a rural Woodbridge home a young mother was shot -- and beaten. Robbery, it seems, was the original motive.

That she escaped with her life was a matter of good fortune.

There appear to have been no witnesses to the actual deadly assault.

Yet, the case was broken swiftly by a circumstantial witness.

It seems that a group of children alighting from the school bus saw a man with a shotgun.

Country children usually know about such things, and the broken gun stock attracted their special attention.

They also know about hunting habits-- and regulations.

So perhaps the man's hunting "story" did not ring true.

At any rate one on-his-toes youngster thought it well to make note of the license number of the vehicle which the man drove.

Accordingly, when police were informed of the shooting, they were almost immediately given a marker number to check as well.

With State, county and several local police groups co-operating, the home area of the car was established swiftly, and visited -- just about as fast.

Within three hours after the shooting an arrest had been made, a confession claimed, evidence gathered, and a bond set.

So, in that fortunately one-sided game between the law and the criminal, the law scores yet again -- with a splendid assist from a young citizen.

Swift police action and public support of this type form an unbeatable

combination for making the life of the law-breaker an unhappy one -- and his freedom after participation in criminal acts brief -- nine times in ten.

---New Haven Evening Register

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### PROSECUTE DELINQUENTS, PARENTS, BRACKEN SAYS

Increased prosecution of both youths and their parents seems to be the answer to the juvenile delinquency problem, according to Atty. Gen. John J. Bracken of Connecticut.

His "get tough" policy was advocated in a panel discussion on wayward youth at the two-day annual conference of the Eastern Region of the National Association of Attorneys General at Wilmington, Delaware.

Mr. Bracken, a former judge of Hartford Police Court, said that about 30 per cent of juvenile delinquency cases could be traced to laxity on the part of parents.

When Connecticut began enforcing a law permitting the arrest of parents, he said, several were jailed, and juvenile delinquency declined.

As to youthful offenders, Mr. Bracken said, more first offenders should be sent to jail instead of being released on probation.

"Many juveniles take a chance on crime because they are sure of getting a second chance," he said.

"I am probably going against the wishes of social workers and others by advocating a stricter policy. They say more schools, playgrounds and clubs are the answer.

"But in the past 10 years we have seen an increase in the number of playgrounds and other facilities with a corresponding increase in delinquency. Only when we show we mean business does the

juvenile crime rate drop."

Atty. Gen. Louis Wyman of New Hampshire, president of the national association, called for "a strong, intelligent, nationwide campaign" to meet the problem. He said the association should strive to:

Get new laws that would permit courts to make reasonable orders concerning parental neglect.

Encourage intelligent firmness in the disposition of juvenile offenses.

Encourage public disapproval of "the harmful trash in certain TV programs and 'comic' publications." This, he said, should include a consumer boycott of sponsors and products advertised with the aid of such media.

Hartford Times

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#### STUDENTS GIVE LAWMAKERS TIPS ON HOW TO FIGHT DELINQUENCY

High school students touring the Nation's Capitol turned expert witnesses recently on why parents and children don't always get along and why some boys and girls go wrong.

The-spur-of-the-moment testimony was given to a House Education subcommittee by students from the George Mason High School, Falls Church, Va., and the George School, Bucks County, Pa.

What they said drew this tribute from another witness, Mrs. Elizabeth Ross, acting head of the U. S. Children's Bureau:

"Those youngsters are making just the points we turned up after years of study. The only difference is, they're saying it better than we do."

Among the points the youngsters made were:

Parents are just about as hard to live with when they are too lenient as when they are too strict -- anyway, they should be consistent.

The taunt "you're a sissy" from friends leads many a teen-ager wrong.

Grown-ups spend years keeping children busy with made-up things to do to keep them out of mischief, and then expect adolescents suddenly to develop

wholesome interests for themselves.

There was even an outside expert among the teen-agers -- ash blonde Annette Rossing of Berlin-Dahlem, Germany, an exchange student at the George School. Politely, in piquantly accented English, Annette said she found a great deal of materialism in America and young people "seem to be afraid to be independent and individual."

#### Routine Hearing

A hearing on a bill for federal grants to help states develop programs against juvenile delinquency had been droning along in routine fashion before the subcommittee. Chairman Elliott (D-Ala) spotting the young people who had filed quietly into spectators' seats, asked if any of them would help the subcommittee with the adolescent's point of view.

The students froze for a few minutes, then a girl stood. Before she had said much hands were popping up and then it was the youngsters' hearing for the next half hour.

Lots of youthful badness is just restlessness, said Polly Stevens of Riverton, N. J., "young children are encouraged to work it out--run, scream--while older ones are penned up for hours in school."

Yes, said Scott Mason of Falls Church, but parents manufacture too much occupation for younger children: "They have no time to just sit, read, listen to music, watch TV...young people should be able to think up their own entertainment, but always before parents have done it for them, so all they can think of is hang around the drug store, or go riding."

And Leslie Gilmore of Falls Church said she'd like to use up some of her surplus energy with a part time job, "but it's mighty hard for a teen-ager to get a job -- the laws are too rigid."

Ellen Chase of Alstead, N. H., asked for the floor to reply to some criticism of parents as too strict: "Children aren't happier when they are let run wild. They want some guidance they can rely on. Social pressures often cause the troubles -- you're dubbed a sissy if you don't learn to smoke and drink."

# COMPLIMENTS

Vox-Cop

March-April, 1957



THE POLICE COMMISSIONER  
CITY OF NEW YORK

April 9, 1957

Commissioner John C. Kelly  
Connecticut State Police  
Hartford, Conn.

Dear Commissioner:

I have been apprized of the very valuable assistance and cooperation extended by Lt. Edward Formeister, Commanding Officer of the Danielson Barracks, and the members of his command, in connection with our investigation of a torso homicide of a female, found in Bronx County on March 12th.

I deeply appreciate this assistance and would be grateful if you would extend my sincere thanks to the officers concerned.

Assuring you of our desire to reciprocate in matters of mutual interest, I am

Faithfully yours,

A handwritten signature in cursive script, reading "Stephen P. Kennedy".

Stephen P. Kennedy  
POLICE COMMISSIONER

C O M P L I M E N T S

Feb. 28, 1957

Mr. Kelly:

On Feb. 3rd at 2 a.m. when I heard the smashing of glass, it was a sign of someone breaking into our restaurant. I immediately called the local State Police and in less than five minutes the first one had arrived at the scene of the break. Our business place is about four miles from the barracks, and the fast response proves the men are right on the job. In less time than it takes to tell about it, the whole yard was surrounded with State Police.

The thieves were soon captured, and on Feb. 26th, Judge King at Superior Court sentenced them to jail. Most people take a small town for granted and think we are a bunch of hicks. We, the owners of Hi-Way Lunch think the boys at Station D in Danielson deserve a lot of credit, from the experience we have had on this one occasion; we say three cheers for our local State Police. So few of us ever give them praise. They certainly do a wonderful job.

Sincerely,

Mrs. Frank W. Davis  
Danielson, Conn.

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DEPARTMENT OF POLICE  
Branford, Conn.

April 8, 1957

Dear Commissioner Kelly:

I wish to commend the cooperation of Captain Robert Fundle and Lieut. Francis Mangan for the assistance they have given my department, the assistance necessary, including men at all times when requested. I wish to list a few examples of grateful work that has been done with the apprehension of the offenders.

Sgt. Thomas Leonard did an excellent job on the theft of a large quantity of nickel which was stolen at the Malleable Iron Fitting Company of Branford. He also devoted a considerable amount of

time concerning the robbery and theft case at the Golden Anchor Hotel; this also resulted in the apprehension of the offender.

At one of our restaurants they were having weekly shows of indecent exhibitions which were stopped through the cooperation of your department, namely: State Policewoman Haggerty, Officers J. O'Brien, Haxton and Moran of Westbrook Barracks, Det. O'Brien, Officer Bishop of Special Service Squad, and J. Dunbar of the Auxiliary Police.

On the most recent case of a burglary at the home of Pasquale Amarante the amount including jewelry valued at \$15,000.00, Officer Maroney without a doubt devoted his undivided attention to this case resulting in the apprehension of the offenders.

My heartiest good wishes to the members of the State Police Department and for the continued excellent relationship existing between our departments in matters of mutual interest.

Very truly yours,

Lec V. Morawski  
Chief of Police

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April 1, 1957  
westbury, New York

Dear Sir:

I regret that I was unable to prepare this letter sooner but the death of our father in January has left its impact on our everyday life. In December 1956, my mother and father were involved in an automobile accident near Stamford. Her car had a blowout and crashed into a tree, causing minor injuries to both.

When I was returning them to their home in New York, both were very praiseworthy of the kind and wonderful assistance they received from the State Trooper who was called to the scene of the accident. He cared for their hospitalization treatment, phoning the family about the accident, provided for safeguarding the car and securing food for them.

C O M P L I M E N T S

March 30, 1957  
Cromwell, Connecticut

Needless to say, such considerate treatment is a tremendous consolation to anyone in an accident, but particularly so when two older and alone persons are involved.

Dear Sir:

Before he passed away, it was Dad's and Mother's wish that appreciation be expressed and that the officer in question be commended for his wonderful assistance.

On the 31st of March Officer Edmund Sterniak is to complete his service here in Cromwell as our Resident State Police officer. I wish to commend to you the excellent job he has done while serving in that capacity.

On behalf of my brothers and myself, I submit this letter expressing our gratitude and would appreciate your determining who the officer was and conveying to him our most profound thanks. I regret that in the confusion and concern for life, I failed to secure his name when I later arrived at Stamford.

He has at all time discharged his duty in the manner expected of a Connecticut State Police Officer. The standard he has established for that job will be a lasting benefit for our town as his successor strives to continue the fine work Officer Sterniak has done.

Sincerely,

His appearance and bearing have been excellent. His cruiser has always been "well groomed." He has been most conscientious, alert, enthusiastic, stern yet fair in the performance of his duty.

Ted A. Premavera

(The officer in this instance was Louis Pinto--Editor)

My evaluation of this man's qualifications as a State Police officer is such that I believe no one town should enjoy the exclusive use of his services. His skill and performance should be used in the much larger field of State Service.

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He has achieved success who has lived well, laughed often and loved much; who has gained the respect of intelligent men and the love of little children; who has filled his niche and accomplished his task; who has left the world better than he found it, whether by an improved poppy, a perfect poem or a rescued soul; who has never lacked appreciation of earth's beauty or failed to express it; who has looked for the best in others and given the best he had. ---A. Stanley

I have every confidence that this man will continue to do an outstanding job in performance of his duties as a State Police Officer and eventually be charged with greater responsibility in your fine organization.

Most sincerely yours,

Cassius H. Pierce

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Patrolmen who were the subject of letters of commendation between the period of February 16 to April 24 were:

- |                     |                  |                   |
|---------------------|------------------|-------------------|
| Frederick Avery     | Ernest Harris    | Charles Mansfield |
| George Bunnell      | Arthur Harvey    | John Martin       |
| Frederick Burkhardt | William Hickey   | Louis Pinto       |
| Henry Cludinski     | James Hunter     | George Potter     |
| Robert Donohue      | Donald Kelley    | John Raineault    |
| George Fagan        | Arthur Lassen    | George Raiselis   |
| Herbert Haberstroh  | Raymond Lilley   | Norman Tasker     |
| Kenneth Hall        | Robert MacDonald | Alfred Venning    |





## *the Spotlight*

Vox-Cop

March-April, 1957

### CASSELLO AND CORCORAN CITED

By S.P. Board of Awards



Two State Policemen have been cited for outstanding performance of duty.

Officer Frank M. Cassello, of Wallingford, stationed at the Hartford Barracks, was cited for Bravery by the Departmental Board of Awards, while Officer William Corcoran, Jr., of Norwich, serving at the Groton Barracks, was cited for Meritorious Service.

Cassello received his citation in recognition of his on-the-scene capture of James J. Carrona, of New Britain, who shot and fatally wounded his estranged wife on Maple Avenue, Hartford, July 23, 1956.

Corcoran, cited for Meritorious Serv-

ice, was commended for his participation in the capture of Everett Cooley in North Branford on August 11, 1956, and for effecting the safe release of Cooley's kidnap victim, Mrs. Grace E. Drep-perd.

The medals and citation certificates will be presented to the men at a future time.

The Board of Awards, headed by Commissioner John C. Kelly, includes Major George H. Remer, second in command of the department, Captains Carroll E. Shaw, Philip Schwartz, Victor J. Clarke, Robert N. Rundle, and William A. Gruber, and Lt. Michael D. Smith.

THE SPOTLIGHT

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Citation

FRANK M. CASSELLO

State Police Patrolman  
of Hartford Barracks  
and 96 North Cherry Street, Wallingford

For alertness, courage, and prompt, fearless action that resulted in the capture of an armed man immediately after the fatal shooting of his victim. (State Police Case H-127-M)

While traveling on Maple Avenue, Hartford, at 9:20 a.m. on July 23, 1956 Officer Cassello was hailed by a man who was standing in the street. He was informed that a woman had been shot while sitting in her car by an armed man who ran into nearby Goodwin Park.

After calling for an ambulance and assistance by radio, Officer Cassello was about to enter the Park area with drawn gun when the assailant, subject of the hunt, left the wooded area about 100 feet away with the intention of getting into his nearby parked car.

Officer Cassello, facing a drawn weapon, ordered the man to drop his gun. The killer complied, emptying his weapon and dropping it to the ground, and was taken prisoner. The victim in the case was fatally shot.

Officer Cassello displayed good judgement, courage and disregard for his own safety in effecting the capture without further untoward incident. He deserves high praise for his outstanding performance of duty. We hereby commend him for excellent police service and award him the Departmental Citation for Bravery.

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Citation

WILLIAM CORCORAN, JR.

State Police Patrolman  
of Groton Barracks  
and 95 Cliff Street, Norwich

For outstanding performance of duty that resulted in capture of an armed man wanted for assault with a dangerous weapon and kidnapping, and for rescue of his victim. (State Police Case F-209-M)

On August 11, 1956, Officer William Corcoran, Jr., was assigned as a member of the party searching for a woman who was kidnapped from her home in North Branford after her husband had been wounded by an armed gunman.

While searching a wooded area in company with auxiliaries and volunteers, Officer Corcoran's attention was called to what was believed to be the body of the woman underneath a tree and covered by low-hanging evergreen branches. Upon raising the branches he saw the woman being held by the gunman as a shield while he pointed a loaded pistol at the officer.

Officer Corcoran, after moving back to assure the safety of his party, approached again and without drawing his revolver told the gunman to throw his gun out and come into the open. The gunman complied with his order and was taken prisoner while his victim was released.

Officer William Corcoran, Jr., displayed cool courage, fearlessness and calm judgement in the face of imminent danger. We hereby commend him for outstanding performance of duty and award him the Departmental Citation for Meritorious Service.

## Emergency Services Division

Shown on the cover of this issue is one of the three latest vehicles to be added to the department's emergency fleet, a personnel carrier. Three busses have been converted and especially equipped at our Emergency Services Division Headquarters at Wallingford. One is a personnel carrier, the second a canteen, and the third a field office. These vehicles have been designed to enable our forces to operate in the field at an emergency or disaster scene with facilities as good as those in any of our barracks. The field office is equipped with a portable heavy duty generator and the latest radio, telephone, and teletype equipment. There is also a private office for the administrative officer in charge of the field operation. Hot meals can be served to field forces from the mobile canteen obviating the need to rotate posts in order that the men may eat.

The history of the Emergency Services Division dates back comparatively recently; the first departmental emergency unit was an International Panel truck converted for departmental use in 1940. This vehicle contained power generators, first aid equipment such as stretchers, resuscitator, first aid kit, portable jacks, grappling irons, electric power saw and other devices deemed necessary at that time. This unit was assembled at a cost of only about \$3,000. and was maintained at Headquarters.

In the early 1940s the Emergency Services Division rendered outstanding service at several major disasters such as the collapse of a Hartford bridge structure, the Ringling Brothers, Barnum and Bailey Circus fire at Hartford, and crash of a commercial air liner at Cheshire. With the usefulness of Emergency Equipment clearly demonstrated the department decided to forge ahead and under the direction of Lieut. Michael D. Smith assisted by Off. John Dunphy the Emergency Services Division has provided the department with equipment that is the best of its kind.

Today we have four Emergency trucks

in service; a Brockway equipped with a boom at Colchester, a Chevrolet at Westport, an International at Bethany, and a Dodge power-wagon at Hartford. At Colchester we have a Ford car completely equipped with Sound Equipment. In the event of loss of power at Hospitals, Institutions, etc. we have two Heavy Duty Auxiliary Generators available in each of three locations; Bethany, Hartford and Wallingford. Other vehicles in the Emergency Fleet include two Jeeps at Hartford and one each at Bethany, Colchester, Stafford Springs, Westport and Wallingford. Eight of our eleven stations have Ambulances. Other equipment at the Wallingford headquarters of the Emergency Services Division include a Rack Body truck, a pick-up truck, a wrecker, an emergency heavy duty water pump, two electro magnets used for underwater search of guns, etc.

Today water sports are very popular and we are faced with many emergencies in the Summer season. Each of our Stations is equipped with a row boat and outboard motor, drag hooks and bars. Presently being readied for use is line throwing equipment such as used by the Coast Guard.

Lieutenant Smith is also the department Revolver Instructor, and as such is in charge of all firearms training. Gas guns, Automatic Rifles, Machine Guns, etc. are included in the equipment at various locations.

The Emergency Services Division makes and maintains the Traffic Towers, traffic control signs, etc. which are put in use on our Parkways to aid in controlling traffic peaks.

With the able assistance of the talented and versatile civilian employees of the Emergency Division, Roger Blood, Frederick Steinman, Thomas Egan, Benedict Savio, Robert Ferri, Ernest Bartholomew, John Grimshaw and John Casella, much of our Emergency Equipment is especially designed and constructed in our own shops. All general repairs and maintenance work on State Police Property are handled by this division as well.



FROM L. TO R., COMM. JOHN C. KELLY, LIEUT. MICHAEL D. SMITH, AND OFF. JOSEPH CIECIERSKI INSPECT EMERGENCY EQUIPMENT BEING PLACED IN PARKWAY PATROL VEHICLE.



PHOTO SHOWS SOME OF RESCUE EQUIPMENT CARRIED IN EMERGENCY SERVICES VEHICLE.

## Recruit Class Graduates From Training Academy On March 8



Shown in photo left to right are first row; Comm. John C. Kelly and Major George H. Remer.

Second row; Instructor Off. Walter P. Stecko, Off. Michael J. Griffin, Off. Joseph V. Dynderski, SPW Irene Flanagan, Off. Raymond F. Andrews, Jr., Off. Michael L. Bochicchio and Instructor Sgt. Vernon C. Gedney.

Third row; Off. Stanley H. Sobieski, Off. Robert H. Sonner, Off. Francis J. Barsaleau, Off. Charles L. Dirienzo, Off. Raymond J. Reynolds, Off. Derwin P. Anthony and Off. Thomas J. McDonnell.

Fourth row; Off. Richard W. Maynard, Off. Edward J. Funk, Off. Arthur T. Woodend, Off. William P. Longo, Off. Clifford C. Herrick, Off. Frank E. Barbieri and Off. David C. Toomey, Jr.

Fifth row; Off. James J. Rodgers, Off. Joseph J. Letitia, Off. Alfred J. Venning, Off. Jack R. Korwin, Off. Donald R. Zinno and Off. Alden W. Ringklib.

*Between*



*Ourselves*

Vox-Cop

March-April, 1957

AN EDITOR ADDRESSES THE CHICAGO IACP CONFERENCE

## Cooperation Between Chiefs And Editors

by

Felix R. McKnight  
Managing Editor, The Dallas Morning News  
Dallas, Texas

Seven years ago it was my privilege to speak to this same group in Dallas. My views have not changed. I am of the same opinion. Events of these past few years have served only to strengthen my belief that we--the press and the law enforcement agencies--travel parallel paths and should link strong arms together in mutual protection of the public.

On that day in 1949 I made this comment: "It occurs to me that no two groups could be more closely identified than law enforcement bodies and the American press. Our paths are parallel. We are both public servants and, as such, assume similar sacred responsibilities. We are both answerable to the people and we, of all public servants, are expected to qualify on the highest plane of integrity, fairness and protective service."

Let me preface my remarks by saying as an editor and as a citizen I have the most genuine respect for a law enforcement officer. I do not like having my officers called "cops" and I would like to see the American press ditch the word. It only encourages the citizen-reader to take a shallow view of an office entrusted with the protection of his life and property.

But at the same time I earnestly feel that every officer should earn the respect due him by conscientious and courteous devotion to duty. I'll make the war on the word "cop" in the American

press if you will eliminate the arrogant, self-satisfied officer who uses his authority to excess in dealing with his public.

Now, based on the belief that most American editors and law enforcement officers are sound citizens dedicated to preservation of law and order, let's see what we can do about this business of better relations between the two.

It is an impressive thing. It must work--or there will be chaos in every community and the life of liberty as we know it will disappear. Imagine, if you can, a solid American press constantly ridiculing and tearing down the efforts of law enforcement bodies.

Or every police officer in this nation determined to withhold information from the press, give it bad steers or adopt a "public-be-damned" attitude. It isn't a very palatable picture, is it? It would mean a national tragedy in a matter of days.

One is vital to the other and never must there be a rift between the two.

Never in the history of this nation has there been more imperative need for close partnership between the law and the press. We are witnessing in various sections of our land an emotional outburst that could pyramid into tragic violence.

Mob rule is the most vicious of all forms of law breaking. It cannot, under any circumstances, be condoned. Let enforcement break down on any issue or

## BETWEEN OURSELVES

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under any condition and you leave damage in a community that cannot be repaired for years.

In recent weeks we have seen enforcement agencies and the press severely tested by sporadic and scattered outbreaks of mob action centering around the delicate issue of disintegration. It is known to both of us that no threat could be more volatile and potentially dangerous than that of a race riot.

I have been impressed and gratified at the behavior of local police in holding down this simmering menace to orderly living. We have had no real eruption and mass violence. We have had little intervention by state militia.

I only wish I could so unqualifiedly command the press. It is my opinion, as an editor, that we have not performed as skillfully as the police agencies. We have published isolated instances of mob action beyond true news values. We have splashed these reports from small villages across front pages and have contributed to the building of an emotional frenzy that is pure dynamite.

It isn't easy to commit self-indictment, and I do not condemn the American press as a whole--but I earnestly believe this story that commands the greatest touch of an editor has been overlaid to the point of danger.

True, we should report the news and inform the people of this threat to domestic peace. But we should consider two vital points when we sit down to lay out our front pages in these times: (1) Our responsibility to the community and to the nation and (2) the effect it will have upon law enforcement agencies dealing with the most explosive of all police duties.

One ill-timed and thoughtless shot from an officer's revolver could start it. Or, just as deadly, one ill-advised and inflammatory article from a reporter's typewriter that gets by an editor.

I do not set myself up as the perfect editor--far from it--but I can say that weeks ago we had a staff meeting on The Dallas Morning News and appraised this situation from the viewpoint of a public servant--not just a purveyor of news. We are still reporting the news of these

incidents but we are carefully editing and displaying such news in our effort to preserve law and order. We have adopted "the calm down, boys" approach and have called editorially, for the best thinking of both races in this time of crisis.

I did not mean to get off on a tangent and dissect this particular subject, but I think it typifies, more than any current subject, the great and increasing need for continued cooperation between the press and enforcement bodies.

In preparing these brief remarks I started thumbing through a very interesting booklet compiled by one of your own members, Dan Hollingsworth of Oklahoma City. I am certain most of you are familiar with his guidebook for officers. It was tempting not to just steal many of his ideas and build a talk around it. So much of it is good, sound advice and I am going to take the liberty to quote a couple of paragraphs to make points that I first brought up in 1949 when addressing this group.

Mr. Hollingsworth puts his finger on something that is the key to good relations--both with the public and press. If this one point is stressed by enforcement agencies, the rest of the picture more easily falls into place. He says this:

"Your authority as a policeman is the power of control. Like your pistol, it is an excellent weapon, and like your pistol, it is a dangerous one. When one group of people have power over another group, the ones holding the power must use it sparingly, carefully and judiciously.

"Police public relations is persuading people to like you--making friends for yourself and your department. It is getting along with people. It is proving to people your organization is working continually in their interest. Use this power over people with the greatest caution.

"You must be delicate as a heart surgeon one moment and as rough as an oil-field roustabout the next. Yet, it can be done--through constant and continuing self-discipline."

Now, I would quickly follow that ex-

cellent admonition laid down by Mr. Hollingsworth by saying that we could clip the same paragraphs and put it into a police reporter's guidebook. He, too, has power--the power of the written word --and the manner in which he uses it in dealing with officers and the public is of vital importance.

To intelligently report police news, a reporter must have the cooperation of the enforcement agency. Road blocks must be removed and a spirit of team play must be developed.

I said it before and I say it again--we do not want to interfere with the deadly serious business of enforcing law, but we also do not want to be denied access to news that is public news. We realize that police work is a highly secretive business. The apprehension of criminals, the solution of crime and many other phases of police work could be completely wrecked by untimely news stories concerning clues and the lines of questioning police officials pursue in investigative work. Not even a headline news story makes us want to spoil any piece of police work that would bring a criminal to justice. I speak of the reputable American press.

But we can't tolerate too long needless and uncalled for suppression of news--either through design or through reticence on the part of enforcement officials to trust the press. It is on this common ground of mutual trust that we must meet if the public is to benefit--and be informed.

I have attempted to list some of our faults and now I should like to tell you of some of the things we feel you could correct.

Delegation of authority is generally recognized as good practice, regardless of the field covered. But too often we find that enforcement groups hamstringing subordinates and force reporters--often on late night deadlines--to work their way to the department head before information can be obtained. It is time consuming and it has its distinct disadvantages, not only to the press but to the enforcement body.

If a reporter gets a "better talk to the captain" brushoff when he starts digging for facts on a story, the effort

starts crumbling right off the bat. Getting facts from the captain, or a superior, is getting secondhand facts. And it is getting bare, sparse facts. It means a story shorn of color, details and all elements that make it a living, breathing story.

The bottle-neck type official invariably wonders why his department doesn't get a better break through the months--especially since he has "gone to the trouble to give press relations his personal attention."

He is a well-meaning person, but he doesn't realize that he unconsciously doesn't trust his own men to talk to reporters and that the best press relations policy is to build trust and confidence that will make team mates of the reporter and officer.

No one--captain, police chief or district attorney--is as determined to build a winning case on a crime as the man who investigated it originally. It's his baby.

And he should be trusted to do the explaining to the press.

May I cite one specific example? One that shows the danger of the fog of deception and the clam-up or no comment attitude of an enforcement official.

Two patrolmen made a routine Saturday-night check of a beer tavern. Minutes later they radioed an assist-the-officer distress call. A dozen police cars converged on the scene to help. An ambulance picked up both patrolmen who started the routine investigation.

One had been blinded in one eye--his eyeball pierced by the point of an open handcuff. The prisoner, battered and bloody, was taken to jail. The jail sergeant, the deputy chief refused reporters a look at the arrest report or a talk with the prisoner. Calls to the tavern and hospital brought "no-comment" or "call-us-in-an-hour" answer from other officers.

Reporters were denied the right to talk to the least injured of the two patrolmen. So, in the minds of the reporters, working against late night deadlines, questions started arising. Were the officers (1) crooked (2) brutal (3) making an illegal arrest or (4) had they goofed while making a legal arrest?



But the reporters kept digging and asking questions--and they finally got a very different and a very commendable police story. The blinded officer was a seminary student doing police work to help finance his training to become a church missionary. He had a record NOT for brutality but for being a little too trusting with dangerous hoodlums. The prisoner was no model citizen--he was a half-psycho thug with a long arrest record for drunken fights, assaults and strong-arm robbery.

It was while he was being led from the tavern for questioning that he swung one free arm--the handcuff lashing into the face of the arresting officer. Neither officer beat the thug with club, pistol or blackjack. The injured officer wrestled him down and fought with him for minutes before he was finally handcuffed. The crowd never offered to help.

It was wrong, gentlemen, for the good and gritty police work of this young patrolman to be hidden, even temporarily, by other officers who delayed investigation of facts by the reporter. The story, as it finally appeared, was an appealing and deserved tribute to the courage of an officer. But it took needless digging to get it.

Never will the road be entirely smooth. In our two fields there is too much emotion and fighting against time to expect perfect relationship. But by constant vigilance we can develop better relations and eliminate many of the petty differences that sometimes lead to dangerous discord.

It occurs to me that both of us--the press and the enforcement agencies--could well adopt a single code of ethics that would better the situation and give us worthwhile tools with which to work. I would not attempt to tell you how to run your business--I am not qualified and it is not my place to do so. But I could offer suggestions for both of us to ponder.

For the enforcement agencies, perhaps these could be considered:

1. Be tolerant and patient with the public and press.

2. Be understanding of the various mediums of information and do all possible to expedite legitimate news of pub-

lic interest.

3. Be honest and open-faced in imparting news to the press--and when forced to withhold information in the public interest, take the editor and reporter into your confidence and ask for his support and understanding. Do NOT overplay the "off record" practice, but make editors realize that when you ask for that privilege it is a worthwhile request and not just a daily practice.

4. Build, through personal relationship and fair treatment, a solid bridge between your department and the press. Make yourselves so trustworthy that an editor will play ball with you because he believes in you, personally, as a square shooting department head. (I enjoy that kind of an association myself and know that it will work.)

5. Realize that in your work there are many hazards and that you must face the bitter with the sweet.

But build your department to such proportions that an occasional jolt will not damage, or even shake, an overall operation that is built upon integrity, honesty and fair play.

On our side of the fence, I could almost run through the same list. For the press I would suggest:

1. Be tolerant, patient and aware of enforcement problems. Weigh very carefully every factor involved before jumping to a conclusion. Always remember that investigative and protective work is under the public gun and must be given a fair chance to function without hindrance from outside sources.

2. Be understanding of the problems of enforcement agencies. Never forget that they must be right, and therefore must consume a bit more time in making decisions, releasing information and making public utterances.

3. Never ridicule an enforcement officer. It is the quickest way to tear down public confidence. Be careful in the handling of light-hearted stories; use them, to be sure--but don't viciously pull the props out from under officers and hold them up to public scorn and ridicule. But if an officer, or agency, needs public scrutiny and is failing in a sworn duty to perform an honest public service, go after them

with every editorial weapon.

4. Realize that in your hands are the tools to build or destroy--and use them only to build. Do not maliciously attack any enforcement agency. Do not engage in petty grudges and at all times be fair, honest and forthright in the handling of police news.

5. But above all, never forget your responsibility to the public. There will be times when the public will be best served by temporary withholding of information--perhaps a kidnaping where a life is involved, or the setting of a trap for a dangerous criminal. Never flinch and use the good judgment and heart that God has given you. Be just as forthright, crack down in that same public interest when light needs to be shed on sorry situations or utter dishonesty.

In other words, our codes could be boiled down to a few simple words--justice, fair play, integrity and understanding.

Between the two of us we can make it tough--very tough--on those we both seek to destroy, the undesirable citizen of our society. ---The Police Chief

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#### ONE-MAN POLICE PATROLS SUCCESS

City officials from nearly all parts of the United States are dropping in on Kansas City Police Chief Bernard Brannon these days to study his "surprising" success with one-man police patrols.

Although authorities in many areas claim a man riding alone can't observe properly and is endangered when making arrests, Kansas City officers say their one-man system is more efficient and safer than the two-man patrol.

But one-man patrols were never considered for any reason other than better police protection. The plan is expensive.

The controversial system was ridiculed by many officers and citizens when the idea was first adopted by Brannon in 1953, but now policemen and voters applaud the city's lowered crime rate and increased police efficiency.

The only complaints come from law-

breakers.

A notorious burglar recently told police he was leaving town because of "discouraging" patrol activity.

In adopting the one-man system, Brannon cut the size of police districts in half, added 24 cars, and changed the color of police vehicles from black to white.

Cars patrolling the smaller areas are now equipped with three-way radio for communication between vehicles and have been able to reduce the average time needed for answering complaints to less than two minutes.

Brannon is quick to point out that officers aren't exposed to needless danger because of the one-man system.

"His partner is still there," Brannon explained, "but in another car."

He said riding alone has increased the alertness and morale of patrolmen, who now realize the area they cover is "their baby." They shoulder the responsibility willingly.

Records show no injuries or deaths of officers that could be attributed to the one-man system since the plan was inaugurated. Stringent regulations call for punishment of any officer who takes needless chances.

All officers have instructions to call for assistance before halting suspicious vehicles, making arrests, or in any instance where they feel two men can do a better job than one.

Officials don't claim one-man patrols are best for all cities, but they emphasize the department's 250-man patrol division is far more efficient than the same number of men would be two men to a car.

Kansas City spent an additional \$87,000 during the first year of one-man operation, but the increased protection would have cost \$500,000 in salaries alone for the 12-months period had the conventional two-man system been followed.

FBI records indicate a steady national crime rise during the past four years. But while the national rate has risen 26.3 per cent, Kansas City crime has decreased 39.4 for the same period.

Brannon said he's never been sorry he proposed the one-man patrols. ---U.P.

FEAR OF ROBBERY AT PARK OFFICE  
GETS ACTION FAST

Police Soon Round Up Man  
Acting Strangely Taking Measurements

Winsted and state police had a practice run recently in connection with what was believed to have been the first step toward a robbery at the Park office of the Connecticut Bank & Trust Co. after a man wearing a cowboy hat and dressed in cowboy boots had entered by himself, taken a rule from his pocket and had gone to the first teller's window to start taking measurements.

"Can you see all right out of this window?" he inquired of the teller without further stating his mission. When he was given an affirmative answer, the man turned and walked out of the bank. Because of his actions, all that anyone there could imagine was that the place was being "cased" and that he or some of his pals would soon be back.

The Winsted police were notified and they, in turn, notified the state police. Roadblocks were immediately set up by four crews of state officers on the Norfolk and New Hartford roads.

When word was passed along to local officers one of them thought that his description fitted that of one Francis Ballard of Torrington, a carpenter who has been in these parts for some time and who prefers to be known as the "Utah Kid." He was soon found and taken back to the bank where he was identified as the man who had been there before taking measurements and asking questions.

And then he announced his mission. He explained that he was employed in doing some carpentry work for Fred Fieldman, local real estate agent, and was to build a counter with a window similar to those in a bank. Fieldman had sent him to the bank to take the measurements and supposed, of course, that he would explain his actions. His failure to do so resulted in the "dry run" and showed, too, that the police were all on the job quickly and that there is but little likelihood that any bank robbers would be able to escape should they be foolish enough to try any such thing around here.

---Winsted Evening Citizen

ROUTINE SOMETIMES  
BECOMES CONSPICUOUS

Most of us take the work of police officers more or less for granted. We know that they are protecting us, we are grateful for this protection, but we do not pay any particular attention until something out of the routine happens.

Sometimes, however, the routine leads to the conspicuous. One morning recently, a little after 3 a.m., State Policeman William Tomlin stopped a car in which two sixteen-year-old youths were riding. In the course of a routine check, he discovered the safe from the Vernon Elementary School parked on the back seat. If he hadn't been alert and proceeded to make this check, the Vernon School would have been out, not only a safe, but money as well, and two young law-breakers might have gone on to other safes.

We congratulate Officer Tomlin for the way in which he handled this case.

It was also while out on routine patrol that Deputy Sheriff Edmond F. Dwyer noticed a license plate dangling on a car. He decided to stop the car for a check, and was almost forced off the road, a good indication that something was wrong. After he had stopped the youths and questioned them, he found it was a case of a stolen car.

Less routine, but definitely deserving of commendation, was the capture a few weeks ago of three men for attempted breaking and entering by Patrolman Edwin Carlson assisted by Patrolman Vincent Benedetto. One man led Officer Carlson a merry chase and was finally captured at gunpoint. Another was taken on a suspicion which proved justified.

There is a lot of the routine to police work, but no officer ever knows when routine is going to turn into something much more important.

The Leader congratulates all these officers for their good work. It is interesting also to note that one was a state policeman, one a town police officer, and two city officers, indicating that we get good protection all along the line.

---The Rockville Leader

# IN-SERVICE STUDIES

Vox-Cop

March-April, 1957

## Are Accident Prone Drivers Unconscious Inference Prone?

BY

WILLIAM B. HANEY, PH.D.\*  
DEPAUL UNIVERSITY, CHICAGO

(Editor's note: In the search for ideas to help refine techniques of preventing traffic accidents, from time to time new theories come to light. One which is especially thought-provoking is briefly described here in the form of a question yet to be answered. Police well know mistaking assumptions for facts can play havoc with accident investigation, criminal detection, and testimony in court. Police should therefore be especially interested in this possible new approach to the driver part of the traffic accident problem. How important unconscious inferences are in driving safely and what can be done about them remains to be seen.)

This material has also appeared in the General Semantics Bulletin.

It is unlikely that any one cause would be exclusively responsible for a given traffic accident. Various combinations of personal factors such as speed, intoxication, fatigue, emotional instability, and faulty vision, as well as non-personal elements such as the traffic situation, visibility, road conditions, and the mechanical condition of the automobile may lead to collisions.

It is not the purpose here to describe these causes. Rather, the object is to analyze a defective evaluation pattern by which a driver may approach a problem.<sup>1</sup> An evaluation pattern may be defined as a specific mode of interpreting, appraising, or "sizing up," in this case, a traffic situation. It is felt that the defective evaluational pattern under discussion may precede an appreciable number of auto accidents.<sup>2</sup>

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<sup>1</sup>This evaluational pattern, however, may possibly be set in motion by any or a combination of the factors listed above.

<sup>2</sup>This evaluation pattern as a component of unsafe driving patterns has been hinted at before.

"In checking over case histories of traffic accidents, an observer cannot help being impressed with the number of times the idea of suddenness or unexpectedness occurs. After the accident,

the driver will report, 'Suddenly the man ran in front of my car,' or 'I expected the other fellow to stop but instead...' The inference that may be drawn from this is that there was an expected pattern of circumstances in the minds of the drivers and that the change from the expected pattern to a 'sudden' or 'unexpected' pattern was partly responsible for the accident."

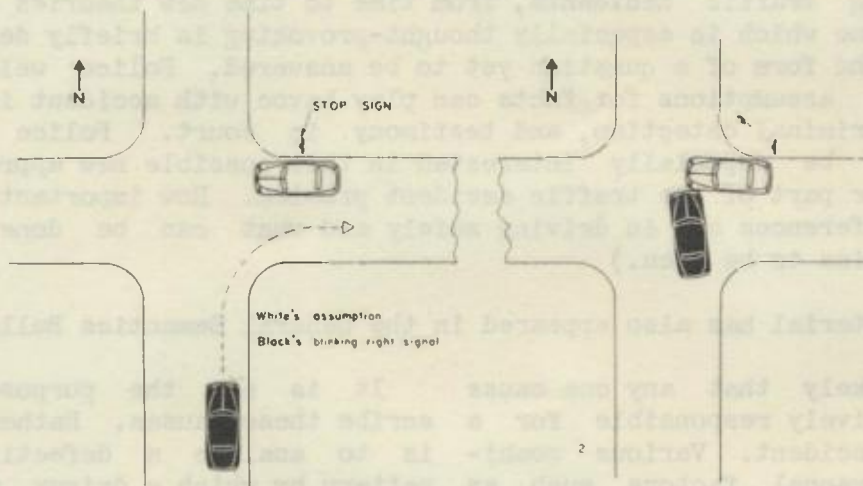
From "The Dynamics of a Traffic Accident" by Thomas Fansler in a Research Memorandum of the National Safety Council (reprinted in *The Traffic Review* (published by the Traffic Institute, Northwestern University, Evanston, Illinois) vol. 3, no. 3, Summer, 1949.)

The faulty pattern may be described in three steps: 1. a driver makes some sort of inference or assumption about his immediate traffic situation. 2. He forgets, or never fully realizes, that his inference is merely a guess, which is only probable to a degree and never certain. 3. He proceeds to behave as if his guess were a fact (a certainty).

The result is that he takes an uncalculated risk--uncalculated in the sense that failing to recognize his guess as a

guess he makes no attempt to ascertain its probability--to calculate the degree of risk involved. To him it is a sure and safe certainty. The consequences of such "sure things" are too frequently disastrous.

The particulars may differ from case to case but the basic pattern is the same. For example, driver White has halted at the stop sign. Driver Black is proceeding north on a through-street and is approaching the intersection.



Black's right-front directional signal is blinking. Driver White first assumes Black will turn right at the intersection, second fails to recognize assumption as only a guess, and third begins to cross the intersection with the false assurance that he is acting upon a fact.

But driver Black does not turn (his directional signal may have been operating accidentally). Instead he continues northward. Too late to stop, he collides with White.

It seems reasonable to conclude that the collision was, in part, the product of an uncalculated risk based upon an unconscious inference.

This raises three important questions:

1. Are there persons who display marked tendencies to take uncalculated risks? In short, are there unconscious-inference-prone individuals?<sup>3</sup>

2. Are there persons who display

marked tendencies to become involved in accidents? Are there accident-prone people?<sup>4</sup>

3. Do accident-prone persons tend to be unconscious-inference-prone?

If an experimenter were to demonstrably answer the latter question in the affirmative, he might reveal an approach to accident prevention worthy of intensive exploration.

If unconscious-inference-proneness exists as described, it is apparent that it is at least partially a learned habit pattern. Thus, proper training may bring diminution.<sup>5</sup> Moreover, if unconscious-inference-proneness is related to accident-proneness decreasing the former may appreciably lessen the latter.

One specific application of such training might occur in post-trial sessions. Instead of, or supplementary to, fines, imprisonment, visits to the morgue and hospital, the convicted accident driver might be exposed to a brief

but concentrated training session designed to decrease his unconscious-inference-proneness and hence, his accident-proneness.

The law generally permits the convicted accident driver to return to the wheel again. But must he be allowed to drive again with no effort to diminish

his accident-proneness?

Education, training, and rehabilitation programs are supplementing punishment in criminal areas. Can we not apply similar constructive procedures to the non-criminal whose potential for inflicting injury and death with an automobile is apparently pronounced?

<sup>3</sup>The concept of "unconscious-inference-proneness" is by no means novel. Many writers, some as early as Francis Bacon, (see Francis Bacon, *The Works of Francis Bacon*, James Spedding, et al (eds.), (Cambridge: Houghton Mifflin and Co., 1857, vol. I. pp. 76-77, 82, 87 and Israel Levine, *Francis Bacon*, (Boston: Small, Maynard and Co., 1925) pp. 94-95, 110-112) have at least implied it. Korzybski, (Alfred Korzybski, *Science and Sanity* 2nd ed. (Lancaster Pa., The International Non-Aristotelian Library Publishing Co., 1941), pp. 404-06, 417-18, 443-45, 478-80, 753) was much more explicit.

To the best of his knowledge the "inference-proneness" concept was first incorporated in an experimental design by the writer (William V. Haney, "Measurement of the Ability to Discriminate Between Inferential and Descriptive Statements," unpublished Ph.D. dissertation, Northwestern University, 1953). The dissertation's bibliography contains rather lengthy lists of theoretical and experimental literature relating to the concept. The dissertation is available on microfilm from University Microfilms, Ann Arbor, Michigan. A precis of the dissertation appeared in the *General Semantics Bulletin*, Nos. 16 and 17, 1955.

<sup>4</sup>While the "accident-prone" concept is not beyond dispute, it appears to have become, generally, a working hypothesis in applied psychology. The amount

(Traffic Digest & Review)

of serious publication devoted to it is prodigious. A survey of the literature of only a few recent years, would include many constructive works such as the following:

Henry H. Brewster, "Emotional Factors in Accident Proneness," *Pastoral Psychology*, 1952, 2, 20-23.

E. G. Chambers, "Psychological Tests for Accident Proneness and Industrial Proficiency," *Medical Research Council (Great Britain) Memorandum*, (London, 1955), no. 31, 1955, IV, 30 pp.

Thomas N. Jenkins, "The Accident-Prone Personality," *Personnel*, July, 1956, 29-32.

Vita Krall, "Personality Characteristics of Accident Repeating Children," *Journal of Abnormal Social Psychology*, 1953, 48, 99-107.

Lawrence L. LeShan, "The Safety Prone: An Approach to the Accident-Free Person," *Psychiatry*, 1951, 15, 465-468. Also by LeShan, "Dynamics in Accident-Prone Behavior," *Psychiatry*, 1952, 73-80.

Alan A. McLean, "Accident-Proneness-- A Clinical Approach to Injury-Liability," *Industrial Medicine and Surgery*, 1955, 24, 122-126.

B. J. Speroff, "Empathic Ability and Accident Rate Among Steel Workers," *Personnel Psychology*, 1953, 6, 297-300.

Sidney J. Williams, "Accident-Prone Driver," *Public Safety*, 1953, 42 (3) 14.

<sup>5</sup>W. V. Haney, *ibid.*, ch. V and appendix C.

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#### VIRGINIA POLICE TO HAVE MICROWAVE SYSTEM

The Virginia Department of State Police soon will have in operation a State-wide point-to-point microwave system linking the various headquarters to handle all interdepartmental communications.

## M. V. OPERATOR'S LICENSE SUSPENSION REVERSED

Connecticut Law Journal

\* 20 Conn. Sup. 205

FRANK DENTAMARO v. MOTOR VEHICLES COMMISSIONER

Superior Court

Hartford County

File No. 107132

The action of the motor vehicles commissioner in suspending an operator's license "for any cause that he may deem sufficient" (§1345d) may be reviewed to determine if he acted arbitrarily and in abuse of his discretion.

A nolle is not a bar to a subsequent trial for the same offense, but it terminates the particular proceeding.

The plaintiff's driving license was suspended on March 6, 1956, for an indefinite period when he was bound over to the Superior Court on narcotics charges. He pleaded not guilty to the charges and, the following June, reluctantly agreed to a nolle of them, although he had always been ready to go to trial. The state admitted that it had no case against him. Under these circumstances, the commissioner, in refusing, in July, to remove the suspension, acted in abuse of his discretion.

Memorandum filed December 17, 1956

Memorandum of decision in appeal from an action of the motor vehicles commissioner. Appeal sustained.

\* 20 Conn. Sup. 206

Joseph J. Trantolo, of Hartford, for the plaintiff.

John J. Bracken, attorney general, and Louis Weinstein, assistant attorney general, of Hartford, for the defendant.

Shapiro, J. This appeal is brought on the claim that the commissioner acted arbitrarily and in abuse of discretion in his refusal to remove the suspension of the plaintiff's operator's license.

Prior to June 29, 1956, the plaintiff was one of a group of twenty persons charged in the Hartford County Superior Court with the possession, control, selling, administering and dispensing of narcotic drugs, under §3962 of the General Statutes, §1595c of the 1953 Cumulative Supplement and §2103d of the 1955 Cumulative Supplement, and with conspiracy to violate §§3962 and 8876 of the General Statutes, and §§2103d and 3352d of the 1955 Cumulative Supplement. On March 6, 1956, the plaintiff, who then

was twenty-one years of age, was put to plea, pleaded not guilty and elected a jury trial. The plaintiff was not presented again until June 29, 1956, when the state's attorney, the plaintiff and his counsel appeared in court. The state's attorney related that the plaintiff was arrested on January 14, 1956, and that at first the state had three parties who would testify or at least give statements to the effect that the plaintiff had been using Heroin on various occasions; that two of the parties recanted and refused to testify; that the plaintiff himself had consistently denied any guilt and had been ready to go to trial; that the state prepared the case and found that it had no corpus delicti, no narcotics having been found on or about the plaintiff; that the state was satisfied that the case against him was very weak and should be nolle. The plaintiff, speaking through his counsel, denied that he had ever used narcotics,

asserted that he had refused to accept a nolle and had insisted on a trial, and consented, in view of this presentation, to the court's acceptance of the state's recommendation. Thereupon, the court entered a nolle in the case.

On July 19, 1956, the plaintiff was heard by the defendant in regard to seeking a removal of the suspension of his operator's license. This license was suspended on March 6, 1956, for an indefinite period, under the claimed authority of §1345d of the 1955 Cumulative Supplement, following his bind-over to the Superior Court on the narcotics charges. The plaintiff since March 6, 1956, has always been ready and willing to go to trial and continually has protested his innocence of these charges. At the July 19 hearing, the plaintiff admitted that he knew some of the persons involved in the narcotics cases. When asked, "How come you were associated with these people, who are known users of this stuff?" he replied, "Just acquaintances, meeting on the corners

\* 20 Conn. Sup. 207

and talking. Just friendly stuff. I was seen talking with them and they got the impression that I was one of their kind." Following this hearing, the suspension was ordered to remain in effect.

At the trial in the immediate case, Thomas Hurney, testifying for the defendant, stated that in connection with the July 19 hearing and the decision based thereon, he considered that the plaintiff and others were bound over to the Superior Court on narcotics charges; that the court nolleed his case instead of obtaining a dismissal or a not-guilty finding; that statements given by two of the persons involved in the group of twenty bound over, although not shown to the plaintiff at the hearing, were used and relied upon by him; that he had received at an earlier date information from the police which he used, and also the company kept by the plaintiff. Notwithstanding this, Mr. Hurney stated in reply to an inquiry made by the court that the plaintiff would have had his license restored, following a department hearing, if he had been tried and found

not guilty, but because of the nolle he would be treated in the manner thus far accorded him, and in the manner accorded the others who pleaded guilty. Where a court grants a nolle, such action is not a bar to a subsequent trial for the same offense. State v. Garvey, 42 Conn. 232, 233; but it terminates the particular proceeding. The effect of the nolle was to release the accused from custody; he could no longer be held under arrest. See v. Gosselin, 133 Conn. 158, 160, 161. In this case, while a nolle was entered, although reluctantly agreed to, the plaintiff was always ready to go to trial and demanded a trial on several occasions. It is apparent that he believed in his innocence and felt the state could not prove him guilty as charged. The state admitted it had no case against him. Therefore, the court may fairly conclude that had the plain-

\* 20 Conn. Sup. 208

tiff been tried he would have been found not guilty. Under the circumstances of this case, was this plaintiff treated arbitrarily by the defendant and in abuse of the latter's discretion?

An operator's license is purely a personal privilege issued by the state on account of fitness. Shea v. Corbett, 97 Conn. 141, 145. Section 1345d confers on the commissioner the power to suspend or revoke any operator's license issued under the laws of this state for any cause that he may deem sufficient, with or without a hearing. This does not mean that this power is absolute and not subject to review. The commissioner is an administrative officer. His action is reviewable because in the same section (1345d) giving him the right to suspend is also reference to any appeal taken from his action. The statute, by allowing the commissioner to suspend, "for any cause that he may deem sufficient," confers upon him power in broad language. As used here, the legislature surely did not intend that he should use his powers in a discriminatory manner. Here, the commissioner has predicated his grounds of sufficient cause on mere suspicion and surmise. There is nothing in the law which allows the defendant to



act as he is doing at this date under the facts applying in this case and to this plaintiff.

The commissioner has acted arbitrarily and in abuse of his discretion, and he is hereby ordered to remove the suspension of the plaintiff's operator's license and restore the same.

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UNIFORMITY OF WRITTEN LAWS  
IS ONLY THE FIRST STEP  
IN ACHIEVING "UNIFORMITY"  
IN TRAFFIC LAW ENFORCEMENT

Uniformity of fines and penalties in the sense of certainty and consistency has long been advocated by students of law enforcement. Many persons in related fields of enforcement have lent their support to this idea. What has been lacking, until quite recently, has been an acceptable method of accomplishing this objective.

Absolute uniformity has never been considered desirable. Essential uniformity within human limitations is the immediate goal.

The obvious argument in favor of uniformity regarding traffic regulation is that the gigantic transportation system of our country demands it. Traffic and safety experts have agreed upon the "Uniform Code," parts of which have been adopted by most states and cities. More recently the Automotive Safety Foundation, through its Uniform Laws Division, has been doing splendid cooperative work with states and cities, which is resulting in their making "comparative studies" of their statutes and ordinances. The inventories resulting from such studies show precisely what changes are needed to bring them into conformity with the uniform code and with national standards.

Thus, in the foreseeable future each jurisdiction will have inventoried its laws and taken steps which will give us uniformity of the written law in states and cities.

This is an exceedingly important step which must be taken because the written law is the foundation upon which all the rest of the traffic control structure

must be built.

But, even with such a good foundation, it is possible to build a disorderly house. It is therefore necessary to think through the problem of uniformity. More than a good foundation is required. Actually, the uniformity of the written law, while imperative as a first step, is of little practical value if:

1. Police chiefs interpret law and instruct their men differently;
2. Police officers interpret the law differently;
3. Different charges are made for identical illegal driving acts;
4. Violation bureaus have different schedules of fines to be paid on a plea of guilty for identical offenses;
5. Judges interpret the law differently and place a different evaluation on identical offenses under identical circumstances;
6. Safety organizations engaged in providing public education interpret the law differently and disseminate diverse and conflicting programs.

Thus, to make uniformity a reality it is necessary to have uniformity of the written law, of administrative interpretation, of charges, of instructions to officers, of court treatment (adjusted to fit the individual violator's personal situation), and of public education. Actually, it takes uniformity in six ways to bring about uniformity at the end of the line where it really counts--in terms of the motorist actually being presented with practical day-by-day uniformity.

---Judge & Prosecutor in Traffic Court

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POLICE TELETYPE NET TOTALS 57 STATIONS

Seven more local police departments have joined the Connecticut State Police teletype system, raising the total number of stations to 57.

The new stations are in Groton Township, Groton Borough, Watertown, Shelton, Derby, Seymour and Orange.

Other members of the chain are 37 municipal police departments, 11 State Police stations, the State Department of Motor Vehicles and the State Bureau of Identification.

# Safety minds

Vox-Cop

March-April, 1957

## ATTITUDES VS. ACCIDENTS

By Captain William A. Gruber

The faulty attitude leading to collision experience for many drivers often stems from overconfidence. Many have died confident to the last that they would not become involved in an "accident".

For example, the speed estimate from skid marks usually has a person naming a much higher speed than the speed which made the marks. Just reverse this thinking and it indicates that the person feels fairly confident that a vehicle traveling at a high speed can stop quickly. The faulty assumption developed here is that speed is not dangerous as long as one is a "good" driver. It is reflected in most attitudes toward speed since most people consider themselves "good" drivers.

When involved in a collision to which his contribution was an element of speed, our "good" driver frequently comes up with the old cry of vehicle failure. His brakes failed. Again his lack of basic knowledge of brake fade or braking distances at high speed suggested what is to him a valid excuse. Unfortunately, he was not aware that a car traveling at 50 mph. can come to a near standstill before a car doing 70 mph. can slow down to 50.

Our overconfident driver frequently blames the steering. His steering locked so he ran off the road. Didn't he know that you can't steer a car when the brakes are locked? Of course he ran off the road. The laws of physics enforce themselves.

The fellow doing 60 mph. seldom realizes that he would stop beyond the hazard when traveling at night.

It begins to appear that the primary guilt of traffic offenders is often ignorance. The so-called ignorant offend-

er feels that he is a victim of circumstance rather than a violator. The fact that he seeks generally to blame the other fellow, the weather, the road conditions, or some sudden, abrupt and violent occurrence beyond his control, is usually a good indication of his own faulty acceptance of driving responsibility.

Skill alone does not make a good driver. The ability to manipulate a car is no true measure of good driving. It is only when skill and attitude are combined that we can measure performance. And, the performance, good or bad, will rest heavily on driver attitude. It is not necessary to prove intent in motor vehicle violation cases; however, driver attitude can be analyzed as a primary causative factor in many collisions. It is true that enforcement action cannot be taken on faulty attitudes but as a man once said to his adversary as he threw a punch, "There's more to this than meets the eye."

One of the by-products of enforcement is deterrent effect. Correction of bad attitudes, especially those based on overconfidence due to ignorance, is perhaps the best deterrent of all. A bad actor is one who can't, doesn't, or won't perform well. Driver performance is no different.

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To many an American individualist, a seemingly unreasonable regulation is almost a dare to defy it. We do not concede any superior wisdom to experts in subjects that seem to us matters of common sense.--Chief Justice Arthur T. Vanderbilt, Supreme Court of New Jersey.

THE STATES LINE UP  
TO BACK THE ATTACK

They called the roll of the states the first week in December -- from Alabama to Wyoming -- and found legislators, public officials, top management of our state government ready, willing and able to mount an attack on the causes of highway accidents -- to line up as one man to Back the Attack on Traffic Accidents.

The occasion was the 13th General Assembly of the States, sponsored by the Council of State Governments, at the Edgewater Beach Hotel, Chicago.

Governor Abraham A. Ribicoff of Connecticut, and chairman of the Governors' Conference Highway Safety Committee, laid before the Assembly the Governors' Conference Action Program -- a blueprint for saving lives on America's streets and highways, and called on the public officials to spark the program in every village and town in America.

Calling the shocking national traffic toll a "national emergency that cries out for immediate action on a nationwide basis," Governor Ribicoff outlined the Governors' blueprint for traffic safety. He said:

"The Governors of the United States have taken the initiative in a concerted and unprecedented crusade to reduce this needless, shameful loss of life. The Highway Safety Committee of the Governors' Conference, after exhaustive study and conferences with the ranking highway safety specialists, has prepared a report of recommendations. These recommendations have been sent to every governor in the country and are intended to serve as a guide in reducing the carnage on his highways.

"The Governors can't do the job themselves. They need the support of the State legislators and of the various State officials who deal with highway safety and enforcement ... I say to you legislators and you office holders who have to stand before the electorate that what is good for your state and good for your country is good politics. Highway safety is good for your state and good for your country. And it's good politics.

"The program which has been developed by the Highway Safety Committee of the Governors' Conference covers such key areas as uniformity in traffic laws ... reciprocity between states ... driver education and improvement ... licensing, suspension and revocation procedures... improved enforcement ... impartial courts ... research ... and the enlisting of public support.

"Before any of these recommendations can be adopted and initiated, however, a State must know what its highway safety program is. To this end we are urging every Governor to have an immediate appraisal made of the highway safety needs of his state. This study can be undertaken by an existing agency or a special citizens committee appointed for this purpose. The committee should be representative of a cross section of the political, economic, governmental, religious, professional, social and civic life of a state.

"Some of our recommendations can be put into effect by administrative action. Others can be adopted by the courts. Many others will require legislation. Thus all three branches of our coordinating system of government -- the Executive, the Legislative and the Judiciary -- have vital parts to play in achieving highway safety. The role of the State Legislatures is of prime importance, because any safety program must have a solid base of statutory authority.

"Any highway safety program, of course, must have public support. No one official or group of officials can do the entire job by themselves. The people must want highway safety and be willing to support the necessary enforcement, legislative and educational measures to achieve it. The public, however, will only support something it understands. Information and education programs will help provide this basic understanding. So will the personal and vigorous leadership of the individual governors and legislators and enforcement officials. This leadership will serve to dramatize any highway safety campaign and help capture the imagination of the public and news medias. Support also must come from civic, professional, patriotic,

religious, fraternal, community, government and other groups and individual citizens." ---Public Safety

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HIGHWAY CENTER LINE  
DIVIDER BETWEEN SAFETY  
AND PERIL

On the open highway, many of the most disastrous accidents are caused by vehicles sideswiping one another. Drivers who cover a lot of road miles have reason to fear sideswipes. The reason is plain because in most cases, a driver taking a chance by passing another car when he does not have sufficient clearance, or passing on a hill or at a curve, endangers the life of another, who himself may be blameless. The victim, confronted by a vehicle driven by a chance-taker, has the choice of getting off the road, possibly into a ditch or abutment; or staying on the road and being struck. In many cases, the emergency looms up so quickly that the collision is impossible to avoid.

Observe the center line: One of the best safety measures ever conceived, simple yet effective, is the placing of the center line dividing the highway at crucial points such as curves and hills.

Improve your judgment. The trouble is that many drivers, to save a few seconds, take chances by passing without assuring themselves that the way is clear. An accident caused in this way can easily involve three vehicles:

1. The vehicle that is passing.
2. The vehicle that is being passed.
3. The vehicle approaching from the opposite direction.

The current trend in new vehicles is toward heavier, faster, and larger cars.

This is all very well, since in the hands of an experienced operator, all three of these factors can contribute to a safer vehicle. But to the less experienced driver, the larger, more powerful vehicle is sometimes "too much to handle." This means that you might be meeting those bright new '57 models zooming around a curve passing on your side of the road.

Remember that while you may respect

the center dividing line, another driver may be heedless of this safety marker. The driver who interprets the "right side of the road" as anywhere from one road shoulder to the opposite one is a constant menace. Drive defensively and be certain that you drive in the safe and proper lane.

---Fleet Supervisor

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LET'S HELP  
PREVENT TRAFFIC ACCIDENTS

Let's talk very seriously for a moment on a matter that concerns us deeply. Unfortunately, we aren't in the habit of being serious about it. We have been inclined to treat it lightly-- to laugh it off. A lot of people have died because we laughed.

We laughed when we went through the red light and there was no "cop" to see.

We laughed when our neighbor got a ticket for speeding.

He laughed when his wife was picked up for reckless driving.

So their sons laughed when their horsepower kept them ahead of pursuing officers, until they crashed.

Too many of us have laughed all the way to instant death, wrapped about a pole, torn, lifeless--and laughless.

We read it in the paper. They were neighbors, so it touched us briefly. We shook our heads and reflected that it was getting too close to home.

We aren't comfortable, facing our part in this slaughter. We have shrugged our shoulders too long.

Let's save our laughter for something funny. Traffic violations are not smart. They are negligent, stupid, murderous. Let's treat them for what they are -- and not die laughing.

--- The City Breeze, Modesto City  
Employee Association

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It is well to take an inventory of our habits now and then just to see if all are serving a good purpose.

---James B. Holm

EXPERIENCE

The old cliché "experience is the best teacher," is true; but experience is also a hard teacher and often an expensive one.

There are, however, only two ways to learn -- personal experience -- and the know-how of others.

When you stop and think a minute, why should you go through the pain of learning something in the "school of hard knocks" when you can learn from others -- by watching -- reading -- listening?

Safety is one field where learning from others is imperative, for if you insist on testing each hazard yourself, you may be dead -- or at least severely injured, before too many tests have been made.

One of the best examples of learning from others is watching the expert driver -- the fellow that has to be good because his job depends on it.

The really skilled professional driver checks his equipment before hitting the road -- lights -- brakes -- wiper blades -- tires -- (Do your stop lights work?).

When he is on the road he allows enough following distance. At least one vehicle length for each 10 miles per hour. A good example of his courtesy is the lowering of his beams at a comfortable distance - and he leaves them lowered even though the oncoming driver doesn't return the courtesy.

And you on the job -- don't learn things the hard way, by experience. If you don't know the safe way to do the job ask the foreman or safety engineer. Don't be too proud to admit you don't know. The boss will think better of you for having asked. Remember an accident hurts him as well as you.

And while you're at it -- remember that others may be learning from you, especially children. So practice the "safe way" at home. Keep knives, scissors, etc., out of reach. Keep cupboard doors closed and above all keep poisons, caustics, and insecticides out of children's reach.

Let's learn safety from others. Let's practice safety ourselves. Let's teach safety to others. ---Rubber Newsletter

ASHWORTH NAMED DIRECTOR NUTI:  
KREML NAMED DIRECTOR NUTC

Ray Ashworth has been named director of the Traffic Institute of Northwestern University, it was announced recently by President J. Roscoe Miller.

Ashworth, former executive assistant to the director of the Institute, has been acting director for the past two years.

Franklin M. Kreml, founder of the Institute, has been on leave to direct the new Transportation Center at Northwestern under two one-year appointments. Kreml now becomes the Center's permanent director, it was also announced.

Ashworth, a native of Wichita, Kan., was captain of the police department there when he was named associate director of the Traffic Institute in 1936. He later served as chief of police of San Antonio, Tex., and Houston, Tex., and just prior to returning to the Institute staff in 1955 was superintendent of police of the Port of New York Authority. He was a public safety officer in the Army during World War II.

Kreml served as chairman of the faculty committee which recommended establishment of the Transportation Center at Northwestern. He has won numerous honors in traffic and traffic safety, serving on several national committees in this field. He served overseas in World War II with the Army Transportation Corps and holds the rank of brigadier general in the organized reserve.

The Transportation Center conducts University-wide programs of education, research, and consultative services for all forms of transportation. The Traffic Institute serves officials with street and highway traffic responsibilities through its program of training, field assistance, research, and publications.

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EYECATCHER

Speaking of automobile drivers and school kids, there's a traffic sign in Kane, Pa., we could use hereabouts: "Use your eyes--save the pupils."

---Fleet Supervisor

IF YOU DRIVE BEYOND  
YOUR VISUAL CAPACITY  
YOU COURT DISASTER

One of the most common statements of explanation for vehicle accidents, especially after dark is: "I didn't see him!" While the cause for obscured vision may be complex it is generally a matter of poor judgment.

Notwithstanding the complex capabilities of the human eye it must be remembered that we see less quickly and comprehensively the faster we travel. Unfortunately the need for faster, surer vision increases as the car's speed increases. A driver travelling at 60 miles per hour has less time to act in a crisis than if he were driving at 40 miles per hour.

At 50 m.p.h., it has been calculated, a driver sees 4 per cent less than at 45 m.p.h. At 60 miles, his effective vision is narrowed down to the mere width of the road. Why? It is because it takes time for the brain to see, as distinguished from the eye. Regardless of how fast we go, images are registered on the eye's retina with the speed of light -- that is, at 186,000 miles per second, which is fast enough for anybody. But the images recorded at high speeds are blurred, or "unresolved." More than that, the brain needs time to identify and interpret what the eye sees. If the image is indistinct, still more time is required to make out what and where it is. Objects lying on each side of the road simply flit by without being "seen" at all, because the brain can't identify them.

The danger of over-driving headlights is obvious. The effective range of the average headlights on an unlighted highway is reported to be approximately 200 feet. By referring to "Stopping Distance" charts we note the stopping distance of good brakes on good pavement for a vehicle going 50 miles per hour is 183 feet. It is therefore quite apparent that speed should be considerably reduced to effect safe night-time driving.

In summary the implications are that as speed creeps higher a critical reaction point is reached where the driver's vision is no longer good enough to ex-

tricate him from a critical situation.

Danger must be seen to be heeded. Driving at "super-visual" speeds relieves us of one of our basic faculties for safe night time driving. Every driver can do his share in operating safely by having his own eyes checked frequently. No driver need be satisfied with anything less than the best vision it is possible for him to attain. He must also use good judgement and gauge his speed by the prevailing conditions which can be the difference between another routine safe trip or a tragedy.

---Fleet Supervisor

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STAY AWAKE AT THE WHEEL

Is falling asleep at the wheel careless (Reckless) driving? Yes, says an east coast court. (Conn.)

The ruling was made when a defendant argued that falling asleep was not careless driving because there was no proof of willful intent. The court said:

"Sleep does not come without warning. Before sleep there is drowsiness and before drowsiness there is usually great fatigue or at least a desire to sleep. Therefore, when a driver of an automobile falls asleep while driving it is a legitimate inference that he was negligent."

While this judgment may not pertain in every state it is well worth remembering. The placement of responsibility on the driver is not occasional or restricted to specific circumstances. The holder of an operating license is required to use good judgment at all times. It is up to us to be certain that we are physically fit whenever we choose to operate our vehicles.

---Fleet Supervisor

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LOOKING BACK

Connecticut was one of the first states to require automobile registrations when it registered the 1,353 cars in the state in 1903. This followed closely upon the nation's first required registrations in New York in 1901.

# AROUND THE CIRCUIT

Vox-Cop

March-April, 1957

## STATION "A", RIDGEFIELD

### THE SICK BAY

Sick Call at Station "A" reveals that we still are missing Officer Louis Stefanek, with a nerve and neck injury sustained in an auto accident when his assigned car was struck from the rear by a "lady" driver on White Street--Officer Samuel Wilson, with knee injuries sustained in a headon collision in his assigned car--and last but not least, Officer Joseph Pirri now convalescing from an abdominal operation performed at Stamford General Hospital recently but there are rumors that poor Joe may have to return to the Hospital for another operation to the rear of his first one but as Officer John Small would say, "there's nothing to it".

### PERSONNEL CHANGES

We are extremely sorry to see Officer Mario Bruno transferred to Station "G" Westport but rumor has it that he is very happy to be there. Anyhow, Mario, we still miss you.

We are all happy to welcome Officer Barbieri and Dirienzo from the Recruit Training School, both very fine fellows. Welcome to Station "A" to John Fagerholm, former Station "I" Bethany Officer. Quite a change according to John and he says he likes it very much.

### NEW DIET ENTHUSIAST

Sgt. William McNamara had a siege of sickness for about two weeks but we are glad to relate he is back to work and looking fine after his ordeal. Got everyone talking about calories and diets and wants to streamline Sgt. Walter Abel.

### SIGNS OF THE SEASON

Spring must be in the air as Lucy Boland, our comely Policewoman, can be heard singing every morning. We welcome

the Spring but the singing??????

Speaking of Officer John Small, there is a glint in his eye as he lovingly handles his golf sticks and starts figuring future scores.

Officer Edward McMahon busily engaged in checking vacant houses throughout the Winter Months now engaged in welcoming the occupants back from their southern tours.

With the coming of Spring our Clerk, Mary Walker, can be seen making out a long list of "things to be done" for Stanley, her husband. Poor fellow, he sure has a lot of work mapped out for him!

Tony Mariner, Golf Pro, and we must add, gardener, can be seen these early Spring days cultivating the grass on our huge lawn. And what a nice job around the trees too!

### MILO PREPARES FOR FALL TRIP

Milo Scanlon, our Chef, preparing his new (for him) 1954 Ford Sedan, for a long trek to Arizona, where his daughter and son-in-law reside at Phoenix together with the most important member of the family, Milo's Grandson. Says he plans to make the trip in October and he certainly is working for it!

### ENFORCED VACATION

Fred Leary, Our Mechanic 1/c, has returned from his somewhat enforced Vacation, inasmuch as he took the vacation to be both father and mother to his children, while his wife Florence is recuperating from an operation at Danbury Hospital. Fred agrees that man works from Sun to Sun but woman's work is never done!

### THE NEW LOOK

Lieut. Ferris can be seen admiring his new car, recently assigned, and we wonder where did it get that highly polished look?

Officers Small, Fagerholm, and Francis and SPW Lucy Boland all boasting of newly assigned 1957 Fords.

OFFICER JONES RECUPERATING

Officer John Jones having a siege of a skin infection but clearing up satisfactorily, thank goodness. Hope so, John, all the golfers are busy practicing and waiting for you to get in the swing.

TRAINING TABLE REESTABLISHED

We have established a "Diet" table and all the "Overweights" are in training? (What's with the whip cream, Sgt. Abel!!)

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STATION "B", CANAAN

PHANTOM PROWLER LOOSE

The many stories, varied in content, appearing in our daily papers concerning the concentrated hunt now taking place for the phantom who is pilfering homes in the rural areas, has its humorous aspect, yet to the officers assigned it presents a definite, though somewhat discouraging challenge.

The suspect, arrested before, is well acquainted with the areas he now covers and although every device is being used to tempt him from his hideout, he has been successful thus far in eluding capture.

We know, however, that he'll skid off the "Appalachian Trail" one of these days and be interrogated concerning a number of breaks where he has stolen clothing and food in order to subsist.

Funny what some individuals will do to avoid going to work for a living. Who knows, perhaps he became tired of the same old television movies and decided that anything is better than the monotony of an evening watching Wyatt Earp.

PERSONNEL CHANGES

It seems only a few days ago that we said, "Welcome" to Officers Labreche and Turcotte; actually it's quite some time ago. Now that they've both taken up duties at other barracks, we've been reflecting a bit about two old and good friends.

Leo and Lionel have that combination

of personality and sincerity that will make them many friends wherever they go. This when combined with a sincere approach to the duties at hand makes a man more than an employee; he becomes part of a combined effort in any field and will always be a vital part of it.

So, good luck, Leo and Lionel.

Officers Mike Bochicchio, Alden Ringklib, Jim Rodgers, and Bill Longo are now assigned to the station and any casual observer can note without difficulty that they're intent on their job, desirous of doing well, and certain to be listed as successful officers, if effort and application mean anything.

Good luck men, we're happy to have you with us - you'll get used to the hills and find the transition from city to country is one of the best you've ever made.

SIGNS OF THE TIME

We have no exact authority for making the following declaration but sometimes one can spot a man taking a first step over the long matrimonial trail; he has the look of one watching for spring through a snow storm - he seems to hear but not too clearly, and he appears happier sitting by the window watching nothing, than talking "shop."

That's how we know Officer Pete Lawson is planning to be married--on April 27th, yet.

A YOUNG MAN'S FANCY

When you want a car, you want a car-- and if you're around twenty-one and single, a car becomes as important as the spring crocus; it sort of takes one's mind away from the monotony of labor and gives one an opportunity to survey the land from a distance - especially when it's spring. Now, Dick Fallon, our dispatcher, has told us that the old car was getting noisy, costing too much for gas, skipping on hills, and failing to start in cold weather. It may be true but if memory serves us right, we always dreamed of a car when we were twenty-one - especially in springtime. How about you?

FLORIDA VACATIONIST

By this time Sgt. Starks is no doubt



sitting on some Florida beach trying to convince himself that he wouldn't want to be forced into the life of an idle vacationer for very long. Well, Sarge, enjoy yourself, the days will fly by and you won't be thoroughly convinced of the vacationer's advantage until you start the trip back to the hills.

#### GARAGE RE-ROOFED

There's a legend at Station B that had its inception back in the days before television: "If you want to be sure of getting wet, go out into the garage because the old roof is always leaking." In fact, there are those who say that rain came through the roof even on sunny days. We don't exactly believe that but we can attest to the fact that the interior got so damp there was fog there on quiet nights.

"It's all over now," however; we've got a new roof and our guests will have to do more than stick a hand from their parked and garaged cars to determine whether or not they should open the umbrella.

#### JUSTICE PREVAILS

Officer John McGurk is on a brief trip to Philadelphia to return a couple of culprits whose apprehension has been long awaited.

#### MEMORIES

Kids, I guess, have the faculty for re-awakening childhood dreams in all of us - especially in spring.

The staccato crack of a "jump rope," hop-scotch squares in front of the village store, a stray marble rolling under foot, and the old "swimmin' hole" hidden away under bursting spring foliage, bring back a rush of nostalgia to all us ol'sters making us appreciate just a bit more vividly the ordinary things of life and perhaps giving each of us that "backward view" to "short pants" days.

And now it's spring again and we know why a smile creeps over an old fellow's face as he sits rocking in the sun: it's spring, bud, that's all.

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One way to keep friends is not to give them away.

### TOLLAND COUNTY TALES

#### PERSONNEL CHANGES

Three enthusiastic young officers, right out of Training School, have been assigned to this station. We welcome them and are sure that they have already found that here they will have many opportunities to put into practice what they have been taught at Training School. They are Ed Funk from New London, Tom McDonnell from New Britain and Dave Toomey from Bolton.

"Chink" Labreche comes to us from Station B. The territory is not new to him as he has lived in Stafford all his life. Welcome to Station C.

"Skinny" Doyle is missed here at "C" since he departed the wilds of Tolland County for a more populated area, Station F's territory. We understand that he is already making a name for himself. Westbrook has gained a good investigator and patrolman.

#### BLOMBERGS OCCUPY NEW HOME

The Blomberg family has taken up residence within the territory, having moved into a brand new home at Box Mountain, Vernon. What's this we hear? Poor Art can get no sleep. Well! No wonder. More homes are being built in the area along with the constant thud thud of the well-digging machines.

#### HOUSE HUNTER

Having sold his house in New Britain, Bill Ellert is now looking for a new house somewhere in the area. He has asked everyone to be on the look out for a house for him.

#### YOUNGSTERS HIT SCHOOLS

Sleuth Bill Tomlin, during a routine check of a suspicious car in Vernon early one morning, found the safe from the local school and some tools for opening it in the car. He arrested the two young men, both local boys and sixteen years of age. An attempt had been made to open the safe but without success.

Another school, in the Town of Ellington, was entered by three of the

pupils, all under the age of sixteen, one a boy and the others girls, around midnight, one Friday night. The boy had in some manner picked up a key to the vault. With the key the vault was unlocked and over \$200 in money was taken. An older brother of the boy and one of the girls received some of the money. Bill Ellert recovered a large part of the money, which had been hidden in the woods, in the barn and in some parts of the home. The rest had been spent.

JACK YASKULKA STARTS NEW CAREER

John, "Jackie Horner", Yaskulka, now retired, has just secured a position as head safety man with the Nelson Trucking Company of Ellington, Conn. His job will take him to points within Southern New England, New York, New Jersey and Pennsylvania. We wish him the best of luck in his new job.

SHAY AND FERSCH BACK IN FOLD

After many days of hard work and long hours with the Special Service from Headquarters, our Johnny Fersch and Frankie Shay have returned to the fold. We are sure that it was through some of their good work that Joseph Taborsky and Arthur Colombe have been arrested in connection with the hold-up murders which occurred during several weeks in various parts of the state.

SOUTHERN MOTOR TOUR

Marjorie Yoskovich just returned from a two weeks vacation, motoring in the southland and spending some time at the Florida beaches. She now has a nice tan.

CONGRATULATIONS TO NASIATKAS

The Nasiatkas are the proud parents of a fine baby girl. They already have two sons. As usual, cigars were passed out. Someone remarked, "I'm smoking a dollar cigar." If you don't already know it, all babies born to members of Station C family start life with a savings bank account, contributions having been made by the personnel.

FISHING SEASON OPENS

Spring is really here. The old fish stories are being heard at chow. The poor fish had better look out this

spring and summer. We hear that there are many new rods and reels and new methods have been developed to catch them.

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BOAT CRUISING POPULAR SPORT WITH POLICEMAN

Connecticut State Policeman John F. Fersch is one of the thousands of dyed-in-the-wool boatmen in the Hartford area who seem to go to any length to gratify their leisure-time desire.

With his wife and their son, Robert, Mr. Fersch had previously trailed an outboard motorboat on two Florida vacations to fish and cruise in sub-tropical waters.

Illness prevented the family from going together last winter. So Mr. Fersch of 17 Rosedale St., Wethersfield, hitched his boat and trailer to his car and headed south alone for three weeks.

After three days on the road he checked in at a motel on Marathon Key, 90 miles below Miami, and backed his trailer to the water. In a matter of minutes his 14½ foot Swift model of Penn Yan boat was launched, the 40 horse-power Mercury motor started, and he was off.

For two weeks he day-cruised alone in Florida waters. He said his model of boat with one occupant in calm water can hit 40 or 42 mph. Of course the water is not usually smooth.

When asked if he went south to fish, Mr. Fersch said he did some angling but generally he enjoyed cruising alone among the keys. He recalls the water of all shades of blue and green, the ever-changing coral formations seen through clear water on the bottom.

When a reporter expressed surprise at taking a boating vacation of such extent alone, Mr. Fersch explained simply, "I'm that crazy about boats."

But boating is today's most popular family sport, and Mr. and Mrs. Fersch enjoy it most when together with their son, Robert, now 13. In 1952 they trailed a 14-foot Wolverine to Florida, and again the following year.

Last summer for three weeks they

lived in a Maine motel, day-cruising on Lake St. George.

There have been other boating vacations for the Fersches, on Lakes Winnepesaukee and Champlain.

---Hartford Times

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STATION "E", GROTON

"SULLY" RETURNS TO DUTY

Off. Sullivan is back on duty having spent some time at the Hartford hospital for a disc operation.

MULTIPLE CHARGES

Off. Farrow made an arrest in which the charges were drunken driving, reckless driving, operating unregistered motor vehicle, improper use of registration plates and failure to notify motor vehicle department of change of address. What, no illegal parking?

ON THE ROSTRUM

Lt. Avery spoke at the Exchange club meeting in Norwich. His topic was "Parents must help in fight to curb juvenile delinquency."

SPW. Dematteo spoke at the Rotary club in New London. Her subject was based on the training program of State Policewomen.

YOUNG VISITORS

Two boys approximately five-years-old strolled into the barracks in the early evening. They had meandered several miles from home. Not having been home for supper they were still nibbling on candy. Det. Sgt. Goodale inquired of them how they happened to come to the barracks, of all places. "We knew you'd find us, cause we're lost," was their reply.

FUGITIVE RETURNED

Off. Hickey and Chief Simoneau of Sprague PD travelled to Camp LeJuene, North Carolina and brought back a serviceman on the charge of rape. The subject was released by the Secretary of the Navy to Connecticut for prosecution.

"CRASHING THE LINE"

Off. Corcoran reports a Yale football player crashed into a parked car on the highway, broadside. Because of his lack of license and registration certificate with him he should have known he was in no position to go crashing down the field, or road, as it were.

BACK IN FOLD

We welcome back Det. J.B. Murphy after having spent numerous days in Hartford with the Special Service Division.

STRANDED SPEAKER RESCUED

A member of the National Explorers Club and a representative of the National Geographic Society enroute to give a lecture on "A trip up the Nile" received an assist. His car broke down and Off. Elton, through relay, got him to his destination.

STRANGE ALIBI

Resident Off. Cable reports arresting a young man for breaking and entering Institutional grounds, vagrancy and trespassing. The young man was discovered hiding in a cellar of the State Farm for Women. Of all places, to be caught! He stated he was looking for work.

BOB SONNER JOINS STATION STAFF

Off. Robert Sonner of West Haven recently graduated from the Academy has been assigned to our barracks. Welcome, Robert.

FIGHT FAN

Off. Sternberg attended the Larry Boardman vs Patty DeMarco fight at Boston Gardens.

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THE BEGINNING

Perhaps the words of Winston Churchill could be applied to the problem of traffic control and accident prevention in this dark and tragic hour when the grim traffic statistics haunt every American hearth--"This is not the end. It is not even the beginning of the end. But it is perhaps, the end of the beginning."

STATION "F", WESTBROOK

HOUSE BREAK CRACKED

Off. John Maroney, whom we welcomed back only a short time ago from a Special Service assignment, together with his namesake, Sgt. Rudy Maroney of the Branford Police, successfully solved a \$15,000 house break. An intensive search of the Fair Haven Heights Section resulted in their finding the missing safe. Exemplary police work following ended in the subsequent apprehension of the two responsible, who are presently under arrest and awaiting trial at the New Haven Superior Court.

OFFICER BURKHARDT SPORTS NEW DODGE

Off. Fred Burkhardt can be seen touring in his new Dodge Convertible on off duty days. Although Fred had previously been partial to Cadillacs, he states that something can be said for Dodges.

OFFICER MORAN TRANSFERRED

We at Westbrook will miss Off. Frederick P. Moran who has been transferred to Special Service. He served nearly nine years here, and although he will leave a void that will be hard to fill, we wish him every success on his new assignment.

STATION LINGUIST

Sergt. Ralph C. Boyington is now studying Spanish. From all indications he has become quite a linguist-- trouble is there is no one here at F who can converse with the Sergeant in this particular tongue.

OCCUPATIONAL HAZARD

Disp. Leon Phinney is definitely giving up his hobby of animal husbandry. While feeding his two pet raccoons, one of them tired of the fare he was being offered, and decided to sample Leon, painfully biting him in the region of his eye.

BILL CONNOLLY BECOMES MERCHANT

"Bill" Connolly, for many years an officer at Westbrook, has purchased the store he was managing and we know he

will be successful as an Old Saybrook Merchant.

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STATION "H", HARTFORD

MOTORIST TEMPTS FATE

Sgt. "Tex" Calkins while on routine patrol made a stop for a light. At that very moment an inattentive operator whizzed past him. This movement called forth a summons and brought 4-H into the winning column.

VACATION TIME ROLLS 'ROUND

Vacation schedule up for perusal. Seasoned officers are in turn affixing their signatures with dates of their choice. Such places as Maine, Cape Cod, New York State and in some instances Rhode Island are the destinations.

PERSONNEL CHANGES

With the present personnel being 40 officers, roll call resembles a platoon inspection.

Welcomed into the fold recently were Officers Kelley, Turcotte and Haberstroh; also from the graduating class-- Officers Letitia, Herrick and Reynolds.

Officer Sterniak has returned to Station "H" from assignment as Resident Officer at Cromwell.

As of April 1st, it is Resident Officer Paul Harrington at Cromwell. Best of luck, Paul.

Off. Austin "Junior" Ford has transferred to the Bethany Barracks where a po-go stick will get him from his home in Beacon Falls to the station. Good luck, "Junior".

Recent addition to our clerical staff is Mrs. Roxanne D'Aquino. Trust that she finds her new surroundings most pleasant.

"NEEDLES" TO WED

Officer Niedzialkowski has definitely decided to become a "Benedict". On April 27th, he will say "I do" to Miss Kathleen McEnaney. We shall expect some nice color photos from Bermuda. The very best of luck to you both.

## OLD SALT PAINTS SEASCAPES



Leo E. Wade, assistant cook at the Hartford Barracks since April 30, 1942, is more than one who satisfies the appetites of the boys at the barracks, he satisfies their artistic sense as well.

The two oils displayed by Leo in the photo came off of his easel in the recent past. The lighthouse depicted in the painting at left is on Lattimer's Reef, located at the eastern end of Fisher's Island. At the right, "The Storm" depicts a clipper in rough seas.

Leo, who makes his home at 21 Wall St., Cromwell, with his wife, Charlotte, has been painting "off and on" for 15 or 20 years. He has had no formal instruction in the art.

Prior to his assignment at Station H, Leo served in the U. S. Coast Guard on the "Fire Island," a lightship stationed 20 miles off the south shore of Long Island.

Since his days at the kitchen, pardon, we mean "galley", are full, Leo works at his easel about two hours each Sunday and on this schedule of painting completes one canvas each month.

Personally, our smiling cook has two grown boys and a girl, all of them married, and has been a grandfather five times.

LETITIA RECOVERS FIRST STOLEN CAR

Off. Joseph Letitia, a recent graduate from the Training Academy, started production in earnest about 1:15 A.M., April 4th. While on mid-nite patrol he heard SP Stafford reporting a New Hampshire car that had procured gas in Massachusetts and took off without paying. On checking this vehicle out at the Charter Oak Bridge, the operator could not produce proof of ownership. A teletype message to a nearby state revealed this vehicle was stolen and no alarm had been sent out. Out-of-state officers arrived at the barracks and took youth in custody. Nice going, Joe.

FRANK CASSELLO CITED

Off. Frank Cassello has received a citation from the State Police Board of Awards for the disarming and apprehension of James J. Carrona who was convicted of First Degree Murder of his wife and sentenced to life imprisonment at Wethersfield Prison. A real job well done, Frank.

HIT & RUN CASE BROKEN

At 12:01 A.M. April 4th, Off. Paul Seaman was assigned to investigate a Hit & Run Accident. On arrival he found that a phone pole had been damaged. He picked up all evidence at the scene including a broken headlight lens rim. Checking, he found same to be from either a 1947 or 1948 Cadillac. Making a canvass in the general area with gas stations, he found there was a green Cadillac of this description. Procuring registration information he proceeded to place of employment of owner where vehicle was found with considerable damage to left front end. Owner admitted having accident. Summons issued for Evading Responsibility. Good job, Paul.

STORK VISITS NEPIARSKYS

Officer and Mrs. Jerome Nepiarsky were blessed with a little bundle of joy, Neil, who weighed in at 7½ lbs. "Neppie" says the little fellow looks like him but Mrs. Nepiarsky is certain the baby will outgrow it.

AUXIES GET EASTER OUTFITS

Auxiliary co-ordinator, Officer Ralph

Waterman, very busy outfitting his auxiliary legion with new shirts, hats, etc. Easter roll call should be snappy.

NEW NEIGHBORS

Officer & Mrs. Raymond Lilley have taken up residency in Hartford.

CHEERFUL LITTLE EARFULS  
FROM STATION "H" PEONS

- 1-H Hit the road boys.
- 2-H Another mid-night shift for "AN".
- 3-H You're just the fellow I want to see. (Cigar)
- 4-H Fill up the basket again. (Sideboards)
- 5-H Nothing like being a "Resident Officer."
- 6-H The going's getting tougher.
- 7-H Still have the duck with clipped wings.
- 8-H Just another "Rookie".
- 9-H Not even on my patrol.
- 10-H Too much to do to hit the road today Sarge.
- 11-H "Sure bet" tonight.
- 12-H No need to hurry.
- 13-H Where's Schrader? I've lost him again.
- 14-H Look out for the dust.
- 15-H (This one is a blank)
- 16-H You should see my "beagles".
- 17-H I'll tame this town.
- 18-H Wait until I finish my mansion.
- 19-H Get those trucks. (Didja see my new "bomb"?)
- 20-H I'm getting slimmer every day.
- 21-H (New addition - No comment)
- 22-H All my uniforms will have to be taken in.
- 23-H "My back, careful."
- 24-H Was she blonde, brunette or titian haired.
- 25-H I'm looking for a lost dog or a new pup. (beagle)
- 26-H Old Smiley.
- 27-H How about the raise?
- 28-H Did you see my latest overweight?
- 29-H The gun sights are on crooked.
- 30-H Boy, I'm tired.
- 31-H Now here's the story Sarge.
- 32-H I'm walking the last mile.
- 33-H I got a crew cut.
- 34-H Quiet and easy going.
- 35-H Missing cannon.

36-H Watch out for the volunteer fire-  
man.  
37-H (New addition - No comment)  
38-H " "  
39-H " "  
40-H " "  
41-H " "  
J-51 I'm here to protect the boys.

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STATION "I", BETHANY

SHOOTING QUICKLY SOLVED

As we go to press for this period, it is with pride and pleasure that it can be reported that in a recent case in the Town of Woodbridge in which Mrs. Joyce Duff, age 33, was shot and seriously wounded in the right leg, the person responsible for the unprovoked shooting was apprehended in a matter of a few hours due to the splendid co-operation of the State, Woodbridge and Bristol Police Departments and the Motor Vehicle Department working as a team.

Carl H. Wilson, age 24, of 103 6th St., Bristol, was apprehended in that town a few hours after admittedly trying to rob the home of Dr. Raymond Duff and in the process of doing so shooting Mrs. Duff and seriously wounding her. The lead in the case was furnished by a nine-year-old boy, who had the presence of mind to write down the marker number of the car used by Wilson in this shooting.

Chief Richard Ciarleglio of the Woodbridge P.D. is to be congratulated for the training and effort he has expended in educating the local children of Woodbridge to be on the watch for suspicious persons who are seen about the rural areas with no evident reason to be there. Once again the taking of a little time and effort has paid off with the successful apprehension of the person responsible for this dastardly crime.

SPRING TASKS

We are now coming into the more pleasant months of the year and spring fever is beginning to be evident about the barracks. The clerks in the office

talking about planting of flowers, of spring cleaning about their homes, of painting and papering that some poor husband will spend many a weary hour doing after the necessary home and garden magazines have faithfully been perused and the latest styles noted and approved.

COLD CASE CRACKED

We understand that Off. "Jimmy" Ferguson of Sta. I investigating squad was complimented by former State Rep. Bernard Mathies for his apprehension of the lads responsible for the Break-Entry & Theft at the Mathies summer home in Beacon Falls, in which the home was extensively damaged and items of value were taken. This was really a "cold" case, the way we understand it, as we were not called into the case until six weeks after the break had actually happened.

ANCHORS AWEIGH

We note with interest, that our traveling clerk, Miss "Margie" Paike, is off and running again. This time they tell us she is taking the "West Indies" cruise. She has been forewarned about the "calypso singers" in that area and about coming back to the fold with a southern accent. It is quite evident by her extensive purchases of photo equipment, that she intends to make a real record of her trip. "Bon Voyage" Margie and have a sea-sickless trip.

CONGRATULATIONS TO KELLERS

Off. Fred Keller was seen about the barracks puffing out his chest like others of the "Proud Father" Club. We understand it was a "boy" and we wonder if the name will be "Patrick Aloysius Keller"??? That Ole Brudder Stork is sure working overtime here at Station "I" these days.

PERSONNEL CHANGES

Since the last time we went to press we have received four new men in the persons of Off. Austin Ford, Off. James McDonald, Off. Arthur Harvey and Off. Stanley Sobieski, who we welcome to the "I" fold. We are also losing to retirement Off. "Ray" Piascik who we understand is going into the sales business.

Good luck on your new venture, "Ray".

WALT LUCUK INJURED

There was quite a "crash" recently in the City of New Haven. It seems that our "car walloper", "Walt" Lucuk, had gone to the "big city" one Saturday night to get, of all things, some "kosher" dill pickles of which he is extremely fond, when another car cut across his path and proceeded to push in his whole left front end, injuring "Walt" in the process. All we can say "Walt" is "What price pickles"???

CURIOSITY STIRRED

Another item of interest from the garage was noted the other day when "Don" Fournier was seen aboard the seat of a tractor boring big deep holes with the aid of a post hole digger on the property of the Woodbridge Lumber Company. Are these holes for posts or to bury some of those fish which he catches aboard his luxury liner in the "Sound"??

SOLUTION TO MORNING START

It is rumored that Off. George Ciri-shioli is looking for a new home built on the side of a hill so that when he comes out in the morning and his car won't start, all he has to do is let' er roll down the hill to get started. He says he is getting tired of having the neighbors, the milkman and anybody else he can get his hands on, push him to get his "Thunderbird" started. We recommend adding a little "kick-a-poo" juice to the gas tank "George" and you won't have any more trouble getting started.

C. I. R. PROGRAM MOVES ALONG

The Crash Injury Research program at this station is moving along smoothly and to date we have received no "cigars" from Capt. Williams as to the reports and photos, which is evidence in itself that things are being done properly: a tribute to the good instruction given the men prior to the program's inception. Keep up the good work men.

ENFORCED MIGRATION

We note once more that there is a large exodus to the south of the gam-

bling element of the lower Naugatuck Valley. Could it stem from the fact that Sgt. "Don" Paige's raiders are chasing them again? We find that in the past week two raids were conducted in Ansonia and 22 men apprehended for gaming violations. Overheard one of the accused state that "It's getting so an honest crook can't make a living anymore." Keep raiding "Don"; the decent people of the valley are behind you.

CABINETMAKER'S CORNER

Noted asking advice from Off. "Chappy" O'Brien--Off. "Lippy Lou" Menard trying to learn the O'Brien method of building kitchen cabinets. We understand "The Lip" is bothering all the recent home builders on this score. What's the matter "Lip", lose confidence in your own ability to build your own things? We understand you had quite a reputation as a "Tinkerer", where has it gone???

HORSE CAPERS

Is it true that Off. "Ken" Tripp has given up horse breeding since his high-spirited horse kicked the door off the garage recently? Don't give up "Ken", who knows, you may become the "Jock" Whitney of the State Police Department and produce a winner in the Kentucky Derby.

PLAINCLOTHES DUTY HARD ON FIGURE

We understand that Off. "Dan" Reardon had to buy a new belt recently when he returned to the uniformed squad. It is said that his old belt just could not make it around his girth since he did not have to wear his Maiden-Form girdle while on plainclothes duty and a certain amount of expansion took place. Cheer up "Danny" we'll have you back in "shape" yet.

"CHAPPY" EXPERT "DO-IT-YOURSELFER"

Understand that Off. "Bill" Mathews has the renovating "bug" too. Was overheard talking to Off. "Chappy" O'Brien asking his opinion of various types of paint for the home. If we don't watch out around here the first thing we know "Chappy" will be charging for his advice.



**BUILDING BOOM RUMORED**

There is a rumor circulating about the Town of Cheshire that Sgt. George Panciera is going to open up a "Hot Dog" stand in the vicinity of the contemplated retreat to be built near his home. He feels that with thousands of visitors going back and forth by his place, it would be a good and profitable idea and, you know, "George" never lets any grass grow under his feet.

**SIGNS OF SPRING**

There is no question that Spring is here now with the report that our well-known horticulturist, Off. George Zonas, has begun to inter his famous collection of tulip bulbs about his estate. Well, that is one way to keep from getting married; with the other bachelor of our group, Off. "Ed" Puester, putting his bowling balls back in mothballs and shining up his golf sticks for the coming battle of the "pars". Who said Spring wasn't here???

**KEEPING DAD HAPPY**

Have heard that our State Policewoman, Mrs. Ruth Gurresh, is contemplating the purchase of one of the new type lawn mowers that you ride while you cut? It seems that when she gets home and sees the grass growing profusely she gets after her poor husband who, as you know, is a mailman, and wants the poor fellow to push the hand mower over the large lawn they have, after him walking about a thousand miles a day. That's the way "Ruth", take good care of your man for "Good men are hard to find."

**GERT CONQUERS NEW GEAR SHIFT**

Our clerk, "Gert" Noonan, has finally mastered her new car to the extent that no one rushes out to the back yard parking area when she backs up now. We knew "Gert" all you needed was a little practice and you would beat that automatic gear shift. We had all the confidence in the world in your ability to do so, even if it did mean a few bent fenders to accomplish same.

**PAINT JOB DOESN'T LAST**

We saw Chief Dispatcher Paul Johnson in the rear yard the other day, examin-

ing the paint job on his Ford. It seems that same is peeling off. We remember when he had the car painted not so long ago and he was joyous with the results of same. Right now he has a large size head of steam up, due to the peeling and was heard to exclaim, "I've been taken". That isn't the way we heard it. The way we heard it, was that he got this paint job done to his chariot with several thousand of those trading stamps that are so popular these days. Maybe they should have put more glue in the paint instead of on the stamps, Paul???

**RETIREMENT RUMORED**

We understand that Off. "Father Jim" Lenihan is contemplating retirement in the near future. If so, we recommend that one of the good bishops of some Connecticut diocese snap him up as a personal valet or bodyguard-chauffer for there is none that we know of that is so thoughtful or polite as our "Jim".

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**STATION "K", COLCHESTER**

**THE ROUND UP**

On February 18th we welcomed LIEUT. LAWRENCE as our new Commanding Officer. Needless to say, SGT. MCAULIFFE is quite a relaxed man now with the weight of a great many responsibilities lifted.

OFF. SIKORSKI is back from detached service now. We missed Joe while he was away working on the holdup-murder cases in Hartford. We've noted though that it didn't take him long to get back into the swing of things around "K".

We've heard that OFF. PILKIN and OFF. PISCH are planning a "North" vacation soon. Bet there will be a lot of fish stories when they return.

The stork lit on the ANDREWS' home on Thursday, April 4th. Mrs. Andrews presented Ray with a baby boy weighing in at 7 lb. 9 oz. Proud papa is sporting big smiles and is busy passing out cigars and candy. Congratulations! (Off. Andrews, by the way, is one of our new bcys from the Training School.)

Sir Stork has now been reassigned to

AROUND THE CIRCUIT

the ADAMS' residence where he will hover until sometime in July.

On March 11th, we lost OFF. HARVEY, the painter, OFF. HABERSTROH, the plumber, and OFF. KELLEY, the heckler. Wish them lots of luck at their new stations.

That same day OFF. WOODEND, OFF. KORWIN, OFF. MAYNARD, OFF. ANDREWS and OFF. ANTHONY came to "K" from the Training School. They are all full of pep and eager to go.

OFF. DONOHUE is counting the days now. It won't be long before he's the envy of us all, cruising back and forth through the sunny South.

OFF. TASKER is like the mailman on his day off, only instead of taking a walk, he's in and out of the barracks all day. Guess he must be lost.

For Sale - Cheap - One new TV set in fair condition - No guarantee given.

MECHANIC CHAPPELL has asked that we place this ad in this issue of Vox-Cop. It seems that he bought this new set but hasn't seen a picture yet. We have suggested that if his ad isn't answered, that he try moving to a new location.

We found out who the boss is in the MILLER domain. Instead of the Volkswagon that Mr. Miller had his heart set on, he recently went out and bought a Dodge. Need we say more?

MECHANIC LEACH and our HOUSEMAN GROSCH are drawing straws to see who will be the first to use the lawn mower this year.

Our DISPATCHER BOMBRIA and OFF. ANGELL seem to be having a bit of a race to see who will be in his new home first. Both will welcome anyone who has time on his hands and who can drive a nail.

Speaking of building, our CHEF CAYA is getting in that mood, also. He is busy these days starting on a new garage.

OFF. BOMBARD is already looking forward to his retirement. We heard that he is doing a bit of understudy work on the art of maneuvering such large equipment as bulldozers, backhoes, tanks, etc. One never knows when one can put such knowledge to good use.

OFFICER AVERY is spending all his spare time these days clearing off his property. We heard today that he just

purchased a mother-and-daughter set of matched wheelbarrows for his pretty wife, Kay, and cute little daughter, Vicky.

CLERK TASKER is spending a little time these days teaching CLERK BIONDI how to say, "I do". Gloria is taking the fatal step on June 1st, against the advice of a number of "old timers".

SGT. ANDREOLI, a specialist in Italian cookery, has shown CAPTAIN RUNDLE how to cultivate a taste for hot peppers. Now we hardly miss a meal without them.

We thought we had seen everything until today when we saw TECHNICIAN PETE KRIWACKI standing out in the rain with a little brown jug, catching rain water.

In a statement from the office of RESIDENT OFFICER ACKERMAN, of Portland, the other day, we were informed that crime is at a minimum in his town. Careful, Bill, it could be the quiet before the storm.

OFF. MACDONALD was overheard the other day trying to convince one of the new boys that he is "all muscle and no fat" due to his athletic training. Maybe the new officer was convinced, but we weren't.

OFF. GAUTHIER, having been "bumped" to a September vacation period, says it really makes no difference to him because he can put a little Spring into any vacation.

OFF. BRESCIA keeps busy these days between his shooting team, solving crimes, and issuing uniforms to his Auxies.

We found out the other day that OFF. POWERS is practicing being the executive type by dictating his reports to his wife. It's nice to have an expert typist in the family who is willing to take on these extra jobs.

OFF. MANSFIELD has returned from the first week of his vacation period, doing nothing special, just gadding about with his family.

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Morale is when your hands and feet keep on working when your head says it can't be done.

---Admiral Ben Moreel

HEADQUARTERS

PERSONNEL CHANGES

Publications welcomes its new mail clerk, Warren Sanderson of Bristol, replacing Bill Manion who is now "Chief Printer" of Vox-Cop. Wayne Erickson, who formerly operated the Davidson Duplicator, has enlisted in the Marines. We wish him the best of luck as a Leatherneck.

Lieut. Pastore has a new secretary in the person of Barbara Neurath. She transferred from the Public Works Dept.

Communications Division welcomes Mrs. Anita Murray to their staff. We hope you like your new jobs, Barbara and Anita.

SIR STORK DUE TO VISIT SOON

Phyllis Bagnaschi of General Office and Barbara Ellmers of the Accounting Division will both be leaving soon as they are expecting visits from the Stork.

COMMISSIONER HAS NAMESAKE

Commissioner Kelly recently became a proud Grandpa when his daughter, Pat, gave birth to a son named Sean Cornelius. Congratulations to all the family.

CONGRATULATIONS

Frank DeLisa, Identification Bureau, (our second-most confirmed bachelor) finally has popped the question to Miss Joan Clinch of Hartford. The couple plan to be married in February.

BOWLING LEAGUE NEWS

Several members of the Hdqs. staff organized bowling teams this past winter, and have been meeting regularly on Friday nights. Top scores to date are 149 rolled by Lenny Burke and 147 by Bob Sweet. High for the girls is 128 scored by Jean Redente.

CAPT. SHAW SPEAKS AT CONFERENCE

Captain Carroll E. Shaw lectured at the University of Purdue at the Seminar on Arson Detection at the annual conference of the International Association of Arson Investigators on April 30th, 1957.

OFF. LOREN LARSON RETIRES



Off. "Larry" Larson, Communications Division, retired on April 17. After taking a short vacation, he plans to commence a new career. We wish him complete success in his new endeavor and many years of health and happiness in "retirement."

LENNY BURKE TO WED

Lenny Burke will be taking the fatal step on June 8th, when he will be married to Miss Helen Kelly of Hartford. We wish them many years of happiness.

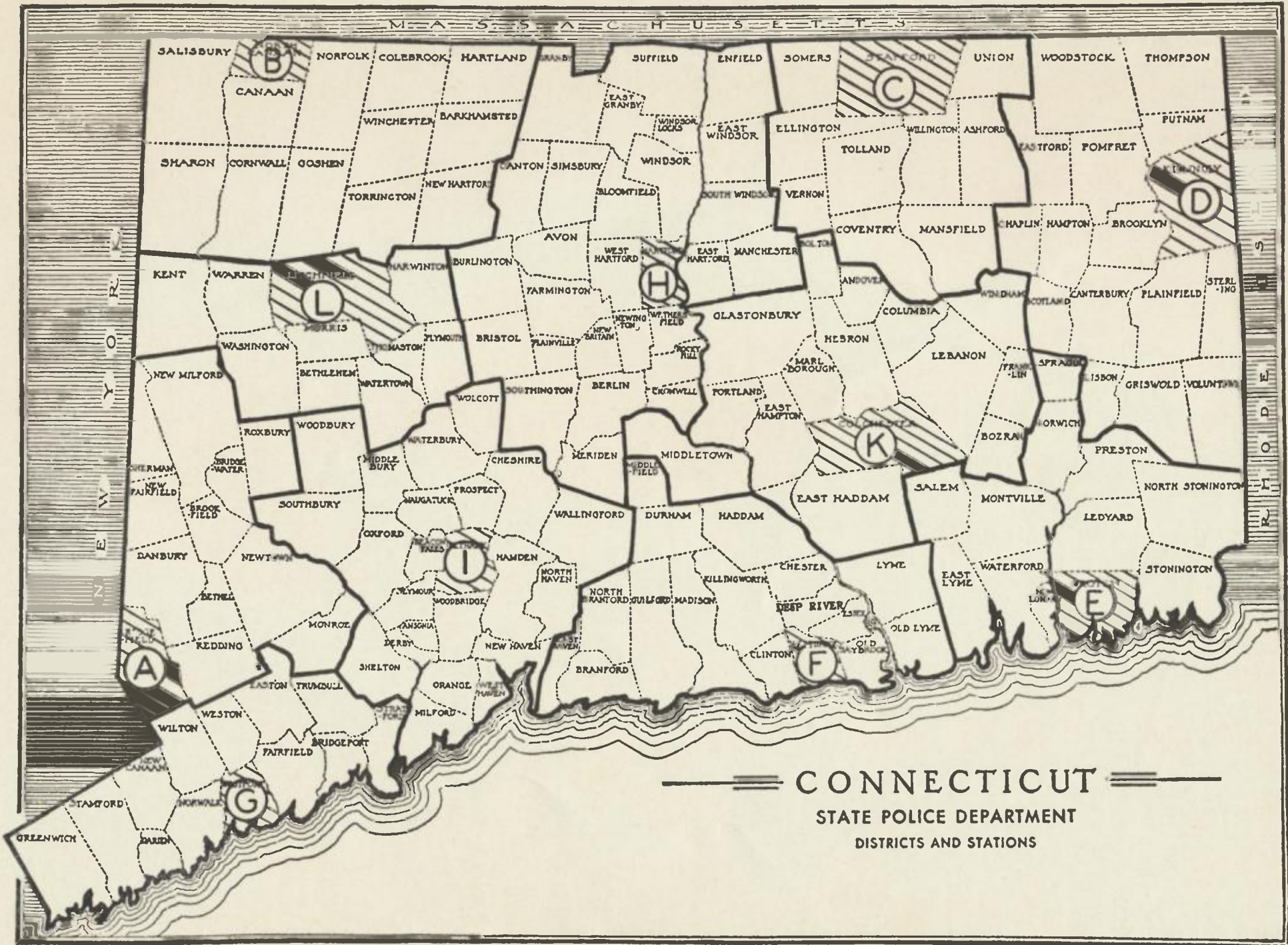
CONVALESCING

Officer Wayne Bishop of Special Service is resting comfortably at his home after being taken ill several weeks ago. We wish him a speedy recovery and hope to see him back at Headquarters soon.

Lieut. Michael Smith who recently underwent surgery is now at home and feeling much better. We hope to see him back in "harness" before long.

CITATION

What is this rumor about Insp. Vinnie Searles' citation received at the University of Connecticut at the last Fire Marshal's Conference?



CONNECTICUT  
STATE POLICE DEPARTMENT  
DISTRICTS AND STATIONS