

Vox-Cop

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No. 1

CONNECTICUT STATE POLICE DEPARTMENT



STATE BUREAU OF IDENTIFICATION EXPERT AT WORK

NOVEMBER - DECEMBER, 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

*To You
A Very*

Merry Christmas

THE MIRACLE OF CHRISTMAS

Christmas, the day when with reverence we join in celebrating the nativity of the Christ Child, has the power to work an awesome magic on men's souls.

Throughout the land there is a new stirring of faith, a quickening of hope and aspiration, and a welling-up of tolerance, forgiveness, and understanding.

These are the qualities that can bring peace on earth, and it is the reaffirmation of our belief in them that constitutes the Miracle of Christmas.

BY THE Yankee Clipper

Vox-Cop

November - December, 1957

THE NIGHTSTICK VS. TEEN CRIME

It Has A Psychological Effect In Curbing Mischief

By Robert S. Bird

Attorney General Louis J. Lefkowitz, a former East Side boy from the old "Gas House" district over by East Houston St. and the East River docks, has been advocating recently a more conspicuous display of the cop's nightstick as a deterrent against youth gangs.

In fact, he would have the foot patrolman carry the nightstick on all duty tours instead of only on the two night tours between 4 p.m. and 8 a.m. Traditionally, the policeman's club has never been regularly carried during daytime tours.

"Terrific Effect"

"I speak from my experience as a boy in a tough neighborhood," he told the Herald Tribune recently. "I remember how the appearance of the cop's night club swinging in his hand exerted a terrific psychological effect on kids hanging around street corners hell-bent on doing mischief.

"I don't at all advocate using the night club except when it is warranted, but I think it would be good to have it displayed at all times."

The Attorney General's suggestion raises a number of questions about the lore of the nightstick in general. Do the cops like them? What are they made of? What does the law say about their use? How does a cop use his nightstick? How much do they cost?

Some of the answers gained from an afternoon's research at the Police Department are interesting.

First of all, patrolmen generally like to carry nightsticks. In some com-

mon situations that develop on night patrols, one cop with one nightstick is thought to be better equipped to handle the difficulty than two cops would be without nightsticks.

With a nightstick, any cop can almost dog-trot a protesting prisoner by keeping the end of his nightstick prodded sharply into the offender's back while holding the handle against his own chest.

For Self-Defense

As for legal authority in using a nightstick, Section 246 of the New York State Penal Code provides that force or violence can be used "by a public officer in the performance of a legal duty..."

The Police Academy teaches all students that the nightstick is not essentially an instrument of punishment but one of self defense. A course in the use of the nightstick in self-defense is given at the academy. Students are taught that in making arrests, only necessary force is to be used; and then only enough to effect the arrest.

Off the record, there are many little niceties in the use of the nightstick that have been developed over the generations, and older cops teach these secrets to the new ones.

Officially, nightsticks are batons. They must be made of either "sound locust" or "true hickory" under police regulations, and they must be twenty-two inches long and one and one-quarter inch in diameter. These are the specifications for the ordinary patrolman's

nightstick.

The mounted police officer's baton is another matter. He must carry that at all times, usually attached to his saddle. They are two kinds, one a "daystick" of hickory, twenty-four inches long and one and one-quarter inch in diameter; and the other a dress baton of rosewood with brass-mounted top and regulation yellow tassel, and the same size.

Most ordinary nightsticks are made in Brooklyn and they cost the cop \$1.22. But the mounted police dress batons, costing \$5.25 each, are made down on Fourth Ave., and the daysticks, at \$2.75, are manufactured on Green St. All are bought through the department's equipment bureau.

There remains to be considered the hard, flexible rubber instrument called the billy--really, the billet. This \$2.30 item is carried in a rear pocket. It weighs eleven ounces, is eleven inches long, one and three-eighths inches in diameter at one end, tapering down to seven-eighths of an inch at the other end. It must be made of genuine, pliable rubber, with a hollow vented chamber three-eighths of an inch in diameter. The handle bears an aluminum insert on which is stamped the officer's shield number.

But the billy is carried hidden in a rear pocket and is not, therefore, a psychological deterrent, as is the baton.

--New York Herald Tribune

BURGLARS STAY OUT OF RIDGEFIELD; OFFICER McMAHON PATROLS HOMES

The fact that only one vacant home was broken into in the past two years in the 12 towns covered by the Ridgefield Barracks, attests to the effectiveness of the regular house check patrol maintained by State Policeman Edward F. McMahon.

The home broken into was one of the 500 residences in this area that are placed under state police protection each year at the request of the owners, who may be summer residents or who plan vacation trips for a period extending

from a few days to a year.

More than 200 of these homes are in the Candlewood lake area, and with the end of summer, Patrolman McMahon starts a regular patrol check of these homes together with the others in the area three times a week. Every residence is checked. He walks around the house, checking the doors and windows, for signs of forced entry.

Notify Police in Writing

When a homeowner plans to leave his house unattended for a time, he notifies the State Police, in writing, of the length of time that he will be away, and where he can be contacted in an emergency.

A poster is then attached to the front door, with a reference number, and it is included on the regular patrol list.

Neighbors in the area, when they see the poster, are also aware that the house is vacant, and in many instances they have called the barracks, notifying them of any suspicious goings on, or strangers around the area.

Sometimes Owner Returns

Many times these well-meaning and watchful neighbors, are unaware that the owner has returned to pick up a forgotten item, and the state policeman dispatched in response to the call must verify that it is the owner or his agent.

McMahon recalls one incident, when a call was received at the barracks of lights going on and off in a "vacant" summer residence. When State Police arrived at the scene, they saw a light on inside, and all the doors locked. Attempts to get a response to knocking and a phone call were useless, so they forced their way in and found the owner fast asleep in bed.

Complimented on Protection

Not knowing the owner personally, state police had the owner identify himself, and then found out that he just wanted to spend the weekend in the country. But he forgot to notify the barracks that he was coming up.

After he proved that he was the owner

he complimented the state police on the "wonderful protection and service that a summer resident gets, free of charge."

In other instances, McMahon in making his first check of the home has found a back door, cellar window or attic window left open. The owner is contacted and whenever possible must return to check on the condition of the house and contents.

Danbury Native

McMahon, a native of Danbury, has been a member of the State Police for 16 years and has always been attached to the Ridgefield barracks. He has been on the house check patrol for the past two years and on desk duty at the barracks, since he was wounded by a shotgun blast in the arm, about four years ago in Newtown while making an arrest.

McMahon is also personnel officer in charge of the State Police auxiliaries.

Even in Bad Weather

Lieutenant George Ferris, commander of the Ridgefield barracks, said that complaining of breaking and entering and vandalism in connection with homes that are under McMahon's supervision, are practically nil.

"Mac does a terrific job, checking these homes in all kinds of weather. There are times when he has had to use snow shoes to get to an isolated residence out in the woods. And in the spring, there are muddy roads and paths to walk over. But he is out there, checking all the time," Lieutenant Ferris said.

Lieutenant Ferris said that calls from neighbors regarding suspicious activities around a vacant house are always checked within minutes after the call is received at the barracks. "Many times it is the owner or a friend, but we check them all out," he added.

---Bridgeport Sunday Post

Christmas symbolizes our deepest aspirations for peace and for good will among men. Peace is the right of every human being.

---Dwight D. Eisenhower

GUNSLINGERS OVERRATED

A pioneer peace officer and cowman of the old west has had the nerve to come right out and say that as far as gun-fighters go, "you can take the average policeman patrolling the streets today and set him back in a cowtown street 70 years ago and he will outshoot the deadliest killer in town."

It is refreshing to have a 79-year-old former deputy marshal, special agent for the Treasury Department and railroad detective shatter an illusion which has been kept alive for generations. But the old timer has lived long enough to witness the improvements in everything, including gunshooting.

The beat policemen, the FBI agents and the sheriff's men of 1957 are better trained, he says, they have better guns, with better cartridges and are faster on the draw and more accurate in their aim.

This may be true, but it is the sort of assertion that could not be successfully refuted if it were not. The gunslingers of the old west have all gone to their reward, either as a result of being too slow on the draw or the onslaught of time.

---Torrington Register

THEY SELDOM WIN, DO THEY?

He was a carpenter.

He was the father of two children.

He was crushed beneath his overturned car.

He died of a broken neck, and other injuries.

So, once again, we read a story in which death--unnecessary death--rode our highways with the wheels of a speeding car.

And once again we have forced home upon us the fact that the speeders seldom win in this grim race--with death--with the law--or running against common sense.

This man engaged in a 90-mile-per-hour race with a car driven by a pursuing State Policeman.

He didn't win it.

Statistics, and police records as

well, show us that the speeder seldom, if ever, wins such a race against a modern, well turned police vehicle.

Common sense tells us that this man, and other unfortunates like him, might have lost this race--and still lived.

The chase started at 40 miles-per-hour.

If he had stopped then it might have been a ticket and a fine--or merely an admonition to take it easy, stay within the law.

But he did not stop.

That ended that particular story--or so those who jump to conclusions might decide.

But does it?

Objective thought must bring a negative answer.

The story, perhaps, is ended for a single individual.

But it is not ended for his wife, his children, his parents and his friends.

That is most unfortunate--yet, under the circumstances, inevitable.

But perhaps more unfortunate, this, in all probability, will not be the last writing of a story of this nature.

Others, we fear, will try to speed, try to escape arrest, try to out run a police car.

We wish that it would not be so--for they so seldom win--do they?

---New Haven Evening Register

LESS STRIDENCY

Have you noticed that when a line of cars isn't vocal because of a traffic jam ahead, or the impatient swain of the girl across the street isn't calling her out to the curb, little is heard these days from automobile horns? At least, what is heard is little compared to a few years ago when clearing the road ahead with repeated klaxon blasts was more or less the accepted order of the day.

It can't be an improvement in automobile manners that has brought this comparative quiet to our streets; for, by other tokens, they remain as atrocious as ever. Drivers still glare and fume and behave with all manner of as-

sorted arrogance and insolence. But they don't bear down on the horn as much as they used to.

At least such is our observation. And on recent days we've tested it by counting the small number of horn blasts heard during a saunter along city streets. Try it.

Of course it is not too many years ago when car brakes were a much less certain quality than they are today. Nervously leaning on the horn may have been a substitute for the ability to stop on a dime. Also, traffic wasn't channeled as well as it is today. By that we mean that there weren't as many traffic lights and traffic lanes. And, with drivers all over the place, a horn blast to announce "Here I come" was more in the required order of things.

As we recall, it was way back in Mayor LaGuardia's term of office that New York City cracked down hard on unnecessary horn blowing and substantially reduced the clamor of metropolitan streets. But organized campaigning for quiet wasn't anything like as strenuous as that here in the hinterlands. It seems rather to be something that just evolved or evolved--or something.

---Waterbury American

NEW ENGLAND POLICE CHIEFS ELECT BRIDGEPORTER

Police Chief Robert E. Hildreth of Winchendon, Massachusetts is the new president of the New England Police Chiefs Association.

The organization elected four vice-presidents: Roland C. Amnott of Lewiston, Maine; John A. Lyddy of Bridgeport, Connecticut; William J. Boyle of Cumberland, Rhode Island, and Francis P. McGranaghan of Manchester, New Hampshire.

Other officers chosen at the association's annual convention held recently include executive director, John J. Kirby of Chelsea, Massachusetts; secretary, Thomas H. Welch of Needham, Massachusetts, reelected; treasurer, James R. Crosby of East Providence, Rhode Island, also reelected, and sergeant-at-arms, Michael E. Kelly of Clinton, Mass.

COMPLIMENTS

Vox-Cop

November - December, 1957

North Haven, Connecticut
November 4, 1957

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

Dear Commissioner Kelly:

I would like at this time to introduce myself. My name is Dr. Michael R. Barone, a resident of the State of Connecticut. At the present, I would like to take this opportunity to congratulate you and the Connecticut State Police for excellent work it is doing.

This letter is being written in regards to two officers of the Connecticut State Police; John Kozma from the Hartford area and Kenneth Tripp from the Bethany Barracks.

On the night of September 19, 1957 I was a patient being operated on and in very grave condition at St. Raphael Hospital in New Haven, Connecticut. Frankly, I was bleeding to death on the operating table. Due to my condition, both before and during the operation, my type of blood A+ was completely used up. This amounted to close to 30 pints of blood. An emergency call for more blood was placed to the State Police and what followed is history!

Officer John Kozma picked the blood up at Hartford Hospital. He proceeded on and met Officer Ken Tripp, second party of this relay team, somewhere in the Berlin area. Officer Tripp then rushed the blood on to St. Raphael Hospital in New Haven. This delivery was quite important to me because it saved my life.

Maybe if people were made aware of these many feats our Connecticut State Police take part in, they would act more sensible on highways and other places where the lives of these men are in constant danger.

It is for the reasons stated in this letter, that my family and I would like to recommend Officer John Kozma and Kenneth Tripp for a Commendation of Merit for saving a person whom they did not know; while on duty for the Connecticut State Police.

Sincerely yours,

Michael R. Barone D.C.

Michael R. Barone, D. C.

COMPLIMENTS

November 22, 1957

RHODE ISLAND STATE POLICE
Providence 1, R. I.

Dear Sir:

Recently I was placed in an unfortunate position due to a break-down of my automobile at Durham, Conn. The location and time left me more or less stranded with my wife and baby daughter. Being a Police Officer, I turned to aid from the local patrols, which in this instance was one of your units. The courtesy and assistance given and shown to me was gratifying and makes one proud to be a member of the Law Enforcement Profession. All my previous contacts with the Conn. State Police have been by phone or teletype; this is the first time I have been involved on a personal basis and all experiences aggregated yields a solid fact that the Conn. State Police is a mighty fine organization.

Wish to commend the helpfulness, assistance, courtesy and respect tendered to a fellow police officer on the parts of Officer John Maroney, the man on desk duty and Officer Joseph Bohan who came to the scene of our breakdown, along with welcome mechanic assistance. Even though we were unable to get the car started and had to await aid from Long Island to get back to same; we feel that particular evening was not a total loss in that it gave us a chance to meet a fellow officer and learn something about your type of work and patrol.

Please convey my respects to the two Officer-Gentlemen of Station "F", Westbrook, Conn.

Yours sincerely,

Curtis L. Bader
Lieutenant PD, C.N. N.Y.

I wish to express my deep appreciation for the splendid assistance rendered to this department by personnel of your organization during the investigation of the Tew murder case in Coventry, Rhode Island.

I am indeed grateful for the efficient cooperation of Lieutenant Edward Formeister and all the personnel in your Danielson Barracks who contributed so effectively to the investigation of this important assignment.

With kind personal regards

Sincerely,

John T. Sheehan
Colonel and Superintendent

THE NEW YORK MIRROR

Dear Commissioner

In connection with the fine showing members of the Connecticut State Police made at the recent 25th International Police Pistol Tournament, I am forwarding to you under separate cover awards won by the below named contestants.

In the 4-Man Team competition the following contestants each won a trophy:

- Edward Formeister
- Ralph Boyington
- Joe Ciercierski
- John Jones

Will you kindly award them to these members of the Connecticut State Police with our best wishes.

Patrolmen who were the subject of letters of commendation between the period of October 28 to December 10 were:

- Michael Bochicchio
- Joseph Bohan
- Michael Conroy
- Benjamin Davis
- Paul Deschenes
- William Doyle

- Edward Gayer
- Eugene Griffin
- Michael Griffin
- Joseph Koss
- Peter Lawson

- John Maroney
- Vincent O'Brien
- Thomas Smith
- Edmund Sterniak
- William Unger
- Charles Wilkerson

Between



Ourselves

Vox-Cop

November - December, 1957

THE NEW TOMORROW

By
The Honorable William H. Parker
Chief of Police, Los Angeles, California

This Is The Keynote Address Given By Chief Parker To The Delegates of the 64th Annual Conference of the International Association of Chiefs of Police In Honolulu, Hawaii, September 30, 1957

Distinguished guests, fellow delegates, ladies and gentlemen: It is an honor and a privilege, indeed, to be selected to deliver the keynote address at this 64th Annual Conference of the International Association of Chiefs of Police. For many, this will be their first opportunity to visit the Territory of Hawaii with the magnetic lure of its islands and the atmosphere of peace and tranquility that abounds in this exotic paradise. In such surroundings the temptation is great to set aside the cares and responsibilities that beset us and to exploit to the fullest this rare opportunity for complete relaxation. Our sojourn here, however, must be a balanced one as our primary purpose of congregation is to seriously consider further contributions to society's welfare through professional law enforcement.

At annual meetings such as this, it is the usual custom to recount past successes and accomplishments, and to delineate future objectives worthy of the organization. In order to properly guide our future efforts, we must fully understand the problems that challenge the success of our combined endeavors. The true value of history is its utilization in interpreting the present and predicting the future. For our present purpose, we need to barely dip into the past to get the comparisons we need.

The hollow mockery that characterized criminal justice during the prohibition era served to stultify all attempts to increase police effectiveness. Following the repeal of prohibition the sleeping giant of police efficiency began to stir, and there was evidence of a nation-wide awareness of the necessity of improving the law enforcement arm of government.

Upgrading

Up to the advent of World War II there was a general upgrading of the police service throughout America. This process was interrupted as the terrible holocaust of war captured the attention and the energies of our people, and police manpower requirements were superseded by military demands, for the concern over the external threat to our national security left little time for problems of a more local nature. When hostilities in this world-wide conflict were brought to an end the rebuilding of the police service began at once. Young men who had been seasoned, through the inherent discipline of military service, were well-equipped to assume the authority and responsibility of police officers. The release by the military of a flood of available manpower made it possible for police administrators to raise standards of recruitment, improve train-

ing techniques and to increase the general efficiency of their respective departments. Provincial barriers in this country were largely eliminated and a free exchange of police know-how throughout the nation became the order of the day.

Dignity Of Man

While the police were strengthening their forces, other influences were equally active as a result of the destruction of the symbols of oppression exemplified by the defeated totalitarian governments. With the winning of the victory, and the throwing off of the shackles of the Dictators, all of us gloried in the restoration of the recognition of human freedom and the dignity of man. Many of us assumed that our enthusiastic support of individual liberty was tempered with the realization that the exercise of individual freedom must, of necessity, be limited to activities in conformity with an orderly and law-abiding society. Little did we realize that this world-wide exaltation of a "new birth of freedom" would also stir those somewhat dormant forces which, either as a fetish or a concealed assault upon authority, espouse the cause of what has now been dubbed as "theoretical individual rights." Nor did we realize the perilous extent to which these forces would enjoy such contemporary success.

Society depends upon security for its very existence. Security is a creature of order, and discipline is the foundation of order. As discipline deteriorates, order is replaced by disorder, security by insecurity and society disintegrates. Although the enchantment of our present surroundings tends to assuage our concerns, it is well to remember that the Battleship Arizona rests on the bottom of nearby Pearl Harbor as a mute memento to this nation's carelessness. The more than one thousand bodies that inhabit the hulk should ever remind us of what can happen when we become indifferent to our security. Even though the direct concern of the police is with internal rather than external affairs, it is axiomatic that a nation's failure to properly husband its forces designed

to cope with internal crime and disorder can be just as deadly to that nation's freedom as defeat at the hands of a foreign foe.

Conflict of Comprehensions

When we examine domestic trends in relation to the foregoing premise we are appalled by the course of events. The statistics on committed crimes are mounting at a rate many times the population increase. Penal institutions are bulging with inmates as confirmed criminals regain freedom only to repeat their antisocial behavior. Widespread disorder among the juvenile segment of our society assumes scandalous proportions and commands national attention. Yet, at a time when the forces of criminal justice should exhibit a high state of unification, in order to more effectively protect society against the ever-increasing depredations of the criminal army, there exists among them a conflict of comprehensions that borders upon Babelism. Masquerading as patriots the enemies of our form of government are converting these disagreements into assaults upon constituted authority and thus consolidating their gains in the name of the enemies of freedom.

A national consciousness of the internal disagreements among the forces of order has been created by certain recent decisions of the judiciary. Cases involving the confidential nature of the files of the FBI, the freeing of convicted Communists and the reversal of a rape conviction based upon a confession obtained by the police before arraignment, have led to extensive national and local treatment by the various media of public expression. Some have stoutly defended the judiciary as the true protectors of our constitutional liberties, while others have vehemently denounced these judicial decisions as destructive to our national defense.

Threat

While the Jencks decision sufficiently stimulated the Congress of the United States to enact legislation designed to limit the effect of the decision, I believe a far more serious threat to efficient law enforcement is contained in

the decision of the United States Supreme Court in the case of Andrew R. Mallory v. United States of America. One of the most frequent and effective ways of bringing about the successful solution of a serious crime has been the obtaining of a valid confession from the perpetrator. Thus, a good investigator must be a skilled interrogator. Yet in the Mallory decision the United States Supreme Court said, ". . . the arrested person may, of course, be 'booked' by the police. BUT HE IS NOT TO BE TAKEN TO POLICE HEADQUARTERS IN ORDER TO CARRY OUT A PROCESS OF INQUIRY THAT LENDS ITSELF, EVEN IF NOT SO DESIGNED, TO ELICITING DAMAGING STATEMENTS TO SUPPORT THE ARREST AND ULTIMATELY HIS GUILT. The duty enjoined upon arresting officers to arraign 'without unnecessary delay' indicates that the command does not call for mechanical or automatic obedience. Circumstances may justify a brief delay between arrest and arraignment, as for instance, where the story volunteered by the accused is susceptible of quick verification through third parties. BUT THE DELAY MUST NOT BE OF A NATURE TO GIVE OPPORTUNITY FOR THE EXTRACTION OF A CONFESSION."

Conviction Set Aside

Not to be outdone, the United States Court of Appeals in the District of Columbia twice invalidated murder convictions of one Clarence E. Watson, Jr. The first conviction was set aside on the grounds that a written confession was illegally admitted as trial evidence contrary to the rule in the Mallory case. Watson was again convicted at a trial where the written confession was excluded. The Court of Appeals again set aside the conviction declaring that the use of admissions, a reenactment of the crime, and clothing obtained during a consent visit to Watson's apartment all fell within the prohibition contained in the rule of law laid down in the Mallory decision.

While both of these cases involve an interpretation of a Federal Rule of Criminal Procedure by a Federal Court, it is to be noted that the United States Supreme Court can apply the same rule to the States by invoking the "Due Process

Clause" under the Fourteenth Amendment. A tendency in this direction was exhibited by the Court in an opinion delivered in January of this year in the case of Fikes v. Alabama. Furthermore, the Court has agreed to hear the case of Crooker v. California on the question of "Due Process." The Crooker case also involves the use of a confession obtained by the police after arrest and before arraignment. Crooker's conviction of first degree murder, and the imposition of the death penalty, have been affirmed by the California Supreme Court.

Practical Application

These judicial interpretations of acceptable police procedures would seem to presume a police establishment of adequate size to permit extended, prolonged and indirect approaches to the solution of crimes within a set of rules that precludes any useful assistance from the perpetrator of the offense. Unfortunately, the difficulties encountered in the practical application of these rules appear to be of little or no concern to those who prescribe them. Regardless of position in this controversy, every forthright and intelligent person must agree that an extended application of the rule in the Mallory case will result in fewer apprehensions and convictions of criminal offenders. While the police may temporarily become the innocent victims of public criticism, there will be an ultimate realization that the criminal army has scored another victory in its war upon society.

In searching for the basic philosophy that underlies these controversial decisions recently emanating from our courts, it is of interest to peruse the language of the court in McNabb v. U. S. (1943) 318 U. S. 332, (also quoted with approbation in the Mallory case) which reads in part as follows: "Legislation such as this, requiring that the police must with reasonable promptness show legal cause for detaining arrested persons, constitutes an important safeguard--not only in assuring protection for the innocent but also IN SECURING CONVICTION OF THE GUILTY BY METHODS THAT COMMEND THEMSELVES TO A PROGRESSIVE AND SELF-CONFIDENT SOCIETY. For this proce-

dural requirement checks resort to those reprehensible practices known as the 'third degree' which, though universally rejected as indefensible, still find their way into use. It aims to avoid all the evil implications of secret interrogation of persons accused of crime."

Philosophy Of Materialism

At the risk of being called a conservative reactionary, I must confess that I am perplexed by the reference to these so-called "methods that commend themselves to a progressive and self-confident society." It is indeed seldom that self-confidence springs from failure, yet crime in the United States has increased to the point that we merit the dubious distinction of being the most lawless nation on earth as crime threatens to engulf the republic. Is this self-confidence supplied by the fact that, generally speaking, the average American municipality does not possess within its tax structure the financial ability to employ an adequate police force? In my own community, a painstaking evaluation revealed that an increase of 110% in police personnel is needed to constitute a force of sufficient strength to meet the demands upon it. In contradistinction to the police manpower problem, it is noted that, during 1956, city governments in the United States spent \$400,000,000 more than they received in revenue and borrowed \$1,200,000,000 more than the amount paid out in debt redemption. Certainly no great amount of confidence in the protective ability of government is contributed by the millions of victims of crimes ranging from petty theft to murder. If our nation was undergoing some great spiritual renaissance that would bespeak mass return to the practice of self-discipline, this question of a self-confident society would be more meaningful. Such is not the case as there is evidence on every hand that a philosophy of materialism has become the creeping paralysis of spiritual idealism. Let us beware lest self-confidence become over-confidence and subjective desire supplant objective realization.

The blanket interdict imposed upon those confessions obtained by the police

prior to arraignment, as set forth in the Mallory decision, clearly emphasizes the fact that an important segment of the judiciary does not trust the police. Is this attitude warranted? I think not. In utilizing the language of the McNabb decision, handed down in 1943, to support the findings in the Mallory case, reported this year, our Supreme Court appears to disregard any refinements in police techniques. Of all of the employees of government, the police are the most carefully selected and the most closely supervised. In my own State, many cities require the stamp of approval of a competent psychiatrist as a condition precedent to entrance into the police service. The control over budgets by elected representatives of the people serves as a check rein upon police activities. Representatives of press, radio and television constantly scan police activities, for their contribution to the day's news is considerable. The slightest deviation from accepted police practices almost invariably results in immediate public airing. The errant officer full well realizes that he may be called upon to account for his behavior in civil and criminal actions as well as disciplinary proceedings. The police officer's conduct is carefully scrutinized by the prosecutor when called upon to institute criminal proceedings against an arrested person.

As a matter of general practice, the defense attorney tries the activities of the police officer before getting to the alleged misdeeds of the defendant. If a court is suspicious of the manner in which a confession is obtained, he may reject it from the proceedings. Then there is always the matter of specific review by a higher court. Furthermore, there are probably less political overtones to the appointment of a police officer than the selection of a member of the judiciary. Even in those cities that have been notorious for political patronage practices, there is less of a tendency to disturb the police establishment following political changes.

Flames Of Anarchy

Persons in positions of governmental responsibilities should be extremely

hesitant to engage in unwarranted and scathing denunciations of police activities, for such utterances feed the flames of anarchy and render more difficult the onerous task of police performance. If, as I believe, there is a highly organized numerical minority in existence in this country bent upon the destruction of modern law enforcement as we know it, and which would substitute for it some kind of "new order" based upon an unrealistic exaggeration of what an American Bar Committee recently referred to as "theoretical individual rights," such forces are certainly stimulated and nourished by these denunciatory pronouncements.

Contemporary Studies

At this point, permit me to comment on two contemporary studies involving police activities. At our last Conference we were asked to cooperate with a nation-wide inquiry into wire-tapping practices to be conducted by "The Pennsylvania Bar Association Endowment." Some of us gained the impression that the results of the survey would be helpful in obtaining support for properly-regulated, legalized wire-tapping. Late in April of this year I was invited to New York to participate in a critique of the methods to be used by that survey staff in gathering data. There I learned that the study was designed to include all of the generally accepted methods of obtaining evidence in a surreptitious manner such as the use of informers, psuedo-cellmates, cameras and telescopes. It is the avowed purpose of this Find-For-The-Republic-financed project to present the survey results to the "national community" without specific recommendation. Our committee disapproved the proposed survey techniques because the results could not be properly audited to determine accuracy. During this era of concentrated assault upon police authority, I do not believe this project should command enthusiastic police cooperation, regardless of the motives of the sponsors. It is the type of study that will be seized upon and distorted by those who seek further erosion of police authority. As you know, the Ford Foundation has financed

an American Bar Foundation study of the administration of criminal justice in America. You have appointed a committee to act in an advisory capacity to the section dealing with the police phase of the survey. As a member of that Committee, I am discouraged by the apparent narrowness of approach to that phase of the problem. The net result will probably be quite negative when a more positive type of assistance is the crying need of our time.

Proposal

As your representative, I appeared before the Special Sub-committee on Supreme Court Decisions of the House Judiciary Committee of the Congress on August 1, 1957. The purpose of my appearance was to project the probable effect of the Mallory decision upon local law enforcement. Included in my presentation was a proposal that the Congress of the United States initiate a sweeping inquiry into this whole problem of law enforcement along the lines of the Wickersham investigation. The task must be performed in a scientific manner by persons completely free of bias or ulterior objective.

During this era of ideological conflicts, it is incumbent upon us to remain steadfast in our obedience to the mandates of statutory law and judicial decision. In that this is a government of laws, and not of men, these divergencies will be resolved through democratic processes. I am confident that a crystallization of public opinion will clearly establish that the vast majority of the inhabitants of our great nation desire a strengthening of the hand of law enforcement. The protection of individual rights demands the effective enforcement of our laws for, otherwise, who will protect the weak against the strong? I am further confident that all of this can be accomplished within the framework of that great document, the Constitution of the United States of America. So let us unite in a spirit of confidence, courage, and determination as we await the dawn of the new tomorrow.

STATE POLICE EXHIBIT AT CHANNEL 30 CONNECTICUT VALLEY FESTIVAL



Departmental emergency and special purpose vehicles are displayed at the Channel 30 Connecticut Valley Festival sponsored by WNBC at Plainville Stadium October 17-20. Included in the display are the Field Canteen, Field Office, Station H Ranch Wagon, K-9 Transport, Jeep and Boat Trailer and Emergency Truck.



Our exhibit in the adjacent tent area featured a lighted and colored map of Connecticut which through electric flashers marked each station location and showed a lighted photograph of the building. A teletype machine, hooked up with headquarters and a radio transmitter and receiver were also part of the static display which served to acquaint visitors with state police communications and services.

BETWEEN OURSELVES



Sunday was the big day at the Festival and thousands of visitors took the opportunity of visiting the department's tent exhibit and display of special vehicles. In the above photo, visitors are seen entering the mobile field office at the front of the vehicle and leaving it at the rear to visit the canteen. Officer Dunphy explains some points of the display to an interested group.



On duty at the Festival were: Front row l. to r. Officers Robert Dee and Raymond Andrews, Disp. Frank Virelli, Officers Edward Funk and John Falvey, Sgt. Henry Kaliss, in charge. Second row: Officers Norman Tasker, Roy Paige, Paul Falzone, Stanley Nasiatka, Jr., John Dunphy, James Angeski and James McGrath.

NEW STATE POLICEMEN
RECEIVE ASSIGNMENTS

Twenty-eight men were graduated from the State Police Training School November 15. Diplomas signifying completion of more than 750 hours of field and classroom training were presented by Commissioner Kelly during ceremonies held at the Stephen Mix Mitchell School, Wethersfield.

Hon. Edward J. Daly, associate justice of the Connecticut Supreme Court was principal speaker at the event. Commissioner Kelly administered the oath of office to the trainees and appointed the graduates to a probationary state policeman status. Station assignments were made the following Monday morning.

The rookies and their posts:

Westport Barracks: George Bathgate, New Haven; Joseph E. Gazek, Jr. and Oscar L. Lopes, Danbury; Bernard G. Peterson, Middlebury; Paul F. Lichtenberger, Stratford; Robert J. Mattis, Stamford and William B. Shaffer, Jr. New Haven.

Westbrook: Roger L. Boske, Hartford; Robert J. Cabelus and Alan A. Yuknat, New Britain; David Goldner, William T. Griffin, and Alfred T. Hull, Groton; Donald Johnson, Wethersfield; Ronald J. Luneau, Hartford.

Groton: George P. Beckwith, Lebanon; Donald R. McCue, East Haddam; Robert J. Papp, Norwich; William V. Shaw, Manchester and Harry B. Webster, Voluntown.

Canaan: Raymond Fanelli, and James A. Zaepfel, Bristol.

Danielson: Francis P. Kelly, Woodstock and William D. Kneeland, Storrs.

Bethany: Richard H. Brown and John E. Taylor, New Britain.

Hartford: Fred E. Rebillard, Winsted.

Stafford Springs: Joseph E. Bangasser, Manchester.

EXERCISE AUTHORITY WISELY

Nothing undermines authority so fast as its continuous, unthinking use. If thunder could be heard in the sky continuously, we'd think no more about it then we do of the sounds of autos passing in the street.

THE NEW STATE POLICEMEN

Some candidates for the State Police Department go to great lengths to qualify. A notable case is that of William Kneeland, of Storrs, now assigned to the Danielson barracks. Officer Kneeland recently completed training at the department's academy in Bethany.

Not so long ago in his pre-academy days, Officer Kneeland weighed 324 pounds. And it was plainly no small matter scaling down to the requirements of the department. He now stands at 176. The point is that men who aspire to join the state police work hard for acceptance.

The department's fine record has long testified to the high caliber of its candidates. Only a few of the recruits who enter the academy are eliminated, a reflection of high department screening standards and the keen esprit de corps among the recruits.

This is all-important today as the department expands. A class of some 28 men has just graduated. Another is about to begin, thus preparing the department for the burden of patrolling the Connecticut Expressway, scheduled for traffic this winter. And it is a pleasure to see that these new men are as proud and as prepared as were their fellow officers to assume their important duties.

---The Hartford Courant

THIRTY-ONE CANDIDATES
ENTER S. P. TRAINING

Hartford--Thirty-one state police patrolman trainees began a three months' training course at the State Police Training School, Bethany November 25th.

This group is the second of four classes which are intended to bring the department up to the 450-man strength authorized by the last session of the General Assembly. A class of 28 men was graduated from training November 15.

All students attending the session will study general police subjects for a minimum of 750 curriculum hours.

Capt. Leslie W. Williams heads the

training school staff. He is assisted by Sgt. Vernon C. Gedney and Officers Walter P. Stecko and Edward J. Courtney.

The class includes the following men: Edward W. Bienkowski, Shelton; Vincent P. Brennan, Bridgeport; William S. Buchert, Taftville; John F. Chopp, Oakdale; Robert F. Coffey, Meriden; Francis H. Conroy, Jr., Seymour; John B. DeCamp, New London; Matthew Dominguez, Bridgeport; John J. Donahue, New Haven and Leroy E. Emmerthal, Bridgeport.

Also, Donald E. Grover, East Granby; Robert A. Guiher, Norwich; Thomas F. Harkins, New London; George E. Heline, Washington Depot; Richard J. Hurley, Bridgeport; Joseph Jankowski, Jr., Norwich; Edward J. Kilduff, Jr., New Britain; George R. McMahon, Bridgeport; James J. McVey, East Norwalk and Walter C. Metz, Bridgeport.

Also, Michael T. Muggeo, New Haven; Robert W. Ness, Meriden; Thomas J. Piezzo, Norwich; Lester J. Redican, Meriden; Charles F. Supsinskas, New Britain; Stanley M. Teed, Willimantic; Charles D. Walker, Moosup; John J. Wargo, Stratford; Algird G. Zablaitis, Hartford; Joseph J. Zarbo, New Haven and Victor C. Zordan, Torrington.

RECENT TRANSFERS ANNOUNCED
BY COMMISSIONER'S OFFICE

Officers William Longo of Middlebury from Canaan barracks to Westport, Eugene Griffin of Bridgeport from Hartford to Westport, James J. Rodgers of Waterbury from Canaan to Bethany, Michael Boichichio of Waterbury from Canaan to Bethany and Edward Funk of New London from Stafford Springs to Groton.

The Pennsylvania Superior Court has ruled that falling asleep behind the wheel is reckless driving. (Conn. too)

One can only learn his powers of action by action, and his powers of thought by thinking. ---John Burroughs

OFFICER DONOHUE RETIRES
HONORED AT TESTIMONIAL



Officer Robert B. Donohue, of New London, retired October 11 after 20 years of service with the department.

He was feted by friends and associates at a dinner held in his honor at East Haddam and was presented a gift as a high-light of the program. Officer John Fersch of the Stafford Springs barracks was master of ceremonies.

"Bob" reported to the Training School on October 11, 1937 and following completion of his training was assigned to the Westbrook Barracks. After a short stay at Westbrook he was transferred to Groton on June 7, 1939 and then back to Westbrook on Dec. 1, 1942. He saw service in the Bethany and Danielson stations prior to his assignment to Colchester on July 7, 1948. He left duty at the Colchester station to take up his retirement.

The world is now too small for violence, but it is not too large for sympathy and understanding and mutual respect among all its peoples. ---Grayson L. Kirk

Only the productive can be strong. Only the strong can be free. ---The DoAll Co.

STATE POLICE ASSOCIATION
NAMES SLATE OF OFFICERS

Police Supt. William J. Roach was re-elected president of the 4,100-member Connecticut State Police Association at the annual convention at Restland Farms, Northford, Connecticut.

Other officers who were reelected are: First Vice-president, Chief Michael J. Godfrey, Hartford; second vice-president, State Police Comsr. John C. Kelly; secretary, Supt. John A. Lyddy, Bridgeport, and treasurer, Sgt. Howard McInnes, West Hartford.

Others on the Executive Committee are Chief Frank McManus, New Haven; Chief David Robbins, Greenwich; Chief Thomas McCarthy, Bristol; Chief Edward J. Kiely, New Britain; Chief John Courtney, New London; Patrolman Charles Hall, Bridgeport; Patrolman Edward Fitzgerald, New Haven; Patrolman Joseph Luma, New Britain, and State Trooper James McCormick.

Rev. Vincent E. Lyddy, Thompsonville, son of the Bridgeport police superintendent, was elected chaplain.

OFFICER OF STATE POLICE
TO ATTEND SAFETY PARLEY

Commissioner Kelly has announced that Capt. Carroll E. Shaw, head of the State Fire Marshal's Division, will attend the four-day conference to be conducted by Leroy E. Burney, sergeant-general of the U. S. Public Health Service in Washington, D. C., Feb. 25 through 28.

The conference will be a gathering of national leaders in the fields of health, fire safety, and related subjects concerned with safety in nursing homes.

The State Fire Marshal's Division is active in the field of fire prevention and has received favorable comment for its promulgation of new fire safety regulations in nursing homes.

On Aug. 27, Connecticut became the first state to adopt state-wide regulations requiring that nursing homes be equipped with automatic sprinkler systems. The new regulations also prohibit

the conversion of combustible buildings of more than one story into boarding homes for the aged, convalescent homes or hospitals.

DEATH CLAIMS CHIEF GOODWIN
OF INTERNATIONAL ASSOCIATION

Leroy A. Goodwin, retired police official of Youngstown, Ohio, and for many years Secretary of the International Identification Association, died suddenly of a heart attack shortly after casting his ballot in the November 5th election. Funeral services were held Friday, November 8.

Mr. Goodwin had served twice as Chief of Police of Youngstown. He retired last August after 27 years as secretary and treasurer of the Identification Association, an international organization. His name was known, through correspondence, throughout the world where-ever law enforcement officers convened.

Goodwin was appointed Chief Clerk with the Youngstown Police Department January 1, 1915 and served under the famed Chief James Watkins. He was first assigned to the detective bureau November 20, 1917 and began a thorough study of everything he could find relating to fingerprint identification. Under his direction the fingerprint system was established in the Youngstown department.

In 1925 he was named superintendent of the bureau of identification and chief of detectives. In April, 1927 he was named acting police chief and returned to his greatest interest in 1928. He was again appointed Chief of Police in 1932 and served three years before being released to return to the bureau.

His records were established the same as those in noted European police departments and the British Isles. In 1949 he retired to devote his entire time to the international association.

Chief Goodwin was born October 30, 1888 and lived his entire life in Youngstown. He was a life honorary director of the International Association of Identification. Besides his wife, survivors include one daughter,

Mrs. Robert Lawson of Indianapolis; three sons, Dr. Vernon L., Paul F., and Raymond M., all of Youngstown; two brothers, a sister and 11 grandchildren.

FORMER STATE TROOPER TAKES OVER AS HEAD OF POLICE FOR MIDDLEBURY

A new officer in charge of the Middlebury police force took over recently as Thomas J. Duma took the oath of office in informal ceremonies held at the Town Hall.

Right after taking the oath of office, Duma told assembled police officers and members of the Police Auxiliary that he intended to build one of the best small-town police forces in the state.

Duma warned that hard work lay ahead for the force, but that the objective would be accomplished by bulldog determination.

The oath of office was administered to Duma by First Selectman Forrest Purinton who said that Middlebury was fortunate to obtain a man of Dumas' capabilities for the post. Duma will be paid \$4,800 for his new duties.

Recently Middlebury voted down a plan to have a resident State Police trooper quartered in the town. Under that setup the state trooper would be responsible to the commander of the Bethany State Police Barracks.

Duma, who had been a State Police trooper for 22 years, will be in charge of police operations in town. He will be directly responsible to the first selectman of the town.

---Waterbury American

A MATTER OF ETHICS?

It has been suggested that the District begin using unmarked police cars to enforce traffic regulations and reduce this year's horrifying record of deaths and accidents. Many States and cities are already using unmarked cars, with good results. But two major arguments have been advanced by opponents of

the suggested change here:

1. As an AAA official put it: "A readily identifiable police car reminds motorists to check their speed."

2. It's unethical to "lure" a motorist into traffic violations by making him think he's not being watched.

I am not impressed with either argument. I think there have been enough reminders by now to have reached everybody except the man who has no intention of heeding them. And I cannot see how any serious question of "ethics" is involved.

Of course we need uniformed policemen, because (among other things) the very sight of them tends to reduce crime. But we also need plainclothes detectives who can supplement the work of the uniformed men.

Uniformed policemen seldom catch a pickpocket because a pickpocket doesn't ply his trade in their presence. It's the plainclothes shamus who is best able to put the arm on such transgressors. Similarly, it's the undercover man who can patiently worm his way into the confidence of a narcotics ring until he's able to make a "buy" with marked money. If there is something here that violates the dope peddler's civil rights, I fail to see it.

I think we need both marked and unmarked police cars, the proportions of each to be determined by professional police executives. I am for enforcement by whatever legal means are deemed most effective by these professionals. I hope they make it possible for me to die in bed instead of under the wheels of a recklessly driven auto.

Instead of criticizing the ethics of police departments which use unmarked cars, might it not make more sense to criticize the ethics of the man who obeys laws only when he thinks he's being watched? If we're going to put a cowbell on every policeman, we might as well handcuff them, too.--Bill Gold in The Washington Post and Times Herald.

---From AAMVA

Goodness is the only investment that never fails. ---Henry David Thoreau

Answering a Teenager's Question

By George E. Sokolsky

Bernard Chazen, not otherwise identified, wrote a letter to an editor which reads as follows: "Why do the older generations always criticize teenagers? Although I can't predict what we will do in the future, I can say that the older generations weren't so good themselves. The following resume will explain what I mean:

Grandparents -- Spanish-American War and World War I, Parents--World War II, the Korean War, and the A and H bombs which may eventually destroy the world. So how about it, parents of teenagers? Take a good look at what you did before you start to criticize the youth of America."

The trouble with Bernard is that he does not live in an heroic age when men fought for great ideals of life, such as Christianity or Islam. He lives in an era of material things which pass in the night. Nevertheless, he is pleased with such devices, I am sure, as the automobile, the airplane, good roads, easy access to beaches, opportunities for education, and all the other material and cultural advantages which are available to him but were not available to his grandparents.

Taste For Music

We criticize teenagers, we oldsters do, for their hideous concept of clothes and for their vulgar music which comes to them on the radio or television or in the juke-box, or by the phonograph, hi-fi or just plain.

Their grandparents were just making the acquaintance of Thomas Edison's phonograph which early brought Caruso and Farrar and John McCormack into many homes that had heretofore never heard any music but such as they and their friends could make themselves.

And there is another side to the teenage development. On a recent Sunday

afternoon, I saw perhaps 5,000 of them, very tastelessly clothed, I am sure, but out in the hot sun, full of enthusiasm, listening to Igor Stravinsky's "Canticum Sacrum," which is hard-going. True they kissed in public, which Bernard's grandfather and his gal only did in the dark.

What They Did

What this young man does not realize is how much has been done for him by his forebears. Let us look at the matter of health. He is alive today because of the enormous and daring research of thousands of physicians, biochemists, chemists and others who cut down infant mortality.

In his grandfather's generation, thousands of children died each summer from what in those days was called "summer complaint," dysentery, cholera, typhoid and all sorts of filth diseases that attacked children. Many of these diseases have become so rare that younger doctors have never seen a case.

When I went to the early grades of public school, it was nothing for "pink eyes" to run right through the class. "Pink eyes" are rarely seen among school children today. In your grandfather's day, Bernard, venereal diseases were astonishingly usual and were even, among the boys on the corner, a mark of some kind of manhood. Ehrlich, Wassermann, sulpha drugs and the antibiotics have done an amazing job in this field.

Back when I was your age, Bernard, whatever that may be, when a fellow had what they called a heart attack, he usually dropped dead. Or if anybody got cancer, he withered away and nobody quite knew what was wrong with him. Many people had tuberculosis which they called consumption and they died after passing the illness on to kith and kin.

When a person acted strangely, he was put in the "lunatic asylum" and that was

generally the end of him. Psychiatric treatment, which today often begins at school age, was unknown. A nut was either a genius or went to the bughouse. We are living in a brutal age and used brutal language.

Life was Hard

No, it has not been all wars. Bernard, I remember the Spanish-American War. I was a little boy then and we lived on the East Side of New York and we went to see the Dewey parade, and watched the fireworks.

But life was hard and wages were low and families lived in crowded and dirty slums. I have lived from then to this day, through all the wars you write about and I can tell you, Bernard, that you are indeed, a fortunate young man to be alive today -- and your good fortune comes from your ancestors who had sense enough to come to this country and to build here a free society.

FORUM ON JUVENILE DELINQUENCY

Speakers at the forum on juvenile delinquency held recently in Meriden at Immanuel Lutheran Church seemed generally agreed that there is no youth crime problem of real significance here.

Judge William Jacobs and Police Chief Michael Carroll, both of whom come into contact with such manifestations of youthful wrongdoing as occur, spoke to the same effect. The chief said that local juvenile delinquency "is not out of line," although the figure for this year is 59 per cent higher than the figure for all of 1956. The judge's opinion seemed to bear out that of the chief.

The viewpoint, it seems to us, is a little too complacent to encourage attempts at betterment. We know that Meriden isn't full of juvenile crime. At the same time, a tendency on the part of youth to go over the boundaries of good behavior is certainly alive and growing. The chief himself had to send out a squad to break up groups of teen-agers who have been insulting West Main Street shoppers and theater patrons on Friday nights. The months past have contained

many instances of vandalism. Near outbreaks of gang warfare have occurred with some frequency. The new Lions pool under construction on the east side was defaced. At the Roger Sherman school recently, paint was spattered over the walls and articles were taken from the school.

The spirit which prompts such acts is by no means the spirit of good, clean fun. The teen-agers who destroy property, gather in gangs and commit acts of terrorism or worse are not to be classed as actual criminals as yet, perhaps, but they are certainly on the verge of becoming delinquents. The problem is one of turning unhealthy interests into healthy interests. Its solution rests more with the community at large than with the law enforcement officers and courts dealing with acts of real delinquency after they occur.

One of the more constructive suggestions advanced during the panel discussion was put forward by L. Crawford Churchill, head of the English Department at Meriden High School. He said that more use should be made of the schools as gathering places for teen-age groups after daily sessions were over. The practical difficulty of furnishing janitor service and electricity in off hours could be overcome. Adult supervision could be arranged. The program, of course, would need sparking, and the Board of Education, of course, would need to be sold on the idea. But Mr. Churchill has certainly provided a suggestion which could be developed into something very much worth while.

Judge Jacobs expressed the opinion that work should be found for youngsters who drop out of school at the age of 16. Youth without employment, divorced from regular studies, is certainly susceptible to all the bad influences that exist. This group -- we do not know exactly how large it is at present -- should be contacted individually by local social agencies. Its problems, such as they are, should be sought out, and adult help should be devoted to solving them. Perhaps some of the unemployed youths could be induced to go back to school; they may have tired of idleness by this time.

The Meriden Council of Churches is the sponsor of this effort to get at the causes of juvenile delinquency and find methods of preventing the wider spread of delinquent conduct. It is a sensible movement which can be of great value here and deserves the sympathetic support of the community.

--Meriden Journal

FINGER ON DELINQUENTS

If the preliminary results of a social delinquency test, currently undergoing experimentation by New York authorities prevail, juveniles who are likely to get into trouble with the law can soon be successfully pointed out before they start on their careers of deviltry.

The "Social Factor Prediction Tables," developed by two Harvard University criminologists, Drs. Sheldon and Eleanor Glueck, are a series of questions designed to uncover the type of background and family life of the individual.

At the halfway mark in the experiment, predictions based on these tests proved to be remarkably accurate.

Of particular importance to the Gluecks are five social factors which they feel are paramount in determining the future social pattern of the young generation: Father's discipline, mother's supervision, father's affection, mother's affection, and family cohesiveness.

Of the initial 220 boys enrolled in New York schools who were given the tests, 66 were predicted to be headed toward delinquency. In the five years since the prediction was made, 37 have become delinquents or have shown definite anti-social tendencies. From the group of 145 given a clean bill of health by the tests in 1952, only 7 have been classed as delinquent or pre-delinquent.

Because of the sharp increase in juvenile delinquency since World War II and the added attention given the problem by enforcement officers, educators and parents, the promise of a testing

means which can point to those likely to stray from society is a valuable inducement toward efforts on the part of everyone to curb this dangerous trend.

---The Torrington Register

YOUTH PROBLEMS

Revelations made in a survey covering the worries and problems of young people, sponsored by the Greater Hartford Association for Mental Health, are not surprising. It appears that the teenagers No. 1 worry is their relationship with their parents.

Some of the young people told interviewers that they have "no one" to go to for advice and counsel. Several youths said that "they wait until you fail before you can see them" meaning that they got no guidance or help until after involvement in some difficulty.

There is nothing new in these findings. This study underlines and emphasizes what social workers, public and private, law enforcement officers and others have known all along.

A favorite excuse of some parents is economic conditions. There is insufficient money, they claim, unless both parents work which means the children either are left to the care of others or, when they get older, to shift for themselves. Few will dispute that this excuse is valid up to a point.

FBI Director Hoover has frequently spoken out against this type of parent. He said recently:

Undoubtedly, the most important influence upon the growing youngster is that wielded by the adults whom he observes day after day.

Certainly, the behavior patterns displayed by his parents are a primary influence in the character forming years of the child.

While there are many factors creating the youth problem none is of greater seriousness than parental neglect. Consciously or unconsciously, neglectful parents look upon the moral education of their children as a responsibility of the schools and the church.

---The Hartford Times

IN-SERVICE STUDIES

Vox-Cop

November - December, 1957

KNOW THE LAW

By
Robert L. Donigan
Counsel
and
Edward C. Fisher
Associate Counsel
The Traffic Institute

STOPPING MOTORIST FOR INVESTIGATION DOES NOT CONSTITUTE ARREST

Previous "Know the Law" articles have pointed out that the mere issuance of a traffic citation or summons directing one to appear in court does not constitute an arrest (Traffic Digest & Review, May, 1956); also that road blocks at which motorists are stopped for inspection of their driver licenses or equipment, or for other proper purposes incident to the enforcement of the criminal laws, have long been recognized as legitimate police practices (Road Blocks: Right and Wrong, Traffic Digest & Review, August, 1956). Another persistent question remains: Does the act of stopping a motorist, for investigation or questioning, constitute an arrest?

A common application of the question arises when an officer stops a motorist whom he observes driving erratically and finds him to be under the influence of liquor. Is the latter evidence legally obtained as the result of a search incident to a lawful arrest? The authorities almost overwhelmingly declare there has been no arrest, and no search, by the act of stopping under such circumstances. The evidence as to the driver's condition was discovered in the course of a proper investigation which it was the right as well as the duty of the officer to perform.

An illustration is afforded by a decision of the Oklahoma Criminal Court of Appeals in Moore v. State, 306 P.2d 358 (1957), in which Moore was convicted of driving a motor vehicle on a public highway while under the influence of in-

toxicating liquor. He urged reversal of his conviction on the ground the evidence as to his condition was illegally obtained, since the officers had no right to arrest him, i.e., stop his car on the street. The court said:

"The question presented is: Did the officers on noticing a vehicle being driven very slowly, at a rate of about 15 miles per hour, and from one side of a one-way divided highway to the other, have authority to stop said motorist for the purpose of ascertaining whether there was anything wrong with the driver of the car, or the car? Obviously such slow driving, under the circumstances, though in a one-way zone, and swerving over the road, constituted a traffic hazard. The evidence shows that on stopping the defendant, incidental to such, the officers discovered that the defendant was very much under the influence of intoxicating liquor, and thereupon placed him under arrest. Such was not only their right, but their duty.

"As a general proposition we have said that for the purpose of preserving the peace and to prevent crime, a peace officer or private citizen may make reasonable inquiry of persons coming under his observation or brought to his knowledge under circumstances which reasonably suggest that a crime has been or is about to be committed. *Camp v. State*, 70 Okla. Cr. 68, 104 P.2d 572 (1940).

"Also in any number of cases this court has approved the stopping by officers of motorists whose methods of driving and personal appearance have

convinced the officers that the manner in which the vehicle was being driven made it a menace to other motorists or the traveling public. Speeding, driving at an unusually slow rate, or from one side of the road to the other are certainly grounds for an officer to stop the motorist involved, whatever the reason for such operation of the involved vehicle."

In *Camp v. State*, supra, police officers were investigating the theft of a package containing dressed chickens from a produce company truck. They saw a similar package placed in Mrs. Camp's car, and when she drove away they followed, stopped her car and asked to examine the package, to which she consented. The issue in the case was as to the admissibility of the evidence so obtained, in a prosecution against Mr. Camp for receiving stolen property. The Criminal Court of Appeals held the evidence admissible, saying:

"For the purpose of preserving the peace and to prevent crime, a peace officer or a private citizen may make reasonable inquiry of persons coming under his observation or brought to his knowledge under circumstances which reasonably suggest that a crime has been committed. Mrs. Camp had certainly come under the observation of the officers, and there was sufficient reason to believe that a crime had been or was about to be committed. The officers were justified in stopping her and making inquiries."

Other Oklahoma cases in which the stopping of a motorist was not treated as an arrest are: *One 1948 Ford Tudor Automobile v. State*, 207 Okla. 148, 248 P.2d 593 (1952); *Hodge v. State*, 97 Okla. Cr. 73, 258 P.2d 215 (1953). In *Raper v. State*, 96 Okla. Cr. 18, 248 P.2d 267, 270-271 (1952), the defendant, convicted of operating a motor vehicle while under the influence of intoxicating liquor, on appeal contended that evidence discovered by the officers upon stopping him should have been suppressed. The court recited the facts that the officers in the first instance stopped the defendant because he ran his car off onto the shoulder of the highway and in getting back ran over the center

line. They considered he "was under the influence of some kind of stimulus or that he was at least guilty of reckless driving" and proceeded to stop him for questioning, upon which they "discovered the whiskey breath, the thick accent, his 'staggering' walk, etc., and arrested him for operating a motor vehicle while under the influence of intoxicating liquor.*** "It must be remembered that hundreds of citizens annually for many years have met their deaths on the highways of this state due in most part to reckless driving of motor vehicles. In many instances some driver was either drunk, asleep, or under the influence of some drug. The state at great expense has endeavored to perform its duty towards the public by the establishment of the State Highway Patrol. Its primary function is for the control of traffic on the highways to the end that the fatalities may be reduced to the minimum, and that such highways may be made safe for all persons lawfully using the same. This requires alert and conscientious officers and the scrupulous study by prosecuting officials of each case prior to trial. And especially required to make the program a success is courteousness, fairness, impartiality, combined with personal firmness. These principles must be followed to the end that the guilty may be punished, but at the same time that the constitutional and statutory rights of a citizen may not be violated. This program followed should instill confidence and produce support and cooperation from the public and act as a deterrent to the irresponsible." (A new trial was ordered because of refusal of the trial court to grant defendant's request for a continuance in order to permit him to obtain the testimony of his wife, who was riding with him.)

Another Oklahoma case worthy of note in this connection is *Robedeaux v. State*, 94 Okla. Cr. 171, 232 P.2d 642 (1951), in which the defendant was convicted of operating a motor vehicle while under the influence of intoxicating liquor as the result of being stopped by officers who observed his driving in an erratic manner on the highway, though slowly and carefully. The court

said:

"The first inquiry is whether or not the officers were justified in stopping the defendant for investigation of his driving and of his condition as to intoxication following their attention being attracted by a set of circumstances that indicated to them that something was wrong with the driver of the car. The basis for their arrival at the concerted judgment that the driver of the observed car was intoxicated was recited to the jury. It may be that the indications stated, in most instances after further investigation, would prove to be an erroneous basis for the conclusion of intoxication. We do not know. But we recognize the specialized training and professional qualification of the state highway patrolmen for their peculiar duties. And we do know that by reason of the appalling death rate on the streets and highways of this state, officers should be encouraged to be ever alert in the program of reducing to a minimum the accidents, maimings, and deaths caused by the inebriated driver. The task is not an easy one. Mistakes will sometimes be made. Patience and the cooperative spirit is required if the program is to succeed. The utmost good faith is at all times required of the officers.*** In the within case had the officers not detected the odor of whiskey on the breath of the defendant after they had stopped him, clearly they would not have been justified, from the evidence recited, of detaining him further or of searching his car. But here, defendant by his own admission had liquor on his breath. The amount and its effect on the user was a question of fact."

In High v. State, 188 Tenn. 169, 217 S.W.2d 774 (1949), the defendant was convicted of driving while under the influence of liquor and the conviction was affirmed on appeal. Officers were informed by a passing motorist that a disturbance was in progress at a place two blocks away, near a certain Plymouth automobile, and a woman was screaming and crying. As the officers approached the location indicated they saw a Plymouth automobile drive away from the curb and start down the street. Upon stopping

the car they found defendant driving it, obviously drunk, with two intoxicated women in the back seat. The objection to this evidence was that it was obtained as the result of unlawful search and seizure. Affirming the conviction the Supreme Court said:

"A policeman is the protector of the municipality which he serves, and common prudence demanded that these officers undertake to investigate this report given to them for the safety of the town. They went immediately to the point of disturbance, found the Plymouth car as reported, and also found the defendant drunk. This was not a search and seizure as contemplated by our constitution * * * *. Nor was this an arrest in the technical sense. In 4 Am. Jur., Arrest, sec. 4, it is said: An arrest, as the term is used in criminal law, signifies the apprehension or detention of the person of another in order that he may be forthcoming to answer an alleged or supposed crime.' These officers, having the information above set out, simply stopped the defendant to quell the disturbance that had been reported. They made no attempt to search the car, but upon asking a question, found that he was in a drunken condition. We fail to see how any of the constitutional rights of the defendant were violated." (See also: Ervin v. State, 196 Tenn. 459, 268 S.W.2d 351 (1954), in which the court upheld the right of a police officer to stop a car which was being driven by the defendant in an erratic manner and investigate the cause. "When he is stopped in this way it is not an illegal arrest***.")

In State v. Hatfield, 112 W.Va. 424, 426, 164 S.E. 518-519 (1932), the defendant was convicted of burglary on the strength of evidence discovered by officers who stopped the car in which he was riding to check the registration and the driver's operator's license. While they were doing this one of the occupants threw a pistol to the side of the road, whereupon the officers arrested all of the men in the car. Upon search they found the stolen goods and some burglar's tools. The question on appeal was whether this evidence had been lawfully obtained, the officers having no

search warrant or other process at the time. The Supreme Court of West Virginia said: "The duty to suppress crime and to arrest violators of the law necessarily carries with it the right to stop persons for the purpose of identification. And this logically extends to those travelling on the highways in motor and other vehicles. It has always been the custom for cordons to be thrown out in the vicinity of a crime, or where an offender is supposed to be in hiding, and to stop all persons for purposes of identification in order that felons may be apprehended. This is a necessary and reasonable restraint for protection of our personal liberty. * * *."

The court proceeds to point out that the law provides for registration of motor vehicles and that the certificate thereof must be carried in the vehicle, subject to inspection by officers. The state police are required to patrol the highways and see that they are properly policed. "This protects automobile owners in their property and against unauthorized drivers. If a party, upon inquiry, can show proper credentials he may proceed, if not he may be taken into custody or directed to appear before a proper officer for hearing. The public is thus accorded additional security. A law abiding citizen cannot have a valid objection to the inconvenience of being stopped, so long as he is accorded courteous treatment. The officers, under the existing circumstances, were warranted in stopping Osborn's automobile for purposes of identification, otherwise the enforcement of law and order would be greatly hampered." The court made special note of the fact that there was no arrest until after the pistol had been retrieved, which gave the officers knowledge that an offense had been committed in their presence. "This warranted the arrest of the four men and the subsequent search of their car."

Elements of Arrest Lacking

It will be recalled that, as used in the criminal law, an "arrest" consists in the taking into custody of another person for the purpose of holding or detaining him to answer a criminal charge. As defined in the Restatement of Torts,

(American Law Institute), "An arrest is usually for the purpose of bringing an actual or supposed criminal into court for the purpose of investigation or trial." A common statutory definition is: "Arrest is the taking of a person into custody in order that he may be forthcoming to answer for the commission of an offense." 3 Arizona Code Annotated, (1939), sec. 44-121. For similar definitions see: Kansas Gen. Sts. sec. 62-1201; Okla. Sts. Ann., Title 22, sec. 186; No. Dak. Rev. Code 1943, sec. 29-0601; Oregon Rev. Sts. 1953, sec. 133:210; So. Dak. Code of 1939, sec. 34.1601; Perkins, Cases and Materials on Criminal Law and Procedure, p.697; Meltton v. State, 75 So.2d 291 (Fla.--1954); 4 Am. Jur., Arrest, sec. 4.

It is recognized that an arrest consists of four essential elements, as defined by the Supreme Court of Montana in State ex rel Sadler v. District Court, 70 Mont. 378, 225 P. 1000, 1002 (1924),-- "To constitute an 'arrest', four requisites are involved: A purpose to take the person into custody of the law; under a real or pretended authority; an actual or constructive seizure or detention of his person; so understood by the person arrested." This definition has been widely quoted and adopted by the courts and legal text writers of this country. Further, it is held that unless there is seizure or detention of the person for the purpose of taking him before a court to answer a criminal charge, there is no arrest. See Alter v. Paul, 135 N.E.2d 73 (Oh. App.--Franklin Co.--955).

A well known authority on the subject of arrest, Rollin Perkins, professor of law, University of California at Los Angeles, has said: "It is frequently necessary for an officer to detain a person momentarily for some proper purpose. If the detention is quite brief in duration and is not for the purpose of taking him into custody but is merely unavoidably incident to the exercise of a privilege, it is not spoken of as imprisonment, although exactly the same deed done officiously by someone having no authority to do so would constitute 'false imprisonment'. There is no arrest without imprisonment. Hence, if he acts with prop-

per authority an officer does not arrest a motorist by detaining him momentarily to inspect his driver's license, or to check the equipment or weight of his car or truck, or to require identification within a proper police cordon, or even to make an authorized search of the vehicle itself." 2 Vanderbilt Law Review, No. 4, June, 1949, pp. 523 et seq.

The same author, in an earlier article (15 Iowa Law Review, No. 2, Jan. 1940, pp. 207 et seq) said: "If there is no intent to take the other anywhere and his detention is a mere temporary incident to the proper exercise of some other privilege, it is not an arrest. If, for example, an inspector of the motor vehicle department is privileged to test the weight of a loaded truck and requires the driver of such a vehicle to stop for this purpose, whereupon he makes the test, finds the load correct, and sends the driver on his way without undue delay, there has been no arrest."

And as Mr. Perkins wrote in his authoritative work, Cases and Materials on Criminal Law and Procedure, (Foundation Press, Inc. 1952), pp. 697-8: "An arrest must be for the actual or purported purpose of bringing the other before a court, body, or official or of otherwise securing the administration of the law. If there is no intent to take the other anywhere and his detention is a mere incident to the proper exercise of some other privilege, it is not an arrest. If for example, a peace officer is privileged by law to require a motorist to show his operator's license and requires a driver to stop his car for this purpose, whereupon he examines the license, finds it in order, and permits the driver to proceed on his way without undue delay, there has been no arrest. There has been 'confinement' in the technical sense because the driver was detained by authority of an officer; but since it was momentary and a mere incident to the proper exercise of a privilege, the word 'arrest' is not used."

See also: 4 Am. Jur., Arrest, sec. 12; 6 C.J.S., Arrest, sec. 1; 5 C.J. Arrest, sec. 4, p. 387, all to the effect that "arrest" requires an intention or

purpose to take the arrested person into custody, and that the person must understand that he is under arrest. Thus in Williams v. State, 53 Tex. Cr. 2, 108 S.W. 371 (1908), the victim of a burglary met defendant on the street and asked him to come to the premises in question, where certain persons identified him. He was then arrested and taken to jail. Upon his trial for burglary the defendant moved to exclude the evidence as to identification on the ground he was under arrest at the time. The Court of Criminal Appeals rejected this contention, saying: "At the time of the statement of these witnesses, in the presence of the appellant, we are of opinion that he was not under arrest." (Conviction reversed for error in certain instructions.)

A similar case is Gunderson v. Struebing, 125 Wis. 173, 104 N.W. 149 (1905), in which a suspected thief was asked by a police officer to go with him to the police station, and readily complied. The Supreme Court held that under this evidence the jury would have been justified in finding no arrest took place.

Another case of interest in this connection is State v. Gulczynski, 2 W.W. Harr (Del.) 120, 120 A.88 (1922), in which defendant was indicted for unlawful possession of liquor. Two police officers stopped him on the street and asked him what he had in the package he was carrying. He finally admitted he had two gallons of liquor, whereupon he was arrested, taken to the police station, and searched. The Court of General Sessions of Delaware, in dismissing defendant's petition for the return of the liquor, said: "There are two questions raised under the testimony: (1) Was the defendant arrested before he admitted he had liquor in his package? (2) Was the officer justified in making the arrest after the admission, without a warrant?"

"It has been held by this court in some cases that to constitute an arrest, the officer shall place his hand on the accused, or otherwise take possession of his person. But even if this is not necessary, certainly the officer must do or say something from which the accused can reasonably believe that he is under ar-

rest. He must have reasonable ground to believe that he cannot go away, that he is restrained of his liberty. The officer in this case was in uniform, and the accused, therefore, knew he was accosted by an officer, and no doubt thought he was bound to stop when approached. But we do not think the mere fact that an officer in uniform walks up to a person on the street and asks him what he has in his package or on his person, is enough to constitute an "arrest." The court also held that this admission, giving the officer knowledge that an offense was being committed in his presence, justified the arrest of the accused without a warrant.

In *People v. Margelis*, 217 Mich. 423, 186 N.W. 488 (1922), plainclothes prohibition enforcement officers entered a saloon in Detroit and asked for drinks. The proprietor sent Margelis to get some "stuff" and when he returned the officers seized him, without saying anything. In the struggle that followed, a pint bottle of whiskey fell out of Margelis' pocket. The officers then searched the premises and found some liquor. In a prosecution against Margelis for illegal possession of the pint bottle, he maintained the evidence had been illegally obtained. The state contended the bottle was taken as an incident of a lawful arrest for an offense committed in the presence of the officers. As to this the Supreme Court of Michigan said: The infirmity of this is the assuming a lawful arrest. Defendant, when seized by the officers, was not advised that he was under arrest. There was neither a present intention to arrest nor submission to arrest. The treatment he received was for the sole purpose, the record shows, of securing for the purpose of evidence the whiskey supposed to be on his person. It was not an arrest. 4 C.J. 385-387."

Obviously, in the foregoing cases, the requisite elements constituting an arrest were not present. Perhaps the only such element present in any of them was the authority of the officers. As emphasized in the cases themselves, there was no purpose or intention of the officers to effect an arrest, no seizure in the required sense of imprisonment,

and no understanding on the part of the citizen that he was in custody. It is elementary that without these essential factors, there is no arrest, whatever else the character of the transaction may be.

Courts Distinguish Between Investigation And Arrest.

The California cases hold that "a police officer has a right to make inquiry in a proper manner of any one upon the public streets at a late hour as to his identity and the occasion of his presence, if the surroundings are such as to indicate to a reasonable man that the public safety demands such identification." *Giske v. Sanders*, 9 Cal.App. 13, 98 P. 43 (1908), in which it was held proper for the officer to "frisk" the citizen for weapons, even though he was not under arrest; *People v. Simon*, 45 Cal.2d 645, 290 P.2d 531, 534 (1956),-- "There is, of course, nothing unreasonable in an officer's questioning persons outdoors at night"; *People v. Martin*, 293 P.2d 52 (Cal.--1956),--the presence of two men sitting in a parked car on an Oakland street at night was itself reasonable cause for police investigation; *People v. Martin*, 295 P.2d 33, 35, (Cal. App.--1956),--officers observing car parked across beach access road "were justified in looking into the matter"; *People v. Jaurequi*, 298 P.2d 896 (Cal.App--1956),--it is not unreasonable for officers to seek interviews with suspects; *People v. West*, 300 P.2d 729 (Cal.App.--1956),--nothing unreasonable in an officer's questioning persons outdoors at night; *People v. Borbon*, 303 P.2d 560 (Cal. App.--1956),--officers alerted by radio call held justified in stopping vehicle corresponding to description given of car driven by robbery suspects. "Based on the information received, they had reasonable grounds to stop defendants' car and question them as suspects."

Likewise distinguishing between (1) the right of an officer to stop a vehicle and question its driver and occupants and (2) his authority to arrest them, is *People v. Henneman*, 367 Ill. 151, 10 N.E.2d 649 (1937), in which police officers were investigating two

men, reported as "suspicious characters," sitting in a car parked on a Chicago street at 9:15 a.m. The officers immediately proceeded to place the two men under arrest and then searched the car, finding two guns. Their conviction for carrying concealed firearms was reversed, the guns having been taken by illegal search, not incident to a lawful arrest.

The court said: "That the officers had a right to stop and question plaintiff in error and his companion cannot be doubted, and if there were disclosed by such questioning facts which would tend to establish suspicion that plaintiff in error was engaged in or had been guilty of a crime, his arrest, made as a result of such belief on the part of the officers, would be legal arrest, and a search following such an arrest would not be an unreasonable search. But here, there was no fact, other than the place where they were seen, to indicate to the officers that they were the parties referred to by another officer as suspicious characters. Nor does it appear from the record that any reason for believing plaintiff in error guilty of a crime appeared to the officers from the questioning. To justify an arrest by an officer without a warrant, the ground for belief that the person is guilty of an offense must be such as would influence the conduct of a prudent and cautious man under the circumstances. * * * It is likewise the rule that unless the arrest is justified the search cannot be."

In *Brinegar v. United States*, 338 U.S. 160, 69 S.Ct. 1302, 93 L.Ed. 1879, 1892 (1948), federal officers, observing a heavily loaded car driven by a known "bootlegger" along an Oklahoma highway, pursued it at top speed until they finally forced it off the road. Upon questioning the driver he admitted he was transporting liquor. The officers then searched the car and seized the liquor. The court held the evidence was not illegally seized and affirmed the conviction of the driver for illegal importation of liquor into dry territory. In his concurring opinion, Mr. Justice Burton said it was not necessary to establish probable cause for the search

prior to the time defendant admitted to the officers that he was carrying liquor. "The earlier events * * * disclose at least ample grounds to justify the chase and official interrogation of the petitioner by the government agents in the manner adopted. This interrogation quickly disclosed indisputable probable cause for the search and for the arrest. In my view, these earlier events not only justified the steps taken by the government agents, but those events imposed upon the government agents a positive duty to investigate further, in some such manner as they adopted. It is only by alertness to proper occasions for prompt inquiries and investigations that effective prevention of crime and enforcement of law is possible. Government agents are commissioned to represent the interests of the public in the enforcement of the law and this requires affirmative action not only when there is reasonable ground for an arrest or probable cause for a search but when there is reasonable ground for an investigation. * * * In the present case, from the moment that the agents saw this petitioner driving his heavily laden car in Oklahoma, evidently from Missouri, the events justifying and calling for an interrogation of him rapidly gained cumulative force. * * * Nothing occurred to make it unlawful for them, in line of duty, to make the interrogation which suggested itself to them. When their interrogation of the petitioner led to his voluntary response as quoted above, that response demonstrated ample probable cause for an immediate search of the petitioner's car for the contraband liquor which he had indicated might be found there."

In *Johnson v. District of Columbia*, 119 A.2d 445 (Mun.App.--D.C.--1956), a police officer patrolling his beat during the early morning hours heard a disturbance down the street and observed a person (Johnson) enter a taxicab and drive away. The officer proceeded to the scene and upon overtaking the taxicab, stopped it and conversed with the driver. While doing so he noticed Johnson was unsteady on his feet and bore indications of intoxication, whereupon he arrested him for "driving while

drunk."

On appeal from his conviction the Municipal Court of Appeals said: Appellant argued in the lower court and urges here that his arrest being illegal, all 'information or evidence that he (the officer) procured as a result of the arrest constitutes unlawful search and seizure * * *.' We cannot accept this contention. The first question to decide is whether the arrest was unlawful. Here the officer, in the early hours of the morning, heard a crash; received certain information from a citizen and stopped appellant, and after conversing with him and observing him, concluded that he was intoxicated. These circumstances justified the officer in stopping appellant and making inquiry. Exercising that right, he was not obliged to close his eyes to the condition of appellant, and mere observation did not constitute a search. If, after observing appellant, the officer believed him intoxicated, then a crime was committed in his presence justifying arrest without a warrant. Courts are well aware that a person driving a vehicle on the public streets while under the influence of intoxicating liquor is a potential killer. The officer having a right to stop appellant, it was his basic duty to arrest him if, in his judgment, he concluded that he was operating the vehicle under the influence of intoxicating liquor."

Summary

From the foregoing it is readily apparent that there is ample authority for stopping motorists for questioning when there is reasonable ground for so doing, and the fact that evidence indicating the commission of crime may be observed during such investigation is not therefore illegally obtained. There is no arrest, and no search, in such cases.

As one court said, if officers of the law are to be denied the right to conduct investigations and question persons for reasons legitimately connected with proper enforcement of the laws, our police forces may as well be disbanded. Failure to recognize the difference between the effect and purpose of investigation and arrest has resulted in some "indistinct" thinking on the part of

some courts and judges. Investigation rarely involves more than the one element of authority, leaving the other three (purpose, seizure, and understanding) utterly lacking. Evidence open to casual observation is not obtained by search, legal or illegal.

---Traffic Digest & Review

HIGH COURT ALLOWS CONVICTION ON BLOOD SAMPLING

The United States Supreme Court has decided that a conviction in a state court based upon a sample of blood taken from an unconscious man does not deprive him of due process of law, when the blood has been extracted by a physician. In *Breithaupt v. Abram*, CCH Sup. Ct. Rep. 567 (Feb. 25, 1957), the Court affirmed a denial of habeas corpus by the New Mexico Supreme Court. Chief Justice Earl Warren and Associate Justices Hugo L. Black and William O. Douglas dissented.

A truck driven by the petitioner collided with an automobile on the highways of New Mexico. Three passengers in the car were killed, and the petitioner rendered unconscious. He was taken to a hospital where a physician, at the request of a state highway patrolman, withdrew a sample of blood by means of a hypodermic needle. The sample was then delivered to the patrolman, and subsequent laboratory analysis showed that the blood contained enough alcohol to produce intoxication. The petitioner was convicted and sentenced for involuntary manslaughter, partly on the basis of the laboratory report. He later sought habeas corpus, which was denied by New Mexico's highest court.

Before the United States Supreme Court on writ of certiorari, the petitioner argued that his conviction, based on the blood sample, violated the due process clause of the Fourteenth Amendment. He contended that it was an unreasonable search and seizure, proscribed by the Fourth Amendment. He further stated that it "shocked the conscience," in the same manner as did the involuntary use of a stomach pump, which caused

the Court to overturn a state conviction in *Rochin v. California*, 342 U.S. 165 (1952).

MAJORITY OPINION:

In an opinion written by Associate Justice Tom C. Clark, the majority of the Court rejected both contentions. Since *Weeks v. United States*, 232 U.S. 383 (1914), evidence obtained in violation of the Fourth Amendment has been excluded from federal criminal prosecutions. But Justice Clark cited *Wolf v. Colorado*, 338 U.S. 23 (1949) as holding that the Fourteenth Amendment did not extend the exclusionary rule of the Fourth Amendment over state criminal proceedings.

**STATE ISSUES WARNING
ON CARBON MONOXIDE**

A warning against a silent winter killer -- carbon monoxide -- was issued recently by the State Health Department.

Carbon monoxide is formed when solid, liquid or gaseous fuel is incompletely burned. This poisonous gas is colorless and odorless.

Ventilation Prevented

In winter, the threat of carbon monoxide is prevalent whether in an automobile or at home. Closed windows in the car or home prevent proper ventilation, the department said.

Here are the precautions:

1. Never run a car with the garage doors closed.
2. Provide some ventilation while operating the car on the road. A leaky exhaust pipe can cause danger and should be checked.
3. Check all heating equipment, including coal and oil furnaces, space heaters and hot water heaters. Any fuel consuming heating unit can create carbon monoxide.
4. Any odor from a gas equipped refrigerator or heating unit should be checked with the local gas company immediately.

If you encounter a person overcome by carbon monoxide, here is what you do: Open all doors and windows. Remove the

patient to fresh air at once. Call a doctor and meanwhile keep patient warm and quiet as possible.

If breathing has stopped apply artificial respiration or use an inhalator if available until breathing restored.

**INSURANCE IS EXTENDED
FOR STATE POLICE ON DUTY**

Members of the State Police Department are now protected by an insurance policy against possible law suits brought against them by persons who may be unwarrantedly harmed during police actions.

State Comptroller Fred R. Zeller said the policy is designed to provide individual protection for the police officers. Zeller said it is an extension of the liability insurance coverage provided by the state for the police and other state employes while using automobiles on official business.

The policy, which is already in effect, provides protection to the police officers who may be sued for causing bodily injury during the following instances: false arrest, malicious prosecution, wilful detention or imprisonment, libel, slander, defamation of character, invasion of privacy, wrongful eviction or wrongful entry.

It also protects the police officer in the event any person may claim bodily injury or property damage caused during official police duty.

The policy limits, Zeller said, are these: in cases of bodily injury, \$100,000 for each person and \$300,000 for each incident; in cases of property damage, \$5,000 each incident and \$25,000 aggregate. Zeller described the policy as the standard form liability insurance policy with special features.

Commissioner Kelly said the policy provides long-needed protection for the State Police.

Commissioner Kelly said the policy and the protection it affords is a "good thing" since police officers have always had to operate at the hazard of being sued by persons who might be unwarrantedly injured during police actions.

State of Connecticut



By His Excellency ABRAHAM RIBICOFF, Governor

A STATEMENT

RELIGIOUS TRAFFIC SAFETY WEEKEND

The needless toll of death and injuries on the highways of Connecticut and the nation is an abuse of God's most precious gift.

Man has made impressive strides in improving the standards and enforcement of his motor vehicle laws, his engineering for highway construction and his driver education programs. It has not been enough. Until every driver accepts a moral responsibility for his driving conduct, our highways will continue to be roads to death and tragedy instead of paths to progress and enjoyment.

Connecticut clergymen of all faiths, in an effort to awaken in the conscience of every driver a realization of this moral responsibility, are participating in a

RELIGIOUS TRAFFIC SAFETY WEEKEND

to be held throughout the State on Saturday and Sunday, December 14 and 15, 1957.

God's Commandment, "*Thou Shalt Not Kill*," applies to a person with the wheel of a car in his hands as well as to the person with a gun in his hands. We urge every driver to keep this Commandment in the operation of his automobile. Drive with decency, sobriety, consideration and courtesy. Don't speed. Comply with all the motor vehicle laws and regulations. Practice the Golden Rule of doing unto others as you would have them do unto you. If we do this, each of us can help stop death on our highways.

Abraham Ribicoff

December 1, 1957

Governor.

Safety minds

Vox-Cop

November- December, 1957

Right Of Way

From the Southern New England Telephone Safety Program

There is greater misunderstanding about the right of way rule than any other part of the traffic code. Ask any driver if he knows the right of way rule and he gives you a look that says, "Why you silly so-and-so, I've been driving for fifteen years. Do I know the right of way rule?" My answer to that is, "Well, do you?"

It's downright amusing sometimes to hear them quote it to you. They usually start like this: "When two vehicles reach an intersection at the same time, the one on the right has the right of way." Right then I know that he and I are not talking the same language. He hasn't learned the basic principle of the right of way law. Strange that with all the discussion about it so few people take the time to read the law. Let's start reading it together. My copy goes like this. "Each driver of a vehicle approaching any intersection shall grant the right of way at such intersection to any vehicle approaching from his right when such vehicles are arriving at such intersection at approximately the same time, unless otherwise directed by a traffic officer". That's quite different from what most people say. In one case the law says the one on the left shall grant and in the other the driver says the one on the right has the right of way.

Let's get this one point firmly established. The Law Never Gives The Right Of Way to Anyone. The law only says who shall grant and places a penalty on the driver who fails to do so. You may have him arrested--if you are still alive after the crash--but don't make the silly mistake of thinking the law has given you the right of way.

The only person who can give you the

right of way is the other driver. Until he does so you haven't got it. I have read dozens and dozens of accident reports which start with, "I had the right of way," and I've seen several near fights between drivers involved in accidents in which each driver claimed he had the right of way.

When you come to think of it, it's rather plain to see, isn't it, that neither one had the right of way, for, if either one had, there would have been no accident. You can mark this down as truth: In every case of vehicle collision neither driver had the right of way, although one or both may claim it.

With this knowledge of right of way a new light is shed on correct behavior at intersections. We must know the law, of course, but we must never assume that we have the right of way until we are sure the other fellow has granted it to us.

A telephone driver (defensive driver) should approach intersections slowly enough to allow plenty of time to look well to the right and left, and approach with foot on the brakes, prepared to stop.

Really the only benefit afforded by the right of way law is to act as a guide as to which driver should grant. It won't keep you from getting hit if the other guy fails to grant.

There is another little joker about this law that many don't suspect until it is too late. If you have a crash and there is a dispute over responsibility for the accident do you think the judge or jury will decide it on the basis of whom the law said should grant? Oh, no! It will be decided according to the "doctrine of the last clear chance". In other words, that driver is responsi-

ble who, in the opinion of the court, had the last clear chance to avoid the accident and failed to do so. How do you feel about right of way now?

WHAT CAUSES ONE-CAR ACCIDENTS?

More than two years of research in the study of one-car accidents, a project sponsored by the Ohio Department of Highway Safety and carried out by the Engineering Experiment Station of Ohio State University, has verified that there is more than one cause or contributing factor present in every one-car accident, shedding light on the connection between "driver error" and roadway factors.

According to Director Gordon Jeffery, the completed report on the project has fully answered a primary objective which was to develop methods of gaining information on the probable causes of one-car accidents, using a team of research personnel drawn from the areas of psychology, sociology, social administration and mechanical, civil and highway engineering. Supervisor of the project was Emmett H. Karrer, professor of highway engineering; co-supervisor: Professor Robert F. Baker of the Engineering Experiment Station. The study was restricted to one-car accidents in order to limit the variety of complications arising from "the other driver".

Preliminary Analysis of all of the 7148 one-car accidents investigated by the State Highway Patrol in 1955 yielded basic statistical data at the start. From there, researchers went into homes of drivers involved in one-car accidents during the summer of 1956 for personal, confidential interviews. Other specialists studied actual locations where the accidents occurred.

Skilled interviewers found most drivers willing to talk about their mishaps to "help prevent another one". One 18 year-old driver readily admitted going "85 miles an hour in a car which he had never driven before, with his arm around his girl friend on a rainy night, going around an S curve over a railroad track". Another, older, gentleman ex-

plained, "You see, my wife is really my eyes, I depend upon her. She looked at the floor and I ran into that detour sign. Without her I'm blind as a bat!"

Professor Karrer stated, "The team approach, in which specialists from several fields of knowledge work together on the same project, has been proven both valid and desirable in the study of traffic accidents. Also validated was the personal, home interview technique in combination with exhaustive study of the vehicle and roadway factors". "However", said Karrer, "because of the small size of the sample--only about three per cent of all one-car accidents in 1956, we cannot judge the information collected on one-car accident drivers as typical of all, until the research is expanded".

Though the number of drivers interviewed was limited, definite trends appeared in the relationship of highway characteristics to driver age, driver experience, marital status, education, alcohol consumed within six hours before the accident, personality type, and traffic arrest history.

Teen-agers seemed to believe that they could improve their driving habits which they viewed as only mediocre, and did not believe they could drink and drive safely. Restrictive highway features such as advisory speed signs, narrow lane widths, sub-standard shoulders, lack of centerline markings and pavement conditions had a large effect on their ability to control their vehicles. Speed was not found to be a dominant factor in accidents of drivers 16 to 19 years of age.

Inexperienced drivers also had trouble controlling their vehicles on highways with restrictive features, and it is likely that these features influenced the driver errors that were made. Experienced drivers had more accidents on relatively safe roadways. More than any other age group, drivers over 40 tended to blame the "other driver", the highway or their automobiles for their accidents or other driving difficulties.

Drivers who admitted being anxious or nervous on the trip apparently could not cope with sharp turns and intersections, failing to heed warning signs. Highways

which had restricted safe speed features presented a hazard to inexperienced drivers, anxious or nervous drivers and those in the 30 to 39 year-old age group.

Drivers who had been drinking within six hours prior to the accident did not appear to have been troubled by restrictive features of the roadway, but when speed and drinking were combined, these drivers had difficulty maintaining control of their vehicles. They seemed to be affected by night, rain and fog, but, according to the report, this may merely suggest the hours at which drinking drivers are likely to be on the road, and when most accidents happen. Analysis of the 1955 statistics revealed that 61 per cent of one-car accidents occur between 6 P. M. and 6 A. M. More of the drinking drivers believed that they could drink and drive safely than those who had not been drinking before the accident. Drivers who had a previous traffic arrest history also believed they could drink and drive safely.

In general, the research concluded that the younger drivers would be more receptive to a program of driver education and accident prevention efforts. They were aware of their faults. The older drivers, it was indicated, would not respond to a safety campaign, while their accidents could be reduced by a program of traffic law enforcement.

Because the project involved a novel departure in the methods and techniques for study of accidents, a report is to be prepared for presentation to the Highway Research Board in Washington, D. C.

---Flying Wheel

TIP

If your right wheels should run off the road, don't get panicky. Take your foot off the gas, let the motor slow the car down and then ease the wheels back. "Panic reaction" kills a lot of people unnecessarily when they instinctively take too drastic corrective measures which throw their vehicles out of control.

TIPS FOR SAFETY ON NEW HIGHWAYS

"Highway hypnosis," a new peril for motorists driving on superhighways, is now regarded as one of the fastest growing causes of modern expressways accidents.

An article in Aim, employe publication of the Allstate Insurance Co., says the easy driving conditions on straight, wide, and highspeed expressways tend to lull motorists into drowsiness and a state of dulled reflexes.

Fatal single car accidents have shown the greatest increase of all types of traffic accidents in the last 15 years, accounting for more than a third of all traffic fatalities in 1956.

As expressway driving lulls drivers into free wheeling calm and a false sense of security, they may lose the power to adjust to the simplest changes in driving conditions and become physically and mentally unable to cope with an emergency.

With the new federal highway act calling for 41,000 miles of expressways in the next 16 years, learning to shake off highway hypnosis may become a life-or-death necessity.

What To Do

Here are some suggestions:

1. Pull your car off the pavement and rest at the first sign of blurred vision, heavy eyelids and staring or glazing eyes.
2. Start your trip well rested. Fatigue deteriorates your entire driving ability.
3. Move your head and eyes constantly and don't focus sharply on any object unless it's necessary.
4. Stop frequently and eat small meals instead of one big one just before or during your trip.
5. Try not to drive long distances at night when the danger of hypnosis becomes much greater. Darkness relaxes some drivers too much. Keep your instrument panel lights turned down to reduce their hypnotic glare.
6. Vary your speed frequently and don't follow the same car too long.
7. Wear loose fitting clothes and

keep fresh air circulating in your car.

8. Play the radio but avoid continual slow music and change stations frequently. Occasional bursts of singing out loud and whistling helps.

9. Try to avoid sun glare, a major factor in inducing eyestrain and fatigue.

10. And keep thinking of how you would react to emergency conditions.

PLUS A "PLACE TO RUN TO"

Studies of 1956 highway traffic deaths showing that single car accidents accounted for more than a third of all fatalities that year have generated a new round of suggestions designed to combat "hypnosis" and the companion dangers of driving on superhighways.

Safety officials are alert to the fact these dangers will grow with the progress of the national 41,000-miles network of superhighways now getting under way.

As most drivers use superhighways on occasion, these suggestions are worth pushing. Sensible drivers will make use of them.

The advice generally given can be summarized in the very sound, basic counsel that drivers should keep their minds alert and their eyes moving. When fatigue or monotony interferes with full concentration on the task at hand, they must get off the road and wait until they can give the serious job of driving the attention it requires for safety.

More specifically, drivers must take these points to heart:

Don't "tailgate" other cars. Stay a safe distance behind, making full allowance for bad weather conditions. Change speed occasionally and don't follow the same car too long -- a group of autos traveling at the same rate of speed is a perfect setup for a multi-car crash.

Avoid "frozen eye" perils. A glance at the mirror every few seconds not only will help in this but also will avert those occurrences that often are blamed on cars that "came out of nowhere."

Radio music, provided it is not too soothing for too long a time, and pro-

vided the driver can join in occasionally in song, helps too. And because others may not be taking the same safety precautions, the careful driver should always have in mind a maneuver to meet an emergency if it should arise.

Old hands call it a "place to run to."

---Torrington Register

SUPER-HIGHWAY DANGERS

A new peril, perhaps not foreseen by engineers, appears to be rising on the nation's new super-highways. It is called "driver drowsiness" which the safety authorities differentiate from fatigue.

Matthew Sielski, a traffic engineer connected with the National Safety Council, says that "highway hypnosis" is a "glib answer that won't suffice" to explain accidents involving automobiles traveling in the same direction or automobiles running off the road.

Mr. Sielski's conclusions are based largely on studies in a recent 1,600-mile turnpike trip. He used devices to check reaction time of drivers and the value of periodic rest periods. His report stresses weariness from hours of monotony as the prime danger in long-distance driving. He suggests halts every 100 miles.

Certainly this makes sense. One of the great threats to safe and happy motoring today is the very understandable tendency to push on toward one's destination at the expense of human efficiency. The objective is the thing; the cost of attaining it is often forgotten.

The men who designed these great super-highways tried to eliminate the dangerous curves, the steep grades, the intersecting highways and all other conventional hazards. Most drivers will agree that a splendid job has been done and we have been given some excellent highways but, as many motorists find, they are dreadfully monotonous to travel on.

Of course the old roads with their curves, high crowns and black tops had their hazards but monotony was not one of them. The driver had to keep alert, or he was quickly in trouble. On the new

turnpikes one can drive for miles without fear of anything but other high-speed cars moving along the same artery.

The prudent motorist, embarking upon an extended trip will take into account this added risk and plan accordingly. It can be done. There are numerous aids at hand to avoid monotony. If these are not sufficient to ward off a feeling of drowsiness then the only thing to do is stop. Fifteen minutes' rest by the way-side is preferable to an extended one in the hospital.

---The Hartford Times

AUDIO TRAFFIC SIGNALS ON FREEWAYS FAVORED

Gen. Louis W. Prentiss, executive vice president of the American Road Builders' Association, offered this interesting comment in a recent issue of the American Road Builder:

"As freeway characteristics become more common in our highway system, more people are going to get in the habit of driving 60 to 70 miles an hour. Many will not have sufficient experience in fast driving to make them safe high-speed drivers. Their sense of timing may not be keyed to such speeds . . . they may become hypnotized by the straight, gently-rolling stretches of highway . . . their reactions may not be fast enough for 100 feet-per-second travel.

"We are going to have to work constantly on safe driver educational programs and we are going to have to build into our highways audio as well as visual signal systems utilizing electronic and mechanical means.

"Frequently we miss a visual signal or sign which we would not miss if first we were alerted by a sound signal. Surfaces of our highways can be given special treatment to cause a sharp new tire sound. This type of construction could be tied in with the warning signs of turn-offs.

"To get the driving public to react properly and promptly for its own safety we have to get their attention just as the old farmer did before he could work

his mule. He found it necessary to hit the mule over the head a few times with a two-by-four."

---A.A.M.V.A. Bulletin

TRAFFIC CONTROL BY ELECTRONICS IS DEMONSTRATED

Engineers and highway officials from all over the nation gathered recently in Lincoln, Neb. for a field demonstration of a newly developed electronic traffic control system.

This system is based on a series of electronic detector units built into the highway. Cars passing over the specially prepared highway cause signals to be given off which activate warning lights in a variety of ways.

It was developed by a team of scientists from Radio Corp. of America working in cooperation with the Nebraska Department of Roads.

For this field demonstration a series of rectangular loops about 6 by 20 feet were buried in a 320-foot strip of paving at the busy intersection of Highways 2 and 77. Associated with them are detector elements, antennae, switches, relays and finally a series of lights along the highway. A car without any special equipment passing over this grid will activate the signal lights.

State Engineer L. N. Ress said this system can operate lights giving right-of-way at a point of merging traffic, warn a driver when he follows too closely behind another vehicle, indicate the presence of an obstacle in the highway ahead, warn a driver when he is going too fast, tell a driver when it is safe to pull out and pass.

When special equipment is installed in cars all these signals can be given by light and sound right at the instrument panel of a car. With the use of a "guide wire" laid in the paving a car can be guided automatically in its traffic lane.

And with other special equipment, Ress said, "the signals generated by the detecting elements will control brakes, steering gear and engine speed to provide fully automatic driving along en-

tire highways or in specific areas where it may be advisable for reasons of safety."

COST OF NATIONAL TRAFFIC MAYHEM ESTIMATED AT MORE THAN 7 BILLION

The nation was handed its 1957 traffic bill a few days ago by Thomas N. Boate, manager of the Accident Prevention Department of the Association of Casualty and Surety Companies, and it came to a staggering grand total of \$7,255,600,000!

That is the estimated cost of a single year's traffic mayhem based on figures for the first nine months of this year and a projection through December 31. It is the highest figure in the history of the automobile.

"The pro rata share borne by each of the nation's 171,790,000 citizens amounts to \$42.23," Mr. Boate said, "while the cost for a family of four is \$168.92. Included in the sum are charges for property damage, automobile repair, legal and medical fees, insurance expenses and loss of income through absence from work."

He added that in amassing this bill the nation's traffic losses will reach an estimated total of 38,300 deaths, 1,856,000 injuries and 11,700,000 accidents. An extended period of bad weather during the month of December could reduce this toll some by reducing the number of cars on the highway. Otherwise, he said, the usual annual round of holiday shoppers and seasonal celebrants will make December once again the deadliest month of the year.

While deaths will be below the all-time high set in 1956, accidents and injuries, like the dollars cost, are continuing their steady climb and will reach new high levels. Mr. Boate said that this steady increase in the total traffic casualty experience exposes the error of measuring highway safety progress solely on traffic death figures.

As for the \$42.23 "bills" charged up to every man, woman and child in the country, Mr. Boate said that they can be marked paid since the cost of acci-

dents is met on a pay-as-you-go basis. However, he pointed out that this is small consolation since, as matters stand, every citizen can count on his share of this economic waste to increase each year for the rest of his life.

"These losses will continue," Mr. Boate said, "until we are ready and willing to pay reasonably for safe vehicle and driver control through effective enforcement, engineering and education and until each individual accepts his personal responsibility for complete obedience to the traffic rules."

The safety authority added that until then, motorists with a realization of the danger and a strong will to live have the best chance of avoiding accidents. Such people, he said, will keep their minds on their driving, will not take small risks to save time and will not violate obvious safety rules like driving after drinking.

That is particularly important in the coming holiday season, he said, if present human and economic loss estimates are not to be exceeded.

---Association of Casualty and Surety Companies.

FOLLOWING TOO CLOSELY

Connecticut now numbers among its motor vehicle statutes one which prohibits following too closely behind any preceding vehicle on our highways.

We note, with interest and with approval, the fact that it is being invoked more frequently than at its inception, and that courts are handing down more substantial fines for its violation.

Most frequently, we are given to understand, the charge is levied in the case of a driver involved in a rear-end collision.

However, we are sure that most drivers on today's heavily trafficked highways would wish that it could be applied more frequently--and without waiting for a collision--in the case of those perennial, and much too numerous, rear-bumper riders whose race-track hugging of the car ahead causes many a careful

driver to run at least temporary high blood pressure.

Most of us who drive, we are sure, have looked up into the rear-view mirror and suddenly found our back hair almost literally standing on end at the sight of what appeared to be a following car about to make its entrance, via our trunk.

Unfortunately, nine out of ten of these highway maniacs will never see arrest, because their deeds escape the eye of a cop.

Wouldn't it be wonderful, however, if our State and local police would keep an extra-alert eye out for this type for a while, marking their discovery with a neat little ticket charging them with "following too closely."

---New Haven Evening Register

CAUSE OF AUTO ACCIDENTS AFTER 30-YEAR STUDY STILL UNANSWERED

By Walt McGowan

The Yale Bureau of Highway Traffic admitted that after 30 years of study it still doesn't know what causes automobile accidents.

But the State Police Traffic Division thinks it has the answer. "It's that old feeling--it can't happen to me," said Officer Frank Dowling.

Dowling has investigated hundreds of smashups and has thousands of accident records at his fingertips in his Hartford office. He says some freak mishaps indicate that drivers "go out of their way to look for a crackup."

Director Frederick W. Hurd of the Yale Bureau, the only one of its kind in the country, agrees that some motorists seemingly beg for trouble. He asks, "what makes them shoot out into traffic without looking right or left? What made the woman driver stop on railroad tracks as a train approached, just to pick up a stray cat?"

But Hurd says "no one has discovered the specific causes of accidents. We all know that speed and reckless driving kill thousands. But what makes one driver speed and another reckless? Why

are thousands of others non-speeders and non-reckless?"

Dowling insists he knows the answer. "Probably the biggest mistake a driver can make is feeling that it can't happen to me," he says.

"It Couldn't Happen To Him"

The officer recalls how a high school driver returning home one night with several youngsters missed a curve, killing four. "It was just a little crazy daring," explained Dowling. "The driver simply thought it couldn't happen to him."

He added "too many people take needless chances. They drive too close to the car in front or drive when they are tired. They make the mistake of feeling that it won't happen to them. But they're wrong!"

Dowling grants that sometimes a driver has a logical excuse for an accident. He pointed to one who purposely sideswiped a car and rammed a highway fence, explaining "I had a fight with my wife."

The best advice for motorists, concluded Dowling, is "drive as if all the other drivers were maniacs." ---UP

THE MENACE OF DEFECTIVE CARS

Since Connecticut has no compulsory system of motor vehicle inspection, the Motor Vehicles Department does from time to time wisely make spot checks for defective equipment. The results are not encouraging to those who are trying to reduce deaths and accidents on the highway. During the last fiscal year 728 drivers were stopped and nearly two-thirds of their vehicles were unsafe, that is with weak brakes, burned out headlights and taillights, faulty windshield wipers, or defective in other ways that could figure in an accident. In the year previous the ratio of defective vehicles to those checked was about as high.

Of course a well-maintained car is not immune to accidents. But poor brakes, one of the more serious defects, suggests a sloppy driver. The law has

constructively recognized this probability by saying that the driver is liable to charges of reckless driving, if the brakes were known to be defective. Such faulty equipment is occasionally detected, not only by motor vehicle inspectors but in incidental road checks by state and local police. Whether their number could be substantially reduced by banning from the roads all cars, say, older than 10 years is doubtful. New cars, when abused, are soon made unsafe with defects. The answer lies in sharpening the driver's awareness to a car's seemingly trifling faults, and correcting them. The policeman on highway patrol has an obvious role in this improvement by more vigilant efforts to weed out cars that have defective equipment.

---The Hartford Courant

WARNING AGAINST TINY CARS DRIVEN BY MOWER MOTORS

Midget cars powered by lawn mower motors are considered motor vehicles in Connecticut and their operation is subject to the state motor vehicle law.

Their use on streets, highways, and sidewalks is becoming increasingly prevalent, according to Captain Gruber of the Traffic Safety Division, who said that Connecticut law provides a motor vehicle shall be "any vehicle propelled or drawn by any power other than muscular."

Only exceptions, he said, are aircraft, motor boats, road rollers, baggage trucks used about railroad stations, electric battery-operated wheel chairs operated by physically-handicapped persons at speeds no greater than 15 mph, agricultural tractors, farm implements and such vehicles as run only on rails or tracks.

The midget cars can be legally operated only on private property, such as a field or a private road.

To operate elsewhere they would have to be licensed as motor vehicles, which is impractical. Before registration, they would have to be equipped with lights, a braking system, a windshield and other equipment used on big cars.

Even if licensed, he said, they cannot be driven on a public highway by anyone under 16 years of age. Parents who permit their young sons to do so, he said, are subject to arrest.

ODOR NO PROOF OF DRINKING

Smelling alcohol on the breath is no proof of drinking, Dr. Herman A. Heise, Milwaukee, reported to the American Medical Association meeting in New York City just before the mock trial of a drunken driver was staged to show the value of chemical tests in intoxication.

Alcohol in the concentration that occurs in the breath has no odor and one smells only the flavor of the drink. Pure alcohol could be drunk and there would be no tell-tale odor.

Dr. Heise, chairman of the association's medico-legal subcommittee on chemical tests for intoxication, reported that harboring about one ounce of alcohol in the body increases the chances of having an automobile accident by more than 1,000 per cent. If no drivers drank, half of the 40,000 persons killed each year in highway accidents might be saved and half a million more might well be left uninjured.

DID YOU KNOW

Four wheel brakes were introduced in 1923.

Oldsmobile equipped their cars with speedometers in 1901, the same year a man named David Buick, a maker of bathroom appliances, organized an automobile company.

Sealed beam headlights were developed in 1939. Since the first electric headlamps replaced oil lamps in 1911, continued improvements in lighting have been made, with many 1958 models having new four-headlight systems.

A glass sandwich--two sheets of glass with a thin sheet of plastic in between--was discovered by scientific accident, and introduced as safety glass for use in automobiles in 1927.

AROUND THE CIRCUIT

Vox-Cop

November - December, 1957

STATION "B", CANAAN

THE PERSONNEL OF STATION "B"
WISH EVERYONE
A PLEASANT HOLIDAY SEASON

STORK KEPT BUSY

Canaan Officers more than a little proud these days include:

Officer & Mrs. Richard Chapman of Bristol who on October 10, 1957 welcomed 7 lb. 9 oz. Thomas George Chapman to their home. The baby boy, their third child, arrived on their fourth wedding anniversary and on Mrs. Chapman's birthday.

Officer & Mrs. Victor Keilty greeted a heavy-weight, 9 lb. 1 oz. Timothy John Keilty on July 19, 1957, their fourth child.

Resident Officer & Mrs. Sidney Toomey of Norfolk are the parents of Merry Jane Toomey, who arrived November 23, 1957 and checked in at 7 lbs. 11 oz. The baby girl is their fifth child.

SALISBURY WELCOMES OFFICER SZCZESIUL

As previously indicated in the last issue of Vox-Cop the town of Salisbury now has a resident officer--Off. Stanley Szczesiul--from this barracks. He has moved his family to Lakeville from Nauvaton and on Tuesday evening, December 3, he and Mrs. Szczesiul were honored guests at reception tendered by Salisbury townspeople.

PERSONNEL CHANGES

In the latest shuffle Canaan barracks lost three officers by transfer: Off. James Rodgers and Off. Michael Bochichio to Station I, Bethany, and Off. William Longo to Station G, Westport. But balancing the books came Officers James Zaepful and Raymond Fanelli together with Off. Joseph Riley who transferred from Station H, Hartford. The

latest additions plus Officer Chapman make for four Bristolites at Station B.

AUXIE OFFICER NOW ATTENDING ACADEMY

Student Officer Victor Zordan of Torrington, now at the Bethany State Police Academy, was one of this station's best liked auxiliaries. We all wish him success both at the training school and in his future police career. Dispatcher Frances LaPlaca keeps us posted on his academy progress.

RECORD MARRED

Canaan was doing right well until a triple fatal back a few months marred the record. Things then quieted down until December 2 when an elderly Sharon man suffered a fatal embolism and then ran off the road into a tree. Technically speaking it can not be termed a fatal accident as his injuries in the crash were not the cause of death.

DRAFT GETS DICK FALLON

Dispatcher Dick Fallon of Canaan has received his "Greetings" from Uncle Sam. Reports January 7 with a draft at City Hall, Torrington. The barracks will miss his ready smile and Dick is one of the most agreeable and accommodating persons we have ever met. The Canaan Town baseball team, league champions this year, will miss a first rate short stop come next season. Dick got his training on Canaan sandlots and Class D league ball in the southern states.

MISHAP LEADS TO ARREST

Some people just don't live right. Station L's new commanding officer, Lieut. Anton Nelson, was en route home through New Hartford recently when his attention was drawn to a motorist who had the misfortune to have his engine hood come unfastened and literally blow up in his face. Checking, the lieutenant found three youthful occupants equipped with loaded weapons in their car, some lacking hunting licenses, and two

very dead ducks. Officer Chapman on patrol nearby followed through on the case with court presentations later in Barkhamsted Justice Court.

TOLLAND COUNTY TALES

"Carol brothers, carol,
Carol joyfully,
Carol the good tidings,
Carol merrily!
And pray a gladsome Christmas
For all your fellow-men:
Carol, brothers, carol,
Christmas Day again."

The Birds' Christmas Carol

THE HUNTSMEN

Of all our mighty huntsmen, who have gone boldly forth to slay the deer, be it in the woods of Maine, New Hampshire or Vermont, only two have succeeded, Don Tracy and Bill Ellert. Better hunting here at home; so far five deer have lost their lives when colliding with motor vehicles.

GOING AND COMING

A few short weeks ago, we bid farewell to Ed Funk, who was transferred to Station E, Groton. He'll be missed here but we realize he is much nearer home. Station "E" is gaining a good officer.

We welcome to this station from the Training School, Joseph Bangasser, who hails from just over the border in Manchester. He is sure to find a variety of activity in this place.

STUDENT FOR A WEEK

Recently Lieutenant Taylor had the good fortune to attend the session of the State Police Seminar Homicide Investigation, Harvard Associates in Police Science. Lieutenant reported a most interesting week.

You may be interested to know that his daughter, Vera Maren, who received her degree from the University of Connecticut last June, is now head of the Home Economics Department at the new

Hebron Regional High School, Hebron, Conn. Maren lives at home and commutes daily.

Guy Taylor, a senior at the University of Connecticut, has been cited by the University of Connecticut as a distinguished military student and has been promoted to Battalion Commander with the rank of Lieutenant Colonel, Army ROTC Cadet Corps. Guy is also one of ten students to be selected as a member of the Scabbard and Blade Honorary Society of the Armed Services National Honorary Society. Congratulations! Guy.

CANADIAN JUVENILES APPREHENDED

Joe Koss came upon two hitchhikers on the parkway one Sunday and soon found them to be two juveniles from Beebee, Quebec, en route to New York and Florida having run away from their homes. Joe talked to them like a good father and soon learned that they had stolen a car in Quebec, eluded the customs by a back road and then abandoned the car in New Hampshire. They had spent nights in old shacks and had begged for food and money. The boys were turned over to the proper authorities.

MISSING PERSON COMPLAINT
LEADS TO MANY ARRESTS

Nine arrests resulted from the investigation of a missing person complaint made by Off. William Tomlin and Det. Arthur Johnson, assisted by Off. Larry Goodale of the University of Connecticut Security Department. Involved were four girls, age 12 to 14, who have been referred to the Juvenile Court. The girls were involved in sex offenses with the men and securing liquor from them. Parents of one of the girls were also arrested on the charge of risk of injury.

FALSE COMPLAINT LEADS TO ARRESTS

Ted Sheiber investigated a hit and run accident complaint and ended up by arresting the operator and two passengers for giving false information to the police. The operator had taken his eyes off the road and as a result the car went to the left and struck a pole, damaging the left side of the car. Because he had been involved in two previous accidents and had been warned by his par-

ents that the insurance would be cancelled if another accident occurred, he complained of a hit and run car. Good Work, Ted.

THE PERSONNEL OF STATION "C" EXTEND TO YOU AND ALL YOUR FAMILY, EACH AND EVERY ONE, A MOST JOYFUL CHRISTMAS AND HAPPY NEW YEAR.

STATION "E", GROTON

- Papp
- Shaw
- Kathe Funk
- McCue Elton
- Webster Potter
- Corcoran Skelly
- Sullivan Hickey
- Sonner Douglas
- Jacques Bickford
- Bellefleur Leitkowski
- Cable Sternberg
- Laframboise Fitzgerald
- Anderson Greenberg Beckwith
- Larizzo Farrow Det. Murphy
- SPW Matteo
- Sgt. Leighton D/Sgt. Goodale
- Lieut. Avery
- Ladd
- Ferro
- Phelan
- Rheume
- Girotti
- Losacano
- Auxiliaries

M E R R Y C H R I S T M A S

and a

H A P P Y N E W Y E A R

STATION BREVITIES

Officer Sonner is now married and settled in his new dream home.

Joseph Jankowski, Jr. is attending the State Police school at Bethany. He

was a former Dispatcher at this barracks. We extend to him our best wishes for success.

We now have a new aluminum boat which will be used to great advantage in our dragging and rescue operations.

Detective Murphy hopes Santa Claus brings Officer Suchanek of the Fire Marshal Division his brand of smoking tobacco. It all happened at the table when Officer Suchanek picked up Detective Murphy's pipe and started smoking, thinking it was his own.

WELCOME TO NEW OFFICERS

We welcome the following new officers to our roster. Officers George Beckwith, Donald McCue, Robert Papp, William Shaw and Harry Webster, all recent graduates from the training school.

Officer Edward Funk from Stafford Springs has been transferred to our barracks.

STRANGE SIGHT

It is very common for a submarine to go under the Gold Star Memorial bridge but motorists were perplexed one early morning to see a strange sight, a large hulk crossing on top of the bridge. Guesses were, a swimming pool or a great rain-catcher. Taking up almost two lanes of the bridge the unusual hulk turned out to be a 21 ton submarine hull section destined for the Electric Boat Company. This is the first time part of a sub crossed top-side of the bridge.

"STAR OF BETHANY"

We think this a most opportune time to tell the story involving police communications, a local newspaper and most Seasonal the story of "Bambi" and the little town of Bethany. The star of Bethany is not five pointed but a spirited brown mongrel pup, whose great love was his stricken master. It all happened this way. A family from Bethany, many miles from here, journeyed to this area, yea, for the child, their own, age five, stricken with Cerebral Palsy and also deaf. His family, with Bambi, came to get him at the Mystic Oral School which he attended. They had stopped to do shopping locally and Bambi in some manner left the car and became lost. The

local newspaper told how Bambi was lost; a man discovered him, contacted our station and we in turn notified the barracks at Bethany. The gears of progress meshing, the family was soon enroute to recover Bambi. In conclusion we feel sure the "Star of Bethany", "Bambi", and his master will have a "Merry Christmas".

STATION "F", WESTBROOK

CONVALESCING

Officer George J. Fagan has left the hospital to convalesce at home, while Off. George H. Baldwin is still hospitalized. We guarantee that the Sisters who attended them at St. Raphael's will miss the Fagan and Baldwin humor when both have left. Their cheerfulness will speed their recovery.

HELPING HAND

We were happy to have had the services of Off. Howard W. Sternberg for a while when we were experiencing a man power shortage brought about by Officers Baldwin and Fagan's accident.

ACTIVITIES PUBLICIZED

After Officer Harris made a number of arrests of operators whose vision was obscured with objects such as baby shoes and dice dangling from their vehicles, a prominent area newspaper was inspired to draw a cartoon picturing an officer making such an arrest and captioning it "Officers elsewhere, go and do likewise."

Shortly thereafter, Officers Harris and Waite arrested four motorists for trespassing, after apprehending them driving on the new Connecticut Turnpike before it is officially opened. This was followed by another newspaper writing an editorial, which called attention to the extreme danger demonstrated by the accidents occurring on the turnpike in the southern sections of the state and commending the state police in their decision to halt the unauthorized use of the unfinished turnpike.

While Officer Harris seemingly has a knack of making arrests which interest our newspaper friends, Sergeant Leonard caused a local reporter some consternation the other evening. The reporter called and wanted the details of a deer-jacking arrest in one of our towns. The sergeant tactfully explained that he would be very happy to give the details, but suggested that he read an account of the arrest in his own newspaper. It was probably the first time that a reporter had been "scooped" by his own paper.

NEW BARRACKS FOR STATION "F"

All impediments to the State's obtaining title to the barracks site on the new Connecticut Turnpike at Westbrook have been overcome and before long Station F will have a new barracks. Looking back it would be interesting to call the roll of all state police officers who were stationed here at the Westbrook Barracks during the past twenty-nine years. Even the most hard bitten officer when answering the roll would feel a little nostalgic as he thought of the Old New England Colonial on the Boston Post Road which served as his headquarters while he followed the police profession in lower Middlesex County. None would be as abounding in memories as the officer, who as a young rookie transferred from the Centerbrook to the Westbrook Barracks in 1929 and answered the first roll call. Now, years later, having made the transition to a seasoned veteran, he still answers, "Here" when the name of Lloyd D. Babcock is called.

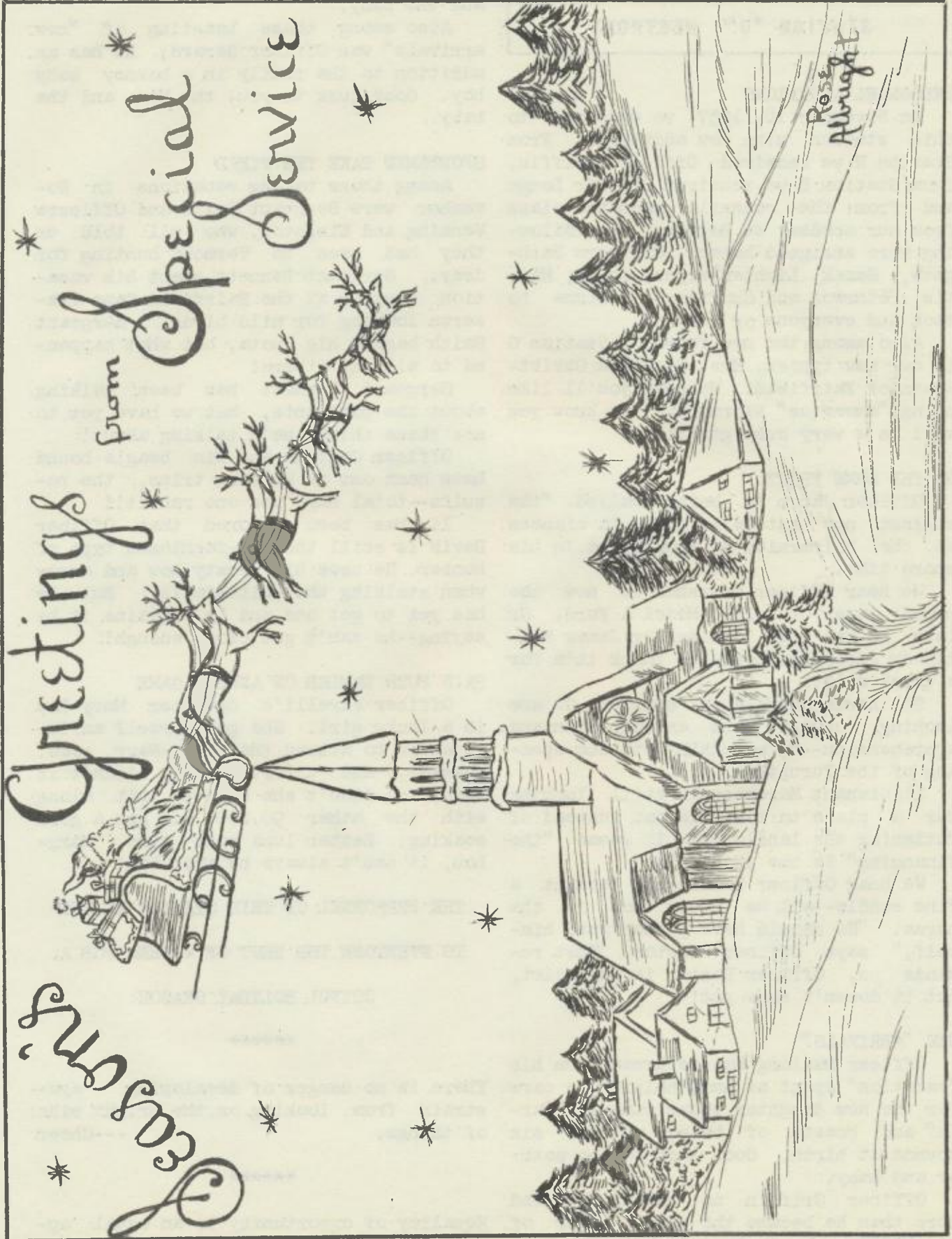
TO EVERYONE

BEST WISHES FOR A MERRY CHRISTMAS

AND A PROSPEROUS NEW YEAR

FROM STATION "F" PERSONNEL

You better live your best and act your best and think your best today; for today is the sure preparation for tomorrow and all the other tomorrows that follow.
 ---Martineau



STATION "G", WESTPORT

PERSONNEL ADDITIONS

On November 18, 1957 we welcomed to this station nine new additions. From Station H we received Officer Griffin, from Station B we received Officer Longo and from the recently graduated class from our academy at Bethany, the following were assigned here: Officers Bathgate, Gazek, Lichtenberger, Lopes, Mattis, Peterson and Shaffer. Welcome to each and everyone of you!

Also among the new faces at Station G is our new typist, Mrs. Florence Christensen of Fairfield. We hope you'll like being "among us" Florence. We know you will be a very busy girl!!

ON THE HOME FRONT

Officer Jacob is being called "the student" now that he is going to classes at the University of Bridgeport in his spare time!

We hear Officer Kryzshak is now the proud owner of a 1930 Model A Ford. Of late he has been looking for James Melton or Jacob Brothers--we think it's for a quick sale.

The harness-bulls of Station G are looking forward with anticipation and apprehension--or something--to the opening of the Turnpike.

Lieutenant Marchese is still looking for a place to hang his hat instead of fattening the landlords! It seems "the financing" is the problem!

We hear Officer Martin has bought a fine saddle--all he needs now is the horse. "He should have gotten onto himself," says Officer Boston. That reminds us, Officer Boston is on a diet, but it doesn't show yet!

NEW "ARRIVALS"

Officer Demlong has returned from his "vacation" spent at home helping to care for the new daughter whose name is "Paris" and boasts of being all of six pounds at birth. Good luck to the mother and baby.

Officer Griffin no sooner arrived here than he became the proud father of his FIRST, a boy! Good luck to the Mrs.

and the baby.

Also among those boasting of "new arrivals" was Officer Gerard; he has an addition to the family in a bouncy baby boy. Good luck to you, the Mrs. and the baby.

SPORTSMEN TAKE THE FIELD

Among those taking vacations in November were Sergeant Smith and Officers Venning and Kingston, who all told us they had been to Vermont hunting for deer. Sergeant Bennett spent his vacation hunting at the Fairfield Game Preserve looking for mild birds. Sergeant Smith bagged his quota, but what happened to all the others!

Sergeant Bennett has been talking about the pheasants, but we have yet to see these things he's talking about!

Officer Collins and his beagle-hound have been out on hunting trips, the results--total bag, was one rabbit!!

It has been rumored that Officer Davis is still the old-fashioned type of hunter. He uses his trusty bow and arrow when stalking the white-tails. But--he has yet to get one and he explains it by saying--he can't get close enough!

RAIN PUTS DAMPER ON ANNUAL GAME

Officer Virelli's daughter Mary-Lou is a lucky girl. She got herself an invitation to attend the Army-Navy game. However, and unfortunately, didn't it rain, and didn't she have to sit along with the other 90,000 and get a good soaking. Better luck next time, Mary-Lou, it can't always be that bad!

THE PERSONNEL OF THIS STATION EXTEND

TO EVERYONE THE BEST OF WISHES FOR A

JOYFUL HOLIDAY SEASON

There is no danger of developing eye-strain from looking on the bright side of things. ---Cheer

Equality of opportunity is an equal opportunity to prove unequal talents.

STATION "H", HARTFORD

A MERRY CHRISTMAS
AND
HAPPY NEW YEAR TO ALL

TRANSFERS

Due to transfers the station will miss three likeable officers: Off. Joseph Riley now attached to the Canaan Barracks, Off. Eugene Griffin at Westport and Off. Raymond Lilley with Special Service. Best wishes in your new assignments.

From the recent training school graduating class we welcome Off. Fred Rebillard. Trust he will like his new line of endeavor.

TRANSFORMATION UNDER WAY

The barracks is presently undergoing a physical change which will unite all the offices more closely. The main office will accommodate the desk officer and dispatcher. The former lounge room has been halved; one section will be sergeants' quarters and the other for our two clerks. Former clerks' office will be office of policewoman. Office formerly occupied by sergeants will be converted to a lounge room. Officer John Dunphy and his crew are in charge of conversion.

KENTUCKY VISIT

Officer Frank Cassello and Timothy Kelly made a trip to Kentucky and returned without having picked up any "You All" dialect. Evidently did not meet up with any "Colonels".

OFFICER WATERMAN BUSY

Officer Ralph Waterman is now directing his auxiliary assignments from his suite on the second floor of the barracks. Rumor has it that he is cramming for sergeancy examination.

HAMMER SLAYER APPREHENDED

Officer Jack Ragazzi recently apprehended a man residing in Manchester and wanted by Maine authorities for the murder of his father on Thanksgiving Day. It is quite probable the sudden apprehension

of the subject was instrumental in causing him to quickly confess to the hammer slaying. Maine authorities were well pleased with the cooperation given in the investigation by the Manchester and State Police personnel.

AUXILIARIES INSTRUMENTAL IN SOLVING CASE

On the evening of November 27, 1957 at about 8:30 Auxiliary Officers Fred Buxton and George Schenarts while operating one of the Station H jeeps on Route 15 overheard a radio transmission concerning a car wanted in Newington for evading responsibility a short time before. They started a search in the general area and within a short time located the car, abandoned, and with damage as indicated in the radio broadcast. Another instance where alertness paid a dividend in a solved case.

TYPICAL STATION "H" MENU,-- a'la LEO

BREAKFAST:

Bacon - X -
Sausage - \$eriels
Collision Mats
Fruits - Juices
Tease - Coffee

LUNCH:

Yankee Bean Soup
Bar - BQ \$lareribs
Chicken-ala-King-on-Toast
Mash Potato - Grean Beens
Tost Salad - \$liced Beats
Orange Tapioka Puddin

SUPPER:

Veg. \$oup
Grill Beef \$take
Grecian Braise Beef
Boil-or-bake potato
Brussels \$prouts - Hot Beats
Green Peas
Chill Fruit - ice creme

XMAS PARTY SUCCESS

Our annual Xmas party was held on Tuesday, December 17th, at the "Wonder Bar" on the Berlin Turnpike. A most pleasant evening was had by all.

STATION "I", BETHANY

TRAFFIC PEAK OVER

Once again, we have gone through the football season here, and, as we go to press, it is with a feeling of a job well done. It can be reported that the increased traffic load this year was taken care of by the sergeants, officers and auxiliaries assigned to these special details with a smoothness and dispatch that is typical of the Conn. State Police when assigned to this type of duty. Many favorable comments have been received, and, we even find that Captain V. J. Clarke has that contented look about the whole thing. Resume normal activity men and job well done.

NEW PERSONNEL

At this time, we here at Station "I" wish to welcome to our roster Officers Michael Bochicchio, Richard Brown, James Rodgers and John Taylor. Good Luck on your new assignment, and, we are sure that if there is any problem which may arise in the course of your tour of duty here the good lieutenant and sergeants will be only too glad to coach and advise you.

PHOTOGENIC CULINARY STAFF

Our chefs "Jake" Demos and "Joe" Staselunas, along with their helper, "Charlie" Brennan, have been photographed so much lately that they are going to ask the lieutenant for "Camera Time" like they get on TV. The other day these fellows were seen working about the commissary with colored glasses on, like actors when they are on location. With those glasses on we wonder if they can see what they are putting in the pots.

WET SHOES

It is rumored that our car washer, "Walt" Lucuk, bought himself a new pair of shoes, and, that while washing cars, these same black shoes, after becoming wet with running water suddenly turned a light brown. We would advise that a check be made with the person who sold them to him as we never heard of this happening before. We feel that he has

taken a "Shoelacking" in the purchase of the brogans.

CHRISTMAS PARTY

By the time these items come off the press we will have had our annual Xmas party. This year the committee in charge of the arrangements were: Sgt. John J. Doyle Jr., Chairman, assisted by Sgt. G. Panciera, Sgt. W. Foley, Officers J. Ciercierski and D. Reardon and PW Ruth Gurresh. Now with an array of talent such as this, we could not help having a wonderful time. We learned that they obtained the "Saratoga Room" at the Waverly Inn, in Cheshire, for the night of December 19, 1957, and were assured by "Rocky" Diorio of having a wonderful time.

VICE RAIDS

Again we hear many favorable comments from the people of the lower Naugatuck Valley about the thorough job of cleaning up the gambling and liquor violators of these towns by Sgt. "Don" Paige and his capable crew of men assisted now in their efforts by SPW Irene Flanagan. We understand that there has been another exodus of the gambling element to the Southlands due to this activity.

TRAINEES GRADUATE

Another class of well trained officers has been assigned from the State Police Academy to the various stations throughout the state. We here at Station "I" wish to welcome them to our department and wish them good luck in their new endeavor, calling to their attention that they are now a member of one of the finest law enforcement groups in the world and will be expected to uphold the traditions of this department, come what may at all times. A new group of trainees are now again in session at the Academy under the astute direction of Capt. "Les" Williams assisted by Sgt. "Vern" Gedney and Officers Stecko and "Muscles" Courtney. With this kind of instructor on hand, there is no doubt that when they graduate they will be second to none.

BONING UP FOR EXAMS

It is quite a thing to notice the

quiet and serious way the older men are going about the barracks these days, and naturally, being a curious one, found that this was due to the coming sergeancy exams. It seems that all the men are studying and refreshing their memories on the know-how of police business which in itself shows that they are really going all out in their efforts to get that promotion this time. Good Luck Men.

GERT NOONAN RETURNS TO WORK

All of us are glad to see our good friend and clerk, "Gert" Noonan back on the job once more. She has joined that select group who can talk about their "operation". Don't let the other girls outdo you in this category, for we feel that you have the latest thing to report in this matter.

STATION "I" EXTENDS TO ALL

SEASON'S GREETINGS AND

SINCERE BEST WISHES FOR THE NEW YEAR

STATION "L", LITCHFIELD

HIGHLIGHTS OF FIFTY-SEVEN

1957 got off to a busy start with long hours, extra patrols, and day leave cancelled because of the Taborsky-Columbe hold-up murders. To further confuse and complicate matters, especially for those from Southern Connecticut, the weather man got into the act with temperatures of minus thirty degrees for several mornings.

In February the Station received a personal "VALENTINE"? in the person of Off. Henry Cludinski who transferred from Station "K". With the arrival of March, Sgt. Joseph Sullivan arrived here from Station "I" to replace retired Sgt. Harry Ritchie. Sergeant Sullivan found the pace so fast here at "L" that he soon left on vacation to Florida to recuperate. Officer Wilkerson was also enjoying the Florida sun at this time.

As spring made its welcome appearance

Detective Waltz was spending most of his off-duty hours putting the final touches on his new home preparatory to moving in. As the year progressed, Off. Al Kovach left this Station and the Department to take a position in private industry.

Nineteen Fifty-Seven seems to have been a year for changes at Station "L". The buildings have been painted outside and preparations are going on for redecoration inside. Lieutenant Casey was promoted to Captain and transferred to HQ and Lieutenant Nelson came from Station "I" to replace him.

At the present time all of the eligible Officer Personnel can be found most any spare hour boning up for the forthcoming promotional exams, and it may not be long before there will be yet more changes here.

STATION "L" EXTENDS BEST WISHES FOR A MOST HAPPY HOLIDAY SEASON TO EVERYONE

WIFE KNOWS HER "BUCKS"

The young wife insisted on going deer hunting with her husband.

Finally the husband agreed to take her but warned her that she must use her head, forget that feminine intuition stuff and pay strict attention to the rules.

They arrived in deer country and had just reached the top of a hill when a deer charged through the brush ahead of them, closely followed by another. The bride hastily raised her gun and fired bringing down the second deer.

The husband ran over to the fallen deer and found it was a beautiful buck. Nervous and surprized he turned to his wife and said, "Say, how did you know this was a legal buck? I couldn't recognize him through that brush."

"I remembered what you said about using my head," she replied, "When they came through the brush, I figured the one doing the chasing must be the buck, and if he was old enough to chase a doe he was old enough to shoot. So I shot him."

---R.I. Traffic Safety Reporter

HEADQUARTERS

PERSONNEL CHANGES

Grace McCann has transferred from Communications to the Bureau of Identification. Lillian Day has replaced Grace in Communications. A new face in Accounting is Barbara Price. We hope both these girls like their new jobs in Headquarters.

ARMY BOUND

Frank DeLisa, B of I, recently received "Greetings from Uncle Sam". Frankie is scheduled to leave January 8th for the military service. We are sorry to see him leave but wish him well and hope he will be back with us soon.

CONVALESCING

"Billie" Gould, B of I, is on the convalescent list and we hope she will be "back in the harness" soon.

THE GRAPEVINE

Rumor has it that Mr. Stork is due to pay a visit at the Bob Sweet home in the near future. How about it Bob?

QM DIVISION FULLY STAFFED AGAIN

We're glad to welcome back Stella Kulagowski, Quartermaster Division, who has been ill for some time.

HEADQUARTERS PERSONNEL

WISH EVERYONE A JOYOUS CHRISTMAS

AND A HAPPY NEW YEAR

According to available information, 15 states and the District of Columbia in the U. S., and the Province of Manitoba in Canada, have "Point Systems," publicized as such, with definite schedules of points.

The states having point systems are: Arizona, Connecticut, Indiana, Kentucky, Maine, Massachusetts, Minnesota, Nebraska, New Jersey, New York, Oklahoma, Rhode Island, South Carolina, Washington, and Wisconsin.

HOW "SILENT NIGHT" CAME INTO BEING

The time, the day before Christmas Eve, 1818; the place, a tiny mountain village in Austria. The organ of St. Nicholas Church was broken, and the organist, Franz Gruber, could not repair it in time for the midnight mass, for which he had planned a musical program. He went to the young parish priest, Joseph Mohr, in distress.

Father Mohr agreed to write words for a simple melody if Gruber would compose one which could be sung to the accompaniment of a guitar, which the organist played. Walking home that cold, clear night, after having administered the last rites to a dying woman, the priest gazed upon the heavenly canopy of stars, and the inspiration for the verses came to him. Next day, Gruber set them to music, and "Silent Night, Holy Night" was given to the world.

A middle aged man was standing on the curbing in a small town when he looked up and saw a car rolling towards him without a driver. He dashed into the road, opened the door, jumped in and jammed on the brakes bringing it to a sudden stop.

As he got out of the car a man walked up to him.

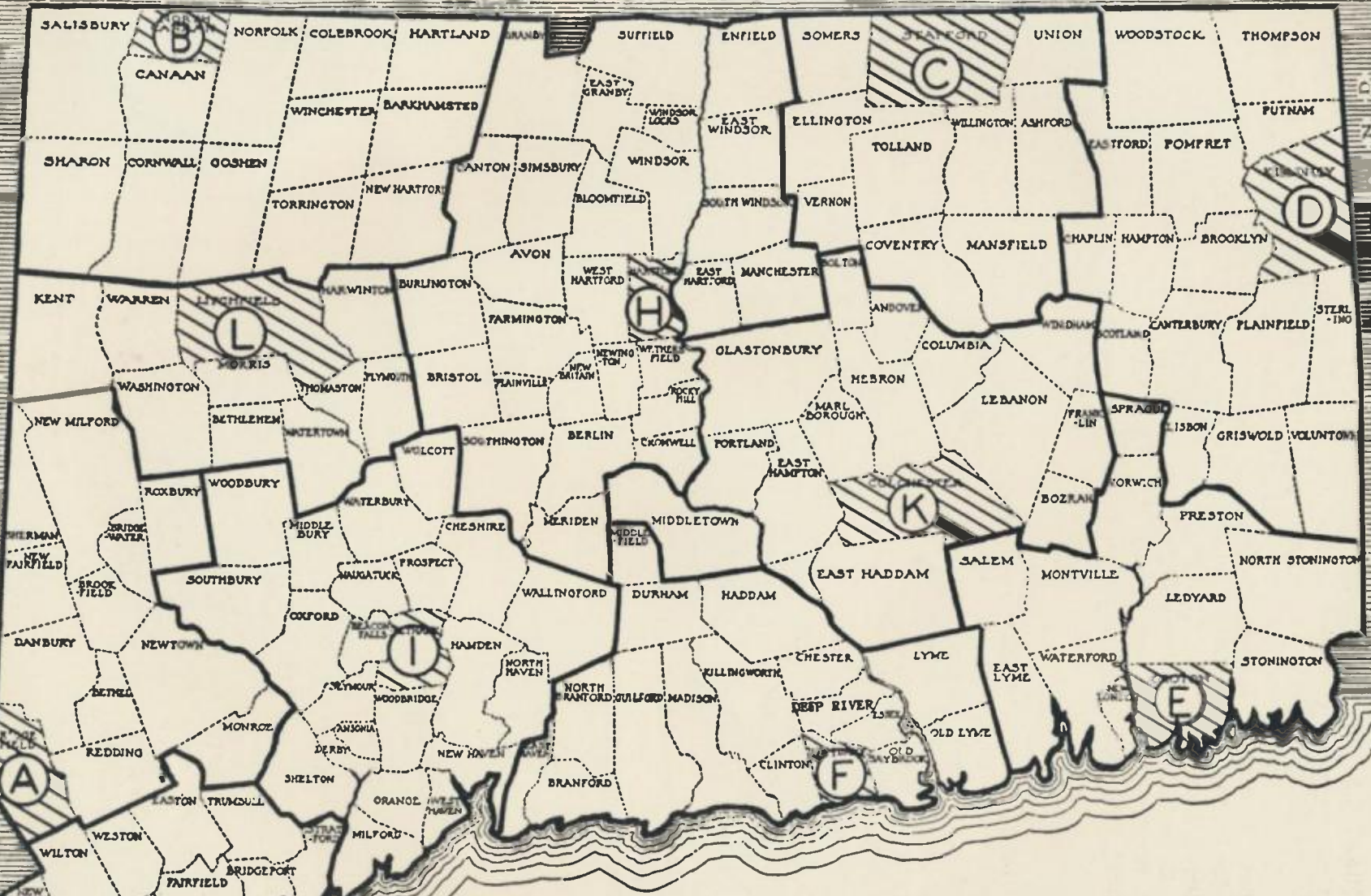
"Well," said the middle aged hero, "I stopped it."

"Darn you, I ought to know," said the man wiping his bloody nose, "I was pushing it."

---R. I. Traffic Safety Reporter

THOUGHT

The first car using an internal combustion engine for propulsion ran in the United States in 1893. In December, 1951, the nation saw its millionth traffic death. Educated estimates now indicate, if the present rate of killing continues, the second millionth death will occur before 1976. The first recorded traffic death was in 1899.



CONNECTICUT

STATE POLICE DEPARTMENT

DISTRICTS AND STATIONS