

Vox-Cop

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CONNECTICUT STATE POLICE DEPARTMENT



STATE POLICE HEADQUARTERS

JANUARY - FEBRUARY, 1958

Code of Honor
of the
Connecticut State Police

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

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

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

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

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



JOHN C. KELLY
Commissioner

BY THE Yankee Clipper

Vox-Cop

January-February, 1958

Police Communications Expanded Through State

By Edwin M. Kent

Two women operators got up from one switchboard, walked over to another switchboard, and resumed their duties at exactly 9 a.m., February 5, in State Police Headquarters--and that signaled the beginning of operations of a completely modernized police teletype system.

Crews of 75 engineers, equipment installers and test experts were scattered throughout the state for the operation.

They were from SNET (Southern New England Telephone Company), which supplies the equipment; the Western Electric Company, which did the installation work, and the American Telephone and Telegraph Company, which handles testing and interstate circuits.

* * *

CAPT. WALTER J. BOAS, State Police communications officer, said the new system will make possible the handling of 50 per cent more calls simultaneously, among other things.

It cost the State Police \$5,000. The cost of new equipment to SNET was estimated at well over \$100,000.

Captain Boas related that when the department was organized in 1903 it had exactly one telephone, crank type.

In 1926, he said, Connecticut became the first state to install an inter-city, private line teletype network for police purposes.

In 1932, the department again was the first in the country to install a selective calling system, whereby a single station alone on a party line can be called.

* * *

WITHIN CONNECTICUT, 46 municipal po-



New teletype operations at State Police Headquarters go into service. From left, Capt. Walter J. Boas, Off. Frank R. Foley and Lieut. Anthony P. Zemetis.

lice departments, the State Motor Vehicles Department, the State Bureau of Identification, and all 11 State Police barracks are on a direct-line teletype system. There are also direct teletype connections with 16 other states, as far as North Carolina, West Virginia and Ohio.

The system is also hooked up in a nationwide police communication network, using commercial teletypes.

The State communications system processes between 800 and 1,000 messages on a normal day, and contact with practically any police organization in the

country is possible within a matter of minutes.

A training program was conducted for the 28 policemen and civilians who operate the communications center at State Police Headquarters, so they could become familiarized with the new teletype system.

* * *

THE CHANGEOVER means use of a switchboard with 50 lines, an increase of 20.

Three more police departments will join the network within the month, Ansonia, Newington and Guilford, thanks to the expanded capacity.

State Police Commissioner John C. Kelly said that the expanded new teletype system should take care of needs for at least the next couple of decades.

"On the new board, the commissioner said, "we can handle every potential new application for joining the system for the next 10 or 15 years."

---Hartford Times

Not All Mishaps Have Sad Endings
--Even When Things Look Bad, Some Are

ACCIDENTALLY FUNNY

By Paul Jones
Director of Public Information
National Safety Council

So 1957 was just another year?

Try to tell that to Dr. Guy Jones. Or George Bates. Or John Arends. Or to Dogcatcher Donald Baird.

For it was in 1957 that--

Dr. Jones was vaccinated by a cow.

Mr. Bates was clobbered on the highway by a flying canoe.

Mr. Arends suffered severe injuries by becoming a father.

And Dogcatcher Baird was bitten not by a dog, but by a dog owner--a mad one!

Just another year? Hah!

And the oddities listed above were only a few of the weird and wacky happenings uncovered by the National Safety Council in its annual roundup of freak accidents.

The Case of the Vaccinated Veterinarian occurred in Wadesboro, N. C., where

Dr. Guy Jones got a syringe full of vaccine in his arm when a cow he was preparing to inoculate suddenly lunged against him. Moral: never vaccinate a cow at lunge time!

George Bates of Evanston, Ill., is aware, of course, that in today's traffic a driver must be prepared for almost anything. Nevertheless, he was startled when a flying canoe zoomed down the highway straight at him, crashed through his windshield and clobbered him good. It had been blown loose from the top of an approaching car by a high wind.

John Arends of Olympia, Wash., can tell you what any man knows--that becoming a father is no picnic. After an all-night vigil at the hospital, Mr. Arends proudly rushed up to kiss his wife as she was wheeled from the delivery room. At the whiff of the ether, he passed out cold, landed kerplunk on the concrete floor. Mother and child? Doing fine. Father? Two broken teeth and banged-up face!

And in East Los Angeles, Calif., Dogcatcher Donald Baird was bitten good and hard by a lady who seemed upset because Baird was trying to impound her pet. "It's a dog's life," moaned Baird.

As a professional landscaper, Harry Westcott of Mt. Upton, N. Y., knows better, you bet, than to saw off a limb on which he is sitting. But he did saw off one to which his safety rope was attached. Always something new to learn!

In Morningside Heights, New York City, two workers on a new skyscraper fell into an open elevator shaft 21 floors above the ground. Donald McKeon fell four floors, grabbed a cable and swung himself safely onto the 17th floor landing. William Vessialides plunged 18 floors before he managed to seize a cable and ease himself onto a third-floor landing platform. Both men escaped with minor bruises.

And in Long Beach, Calif., movie actor Jeff Chandler understandably put so much fervor into a love scene with Kim Novak that he cracked one of her ribs.

The John Bakers of Bellflower, Calif., didn't have to lift a hand to arrange for a rumpus with which to christen their fine new rumpus room. A passing automobile obliged by going out of

control and crashing into the room for one of the darndest rumpuses you ever heard.

Fifteen-year-old Susan Thompson of Madison, Wis., didn't invite her father to go along when she took the family car for an unauthorized spin which ended when she banged into a tree. He couldn't have gone anyway. As governor of Wisconsin, he was busy at the moment attending a highway safety conference on teenage driving.

In San Diego, Calif., a car came out of a driveway, crossed the street and crashed into the porch of a home. When police arrived they found the driver happily wagging his tail. His name was Jack and his owner, Don Snyder, had forgotten to set the hand brake when he left the dog alone in the car. Jack had climbed behind the wheel, put paw to gear shift, and let 'er roll.

When three-year-old George Wilkins' mother found him playing with matches in the Wilkins home in San Antonio, Tex., she picked him up to warm his seat. She didn't have to. It already was warm. Matches in Georgie's hip pocket had set his pants on fire.

Mrs. Charles Drennon of Memphis, Tenn., still doesn't know for sure that the little light in the refrigerator really goes out when you close the door. She was still peering intently inside when she slammed the door shut. Her nose wasn't broken, the doctor said. Just good and sore.

Thomas Ciappa of Oswego, N. Y., wondered if it wouldn't be smart to have his brakes relined. He decided definitely it would be when his car kept right on going through the door of the brake-testing station. Damage, \$300.

It was bound to happen sooner or later, of course, and it did--to Melvin Carter of Kinlock, Mo. Trying eagerly to hitchhike a ride, Melvin edged a bit too close to traffic and a passing car whacked his outstretched thumb so hard he had to have it treated. He eventually took a bus.

And in Auburn, Mich., George Pero literally gave up his seat--to a strip-run driver. As Mr. Pero leaned over his car, parked beside the highway, a passing auto caught his trousers and deftly

whisked them off, leaving him standing there redfaced.

No matter how changeable your climate may be, chances are you never saw the mercury go down as fast as it did when Robert Sherfield swallowed a clinical thermometer in a hospital at Bourne-mouth, England.

Even in a city as big as Chicago, a man and his wife will occasionally run into each other on the street. But Dr. and Mrs. Alex Buchholz did it the hard way--each driving a car. Dr. Buchholz, uninjured, insisted on taking the other driver to a hospital for personalized treatment.

In Plant City, Fla., Mrs. Lizzie B. Morgan took a direct route to reach the automobile licensing bureau for her driving test. She stepped on the accelerator instead of the brake and crashed into the building which houses the bureau.

It was hard for 10-year-old Marshall Frey to figure out just how he happened to ram his bike into a parked car on a street in Miami Beach, Fla. "All I was doing," he told police, "was riding along reading my comic book."

Police were horrified when they pulled Harold Donath from the wreckage of his overturned bakery truck in West Palm Beach, Fla. His face appeared to be a mass of blood. Closer inspection disclosed it was only cherry pie. A crummy trick!

In Chicago, Mrs. George Reithal solicitously entered the darkened bedroom where her husband lay recuperating from a badly sprained ankle, tripped over the crutch protruding from his bed, fell and broke her arm.

One of Charles Combs' farmhands at Olney, Ill., knew a surefire way to get rid of those wasps in the barn. He would burn them out. It worked. The wasps went up in smoke. So did the barn, 5,000 bales of hay, 2,000 bushels of barley, a utility shed, a garage, three drums of gasoline, and 200 loads of manure. And that ain't hay!

In Los Angeles, two safety award-winning taxi drivers--G. Madden, 15 years without an accident and H. Hayman, 8--made out accident reports the same day. They had collided with each other.

OFFICER KILLED BY VIOLATOR

From Zenith
California Highway Patrol

Traffic Officer Robert E. Reed of Ventura Area was making what appeared to be a routine stop the evening of October 8th. The driver had failed to dim his headlights.

At Officer Reed's signal, the car pulled to the side of the road. Just as Reed stepped from the patrol car, the violator slammed his car into gear and making a sharp U-turn, tried to run down the patrolman. Failing in this effort, the driver sped off in an erratic manner with the patrol unit close behind.

The violator was apprehended after he lost control of his car and crashed into a group of construction barriers. Because of minor injuries received in the accident, the errant driver was taken to the Ventura County Hospital for treatment. The subject became violent at the hospital and was moved to the psychopathic ward.

Reed and a fellow officer were assisting the hospital attendants when the patient suddenly grabbed Reed's gun from its holster. The single shot he fired at close range struck Reed near the heart, killing him almost instantly. The man was disarmed and transferred to the county jail to face a murder charge.

Officer Reed leaves a wife and two daughters. His death is another regrettable loss to the Patrol as well as his many friends and relatives.

The following editorial in the Los Angeles Examiner of October 17th is well said and applies to all law enforcement personnel who lose their lives in line of duty.

Police Heroes

Carrying out their sworn duty of keeping the peace and protecting the public, five peace officers have been killed so far this year in Southern California. two policemen in El Segundo, one in Los Angeles, a deputy sheriff near San Marino, and a California Highway Patrolman in Ventura.

These murders remind us with sinister emphasis of the ever-present likelihood

in a policeman's life that any routine call for his services may well prove to be his last.

It should also emphasize to every law-abiding, peaceful citizen that courtesy and co-operation with the police are to his best interest.

Nobody likes to get traffic tags or be stopped for questioning in his lawful comings and goings. But everybody should realize that this is often necessary to maintain order and, in some cases, preserve lives.

The deaths of these officers attest with grim eloquence to this fact. Let us honor their courage and devotion by promptly giving the police whatever information or aid they may ask in the performance of their dangerous and invaluable work.

A POLICEMAN'S PRAYER
TO ST. MICHAEL THE ARCHANGEL

Dear St. Michael, Heaven's glorious Commissioner of Police, who once so neatly and successfully cleared God's premises of all its undesirables, look with kindly professional eye on your earthly force. Give us cool heads, stout hearts, hard punches, and an uncanny flair for investigation and wise judgment. Make us the terror of burglars, the friend of children and lawabiding citizens, kind to strangers, polite to bores, strict with law-breakers, and impervious to temptations. In trouble and riots give us sheer muscle without any thought of self. You know, dear St. Michael, from your own experience with the devil, that the policeman's lot on earth is not always a happy one; but your own sense of duty that so pleased God, your hard knocks that so surprised the devil, and your angelic self-control give us inspiration. Make us as loyal to the law of God as we are particular about the law of the land. And when we lay down our batons, enroll us in your Heavenly force, where we will be as proud to guard the throne of God as we have been to guard the city of men. Amen. Taken from "Leaves"

Pub. by the Mariannahill Fathers.

Safety Officers

Vox-Cop

January-February, 1958

The Police "Safety Officer"

By James K. Williams
Executive Director
Connecticut Safety Commission

Each year, more state and municipal police departments become active in the field of public safety education. From all indications, police departments will play an ever-increasing role in this field.

Nearly every police department receives numerous requests to present safety programs in school classrooms and at special school assemblies. Civic clubs look to police departments for program speakers and assistance in conducting community safety projects. Television and radio stations are anxious to have police officers participate in special safety education programs. Newspapers are constantly looking for interesting and timely public information releases from police departments.

Early in 1956, the Connecticut Safety Commission conducted a statewide survey to determine the number of municipal police departments that assigned one or more officers to safety education work. The survey was also designed to gather information concerning the various functions of police officers who were assigned safety education responsibilities.

Results of the survey showed that nearly every police department in the state had at least one officer designated as a police "safety officer". Most of the large police departments had full-time safety officers. Many of the small police departments had officers assigned to safety education work on a part-time basis.

The survey also showed that the functions of police safety officers covered a wide range of activities.

These activities included planning and presenting school safety programs, speaking before civic groups, working

with citizens' safety councils, preparing public information material, appearing on television and radio programs, participating in high school and adult driver education programs, cooperating in court violators schools, assisting service groups in planning and conducting safety projects, and many other activities related to community safety.

Information gathered from the survey was presented to the Connecticut Chiefs of Police Association for further study. A great deal of interest was expressed in a special training program for police safety officers. It was decided that the Connecticut Safety Commission and the Connecticut Chiefs of Police would co-sponsor a series of three-day Training Institutes for Police Safety Officers.

The police safety officer is primarily a law enforcement officer--sworn to protect life and property. He is not expected to be a specialist in every phase of safety education. However, the police safety officer has many functions which do require special skills. Safety education work requires the ability to communicate ideas clearly in written and spoken form. It requires a good working knowledge of the basic techniques of program planning. Equally important is the ability to work cooperatively and effectively with civic leaders and with all types of community groups.

Two regional Training Institutes for Police Safety Officers were scheduled in January, 1958. The Institutes were scheduled on the basis of one day a week for three weeks. A staff member of the Connecticut Safety Commission was assigned to serve as Institute Coordinator.

SAFETY OFFICERS

Subjects covered in the three-day institute programs included:

1. Suggestions for Good Public Speaking
 - Planning a safety talk
 - Effective presentation
 - Securing audience participation
2. Tips on Preparing News Releases
 - ABC's of News Story Writing
 - Localizing Safety News Material
3. Planning School Classroom Safety Programs
 - Programs for different age groups
 - Student safety projects
4. Selection and Use of Visual Aids
 - Appraising audio-visual aids
 - Use of films and slides
5. Community Safety Organization
 - The "Action Program"
 - Fundamentals of program planning
6. Police-Citizen Cooperation in Community Safety Programs
 - Planning regional programs
 - Typical police-citizen projects
7. New Legislative Measures Related to Traffic Safety
 - New driver licensing requirements
 - Legislation dealing with motor vehicle operation
8. Services and Assistance Available to Police Departments
 - National and state assistance available
 - Sources of safety education material

Specialists in each of the subjects covered were selected to serve as lecturers and discussion leaders. Lectures were supplemented by demonstrations and other teaching aids. Discussion periods were also scheduled to permit exchange of information and discussion of practical problems.

A total of one hundred and thirty-two police safety officers were enrolled in the two regional institutes. A combined session of the two institute classes was held on the final day.



Governor Ribicoff addresses Session

Connecticut's Governor Abraham Ribicoff addressed the combined session and presented graduation certificates to the police officers who completed the special training program.

Over the years, a guiding principle of Connecticut's statewide safety program has been that accidents are best controlled and prevented right where they occur--in the local communities of the state. An early and continuing function of the Connecticut Safety Commission has been to provide assistance to each of the State's 169 cities and towns in developing well-balanced community safety programs.

School officials have a responsibility to plan and conduct continuous school safety education programs. Citizens' safety organizations have a responsibility to carry on public safety education activities as part of their public support function. The safety education program of a police department should never become a substitute for these other programs. It should be designed to supplement and reinforce these programs.

Experience clearly indicates that successful community safety programs result from a combination of sound official action and well-organized citizen support. The work of police safety of-

S A F E T Y O F F I C E R S

Officers can help to build close working relationships between police departments and citizen groups. This working relationship can do much to bridge the gap between official action and public understanding.

STATE POLICE GRADUATES OF SAFETY OFFICERS TRAINING INSTITUTE



Twenty members of this department were graduated during ceremonies marking the last day of the session on January 28 at Berlin.

First row, left to right: Lieut. Anthony P. Zemetis, HQ; Off. Bruce Albert, Ridgefield; Off. George H. Bunnell, Westbrook; Off. Edward J. Courtney, Training School and Off. Raymond Andrews, Colchester.

Second row: Sgt. Walter E. Perkins, HQ; Off. Benjamin A. Davis, Westport; Off. John J. Kenney, Jr., Litchfield; Off. Kenneth Tripp, Bethany; Off. Richard Chapman (between rows) Canaan and Off. Ralph E. Waterman, Hartford.

Third row: Sgt. Frank S. Duren, Litchfield; Off. William E. Adint, Danielson; Off. Wilfred J. Bellefleur, Groton; Off. William J. Doyle, Stafford and Sgt. Henry P. Kaliss, HQ.

Last row: Lieut. William N. Menser, Canaan; Off. Frank N. Dowling, HQ; Off. Alfred V. Bickford, Groton and Capt. William A. Gruber, HQ.

EDUCATIONAL AIDS

SAFETY FILM NEWS

The Accident Prevention Department of the Association of Casualty and Surety Companies does not maintain a library of films for loan. However, as a service to those interested in obtaining films for promoting safety, a selected list of titles and sources of safety films has been developed. Films are classified by basic subject treatment as Occupational, Traffic and Transportation, General and Home.

Copies of this latest edition of "Safety Film News" are available upon request.

NEW DRIVER EDUCATION FILM

"HOW TO DRIVE ON ICE AND SNOW" is the title of a new 12-minute, 16mm. black and white, traffic safety film, sponsored by the Public Relations Division of Sieberling Rubber Company, Akron 9, Ohio. Released in December 1957, this film was developed under actual winter conditions, using driver education teachers and students from Burlington High School, Burlington, Vermont.

A 50-page "Teachers Manual" is supplied to users of the film. It is available on free loan basis or can be purchased from the sponsor.

NEW TRAFFIC SAFETY LEAFLETS

The Accident Prevention Department of the Association of Casualty and Surety Companies has just issued two new traffic safety leaflets, designed for distribution to the driving public as envelope stuffers or handouts.

One leaflet "Expressways Can Be Safe-ways" points out the specific dangers of long-distance driving at continued high speeds on the modern superhighways, and is particularly timely in view of the 41,000 mile Federal-Aid Interstate Highway System now under construction. It provides 10 tips on safe expressway driving, including information on entering and leaving superhighways, speed and

passing problems, adjusting to night and weather conditions, and other vital safety hints.

The other leaflet "You're In The Driver's Seat", emphasizes that safe driving is a full-time, attention-consuming job. It provides many useful hints for safe driving performance, with stress on avoiding accidents by knowing and observing official warnings, and by adjusting to driving conditions.

Each leaflet is printed in two colors on thin colored stock, 4 pp. (single fold), 3 5/8" x 8 1/2", and is available at production cost.

---From Traffic News and Views
Assoc. of Casualty and Surety Companies
60 John Street New York 38, N. Y.

A THOUGHT

FOR SAFETY EDUCATORS

"If you would win a man to your cause, first convince him that you are his friend. Therein is a drop of honey which catches his heart which, say what we will, when once gained you will have little trouble in convincing his judgment of your cause.

"On the contrary, assume to dictate to his judgment or to command his action and he will retreat within himself, close all the avenues to his head and heart; and though your cause be naked truth itself and though you throw it with more herculean force and precision, you will be no more able to pierce him than to penetrate the hard shell of the tortoise with a rye straw.

"Such is man and so he must be understood by those who would lead him even to his best interests."

Connecticut pioneered with driving licenses when it issued them to 8,991 automobile drivers in the state in 1907. The state's Motor Vehicle Department now issues more than 1,100,000 driving licenses to about half of Connecticut's approximate 2,200,000 residents.

COMPLIMENTS

Vox-Cop

January-February, 1958

WOLCOTT POLICE DEPARTMENT

WOLCOTT, CONNECTICUT

COMMISSIONERS

MARTIN J. WHALEN, CHAIRMAN
G. HARRY WABUDA, SECRETARY
NICHOLAS KENNY

January 23, 1958

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

Dear Sir:

At this time I would like to take the opportunity of writing to thank you and your men for the cooperation and assistance the State Police have given the Wolcott Police in the past.

Especially State Policemen James Ferguson and George Cirishioli for the work they did in helping to solve several breaks in our town. They spent several hours of work, day and night, to help clear up these thefts.

The Wolcott Police have called Lieutenant O'Brien of the Bethany Barracks several times and he has dispatched assistance immediately.

It is cooperation like this which helps a small town with a new Police Department, do a good job for the taxpayers.

Hoping our relationship will remain the same,

Very truly yours,

George C. Ranslow

George C. Ranslow, Chairman
Board of Police Commissioners

C O M P L I M E N T S

DEPARTMENT OF POLICE
City of Waterbury
Connecticut

THE MERIDEN HOSPITAL
Meriden, Connecticut

January 6, 1958

Dear Commissioner Kelly:

Dear Commissioner Kelly:

The passing of the old year prompts us to stop and look back over the 12 months and to take note of the help and co-operation received from our many friends and we are thankful for the whole hearted co-operation given to our Department by you and the members of your staff during that period.

Without this assistance our tasks would have been much greater and less successful. For this help we are most grateful.

On behalf of the members of the Waterbury Police Department and myself, personally, I extend to you and the members of your department our thanks and sincere good wishes for 1958.

Cordially yours,
William J. Roach
Superintendent of Police

In behalf of The Meriden Hospital, may I express to your Police Organization our sincere thanks and appreciation for the cooperation and assistance you gave us in getting a baby to the Children's Hospital in Boston recently under emergency conditions. The baby's life was in great danger, and certainly, your services played an important part in getting the child to the Hospital in Boston as quickly as possible.

Again, The Meriden Hospital is grateful, indeed, for the response and cooperation which we received from the Connecticut State Police.

We should like you to know, too, that we are forwarding a letter of appreciation to Massachusetts State Police Division in Boston for their cooperation in this vital mission, also.

Sincerely,
Howard F. Saviteer
Administrator

Officers who were the subject of letters of commendation between the period of December 9, 1957 to February 19, 1958.

William Adint	Harold Greenberg	Richard Powers
Roger Boske	Eugene Griffin	Orland Ragazzi
Mario Bruno	Paul Harrington	Daniel Reardon
Frederick Burkhardt	Clifford Herrick	Joseph Roberts
William Carroll	William Hickey	James Rodgers
Richard Chapman	Palmer Jacques	Paul Seaman
George Cirishioli	Robert Keller	William Shaffer
Bernard Conlon	James Kingston	David Smith
James Costello	Arthur Lassen	Thomas Smith
Edward Courtney	Paul Lichtenberger	Tryon Smith
William Demlong	Ronald Luneau	Robert Sonner
William Douglas	Robert MacDonald	Joseph Suchanek
Joseph Dynderski	Richard Maynard	Alden Thompson
Paul Falzone	Jerome Nepiarsky	Kenneth Tripp
James Ferguson	Donald Nurse	Leo Turcotte
William Gerard	Louis Pinto	Ralph Waterman

Also the subject of commendatory letters were State Policewoman Lucy Boland, Theresa Petrini and Aux. Officers Frank Roman, Robert Giles.

Connecticut Turnpike

Vox-Cop

January-February, 1958

ABRAHAM RIBICOFF
GOVERNOR



STATE OF CONNECTICUT
EXECUTIVE CHAMBERS
HARTFORD

January 3, 1958

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

Dear John:

I want to thank you and all the members of your organization who worked so hard to make the opening of the Connecticut Turnpike Thursday so successful. Everything went off with clock-like precision, and I am sure the smoothness of this operation left a good impression with our many guests both from within and without the State.

I know that the success of the arrangements were due to the many hours of planning and the attention to details given by everyone concerned with the problems involved.

Please extend to all the members of your department the deep appreciation of the State of Connecticut as well as myself, personally, for making this occasion such a memorable one.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Abraham Ribicoff'.

Governor

CONNECTICUT TURNPIKE OPEN

The \$464 million Connecticut Turnpike has developed logically out of the ever increasing volumes of motor traffic that pass through the southern tier of towns and cities in Connecticut. These same towns and cities set it apart from other Turnpikes in several ways.

Urban and Suburban

Without question the Connecticut Turnpike has the longest urban and suburban section of modern expressway to be found anywhere. From the Byram River at Greenwich to the east side of the City of New Haven the distance is more than 53 miles--all of it urban or suburban. Because of this it is lighted for the entire distance between those points. There are forty-nine traffic interchanges on this section serving to get traffic on and off the Turnpike to the vast benefit of the local streets of each community.

Studies were begun in 1942 which led to the development of the Turnpike. In 1943 the General Assembly authorized a highway which might now be regarded as the direct ancestor of the Connecticut Turnpike in the Fairfield County area. Extensive studies were carried out to establish the logical location and probable type of the relief highway. Legislation was enacted in 1945, 1947 and 1951 dealing with various phases of the problem.

In the 1953 session of the General Assembly the act was adopted setting the route of the Turnpike and providing for the funds to construct it. The formal naming of the route as the Connecticut Turnpike was a 1955 enactment.

Revenue And Cost

The statute of 1953 required the highway commissioner to select engineers of "national skill and reputation" to "confirm in all material respects" the estimates of revenue and costs which the commissioner was required to file in a declaration to the expressway bond committee. This bond committee, consisting of the governor, the state treasurer, the comptroller, the attorney general, the commissioner of finance and control

and the public works commissioner is charged under the law with approval of proposed issues of bonds before the bonds can be advertised and sold.

The route of the Turnpike traverses 28 towns and cities. It passes through the cities of Stamford, Norwalk, Bridgeport, New Haven and Norwich and the important intervening towns. Its nearness to New London includes that city in the group to be served directly by it. The industrial and defense areas connected with each other by the route give it a high degree of importance as a national defense facility.

In the Fall of 1953 the state highway commissioner engaged Coverdale and Colpitts of New York City to establish traffic and revenue data and Ammann and Whitney, also of New York, to prepare the cost figures. The reports of these two firms were submitted in February, 1954. They showed that prospective earnings assured that the expressway would be self liquidating. Cost estimates for the expressway, its toll stations and other appurtenances plus the initial cost of financing were deemed to require a bond issue of \$398,000,000 at that time.

Motorists Furnish Data

The estimates on toll paying traffic were developed at fourteen roadblock stations. A total of 442,319 motorists furnished data on the points of origin and destination of their trips. A total of 4,500 miles were driven to check time and mileage records.

A restudy of costs in 1956 raised the estimate of bond requirements to \$445,000,000. Continued revenue studies indicated that this figure could be met by expressway earnings.

The 129-mile expressway will be six-lane divided from the New York boundary to New Haven with the exception of one eight-lane section in Norwalk and another in Bridgeport. The original provisions called for four-lane divided highway from New Haven to Flanders and between routes Conn. 32 in Montville and Conn. 2 in Norwich. The intervening sections, between Flanders and Conn. 32 and between Conn. 2 and the Rhode Island line, were scheduled for two travel

CONNECTICUT TURNPIKE

lanes on full expressway right of way. The 1957 General Assembly provided special financing and ordered construction of an additional two lanes. This raised the estimated total cost to \$464,000,000.

Shoulders And Curves

Standards followed in constructing the Turnpike provide outside shoulders 10 feet wide and paved. Curves in general do not exceed three degrees and grades are three per cent or less. The speed posting is for 60 m.p.h.

There are 198 bridges and viaducts which carry the route over railroads, streets, rivers and highways. Another 76 bridges and viaducts carry other facilities over the Turnpike.

Unlike other Turnpikes with a limited number of interchanges, usually confined to toll station entrances and exits, the Connecticut Turnpike will have ninety interchanges in its 129-mile length.

Toll stations on the Turnpike are designed to keep traffic moving smoothly and rapidly. Each toll station has its own administration building with quarters for highway personnel and State Police Officers. Toll lanes are establish-

ed as follows: at Greenwich, 16 lanes; Norwalk, 12 lanes; Stratford, 14 lanes; West Haven, 8 lanes; Branford, 8 lanes; Madison, 8 lanes, Montville, 4 lanes and Plainfield, 4 lanes.

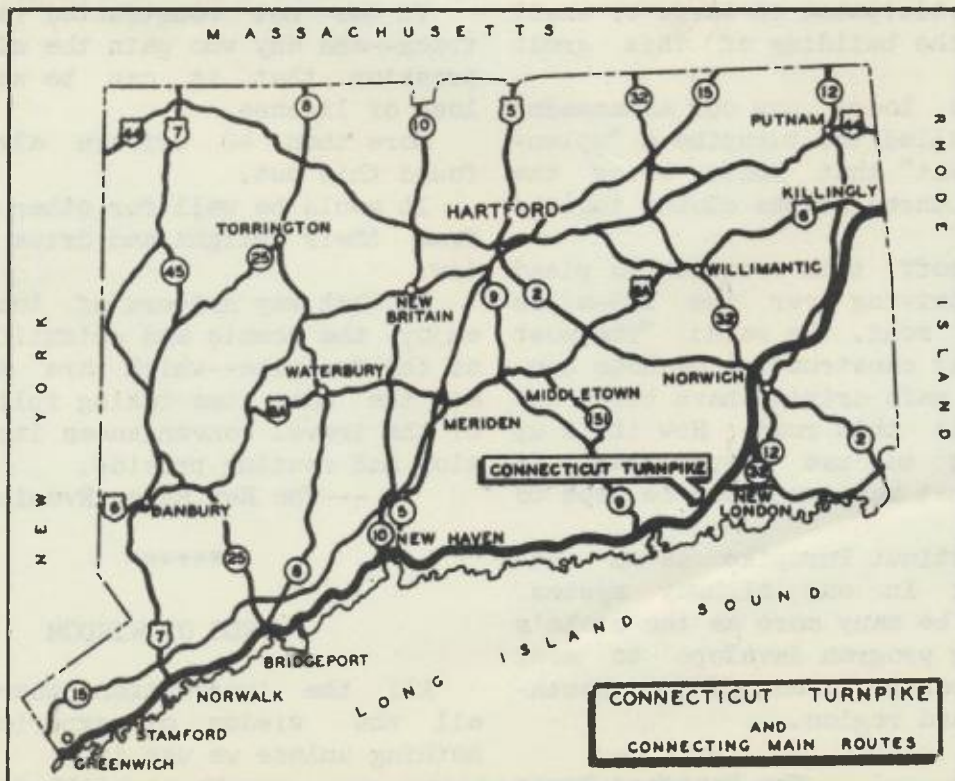
Automatic Equipment

At certain lanes there are automatic collection equipment for the use of passenger cars whose drivers have the correct toll fees in coin for deposit in the machine receiving hopper. There are two of these lanes in each direction at Greenwich, Norwalk and Stratford. Single lanes in each direction at West Haven and Branford also have automatic equipment.

For the convenience of trucking companies which will be large users of the Turnpike a charge plate system will be installed.

Service facilities consist of seven dual gasoline stations (one on each side of the Turnpike). There will be four restaurants and four lunchrooms located singly in combination at the gasoline stations. The service and eating facilities will be open 24 hours a day.

The Turnpike will have 53 of its 129 miles lighted.



OUR NEWEST HIGHWAY

The Connecticut Turnpike, described by the governor as "a great construction achievement" is now open. If it does the job expected, it will serve Connecticut well.

The governor recognized this when he said, at the dedicatory exercises, that the highway would "spur the growth and development of a large area of the state and relieve traffic congestion."

While a considerable number of finishing touches still must be added to the project, the main task is finished. It is a tribute to all the engineers, workmen and suppliers that they completed this huge highway project within the time set in early estimates.

Originally figured to cost between \$220 and \$245 million, the final bill will be in the neighborhood of \$464 million. Widening the highway from two to four lanes at the eastern end, coupled with increased cost of materials during the period of construction, was responsible for the added millions.

The road was first proposed about 15 years ago. Construction started four years ago. In that time former governors, legislators and thousands of persons have participated in large or small capacity in the building of this great highway.

Former Gov. Lodge, now our ambassador to Spain, called the turnpike a "splendid achievement" that would bring the residents of three states closer together.

Gov. Ribicoff took occasion to plead for careful driving over the 129-miles of the new road. He said: "The most modern highway construction methods contributing to safe driving have been engineered into this road. Now it is up to the public to use proper care in driving so that accidents can be kept to a minimum."

The Connecticut Turnpike is an important link in our highway system. There will be many more as the state's road building program develops to meet steadily expanding needs of this Southern New England region.

---The Hartford Times

TURNPIKE--YES;
RACE TRACK--NO

The Connecticut Turnpike has been opened but a comparatively short time.

Yet, in its first week of operation these things happened:

A total of 82 drivers were arrested by State Police.

The licenses of 43 drivers were taken up, because of speeding charges.

A total of 183 warnings were issued.

We do not think that this constitutes a good record.

During the time covered by these arrest totals it is true that more than 204,000 vehicles had utilized the highway.

This means that a vast majority of the drivers of that period were staying within the law--or that they escaped police detection if they were not obeying the regulations.

But the 82 arrest figure and the 43 license-loss speeding cases should tell a story to all future users of the Turnpike--and tell it most emphatically.

The Turnpike is a great boon to motor travel and to motor transport.

That is what it was constructed to be.

It was not constructed as a race track--and any who gain the mistaken impression that it can be so used face loss of license.

More than 40 drivers already have found this out.

It would be well for others to profit from their plight and drive within the law.

In that way drivers of tomorrow may enjoy the scenic and scientific wonders of the Turnpike--which are many--while at the same time taking full advantage of the travel conveniences its construction and routing provide.

---The New Haven Evening Register

WORDS OF WISDOM

All the instruction there is, plus all the wisdom of experience, means nothing unless we use it.

---Margaret Blair Johnstone

C O N N E C T I C U T T U R N P I K E

TURNPIKE RAKING IT

Thanks to a combination of normal human curiosity and unseasonable fair weather for the first few days of January, the volume of traffic on the new Connecticut Turnpike has been steadily increasing every day since the road was formally opened last Thursday. From a lively spurt that took in 23,225 cars to begin with, the number counted grew to 41,358 on Friday and 40,022 on Saturday. Then, with an extra-powerful rush, it came up to 86,438 on Sunday, over a period of 12 hours.

As yet, through the first four days, the two-way processions represented almost exclusively individual or family outings. An official supervisor at the Stratford toll house told a press interviewer that only a scattered few trucks had passed through there.

There was perhaps another telling portent of how traffic conditions are likely to be, as a general rule, in statistics of comparative toll collections at various stations along the way, between Stratford, near the western end, and Plainfield at the other.

Tolls accounted for at each of the

four westerly booths came to an average of about one fifth of the total taken in at all seven together. At the other three, the whole amount ranged from 9,244 at Madison to only 4,849 at Plainfield. Such variations evidently suggest that for the greater part the Turnpike is going to be a highway for commuters, not trippers. When the summer vacation season is at its height, of course, the difference between the two ends of it may be a great deal less plainly marked.

Such already teeming public patronage of another toll road bears witness to the correctness of W. Storrs Lee's observation, in his lately published book of essays on "The Yankees of Connecticut". With a steadily growing development of parkways and turnpikes, he noted, ". . . The state had gone full cycle, for it was slowly returning to the New England toll-road philosophy inspired by Charles II of England, when he decreed that the users of highways should pay for them. . . The automobile users were paying for. . . deluxe transit over a new series of toll pikes. . . including a magnificent expressway skirting the Sound, from Greenwich. . . to Killingly." ---Waterbury American

TOLL RATES FOR EACH STATION ON THE CONNECTICUT TURNPIKE

Toll Stations	Passenger Vehicles (Cash)	2-Axle 4-Tire Commercial	2-Axle 6-Tire Commercial	3-Axle Commercial Incl. Trailer	4-Axle or More Commercial Incl. Trailer	Busses
<u>TOLL SHOWN APPLIES AT EACH STATION</u>						
Greenwich)*						
Norwalk)	25¢	25¢	40¢	60¢	75¢	75¢
Stratford)						
West Haven	25¢	25¢	25¢	25¢	30¢	50¢
Branford)						
Madison)	25¢	25¢	30¢	40¢	50¢	50¢
Montville)						
Plainfield)	25¢	25¢	40¢	60¢	75¢	75¢

*These rates will apply at Greenwich when that station is opened.

Commuter ticket books for passenger cars, 4-wheel trucks and motorcycles will be sold at 42 tickets for \$3.50. They will be good for one month from date of sale and may be used only at the station for which they were issued.



the Spotlight

Vox-Cop

January-February, 1958

TWO CAPTAINS IN SERVICE 59 YEARS



Captain Adolph A. Pastore



Captain Walter J. Boas

Two State Police officers with a combined service record of 59 years are sporting new captain's bars on their uniforms. They were promoted recently by Commissioner John C. Kelly.

Captain Adolph M. Pastore is widely known, because for years he has been assigned to duty at the State Capitol during sessions of the General Assembly.

Captain Walter J. Boas has been a communications officer at State Police Headquarters in Hartford since 1940.

Captain Pastore, a native of Waterbury, lives at the Hartford Barracks. He became a patrolman in 1930, a detective in 1941, sergeant in 1942, a detective sergeant in 1945, and a lieutenant in 1947.

Since 1948 he has been serving as deputy state fire marshal. He will relinquish this position now to become aide to Commissioner Kelly. Capt. Car-

roll E. Shaw, commanding officer of the Fire Marshal and Licensing Division, will take over the duties of deputy state fire marshal.

In 1944 Captain Pastore took a course in scientific investigation at Trinity College. He studied police science at Harvard University in 1945, and studied arson investigation at Purdue University in 1954.

Captain Boas was born in Brooklyn, N. Y., but was living in Stamford when he joined the force in 1927. He now lives in West Granby.

He was promoted to sergeant in 1939, to inspector in 1941, and to lieutenant in 1942. Before being assigned to communications work he served at the Ridgefield Barracks.

As communications captain, he has charge of the State Police radio and teletype systems.

CAPTAIN SHAW DESIGNATED
DEPUTY STATE FIRE MARSHAL

Captain Carroll Shaw of Essex, commanding officer of the fire marshal and licensing division at headquarters was designated Deputy State Fire Marshal by Commissioner Kelly on January 10.

Captain Shaw is a veteran of twenty-eight years service with the department having joined September 3, 1929. He was successively promoted to sergeant, August 1, 1939; lieutenant, December 1, 1941; field captain, April 1, 1951 and headquarters captain, January 1, 1954.

He has served at several stations during his career, as training instructor at the State Police Academy, and just prior to his appointment as headquarters captain was field captain in charge of the Eastern District.

Captain Shaw has attended the Seminar on Legal Medicine at Harvard, Special Course of Training, Yale University, Traffic Institute and Arson Investigator's Seminar at Purdue University.



Captain Carroll E. Shaw

RESOLUTION

WHEREAS, the Connecticut Press on January 12, 1958 carried the announcement of the appointment by State Fire Marshal and Commissioner of State Police, Colonel John C. Kelly of Capt. Carroll E. Shaw as Deputy State Fire Marshal, and

WHEREAS, Capt. Shaw is a fellow member in good standing of the Conn. Fire Marshal's Association, and

WHEREAS, Capt. Shaw's record as Commanding Officer of the Fire Marshal's Division is well and favorably known to this organization, and

WHEREAS, his cooperation with the personnel of the fire service of the State of all ranks has been splendid, and

WHEREAS, this organization is appreciative of the assistance rendered by Capt. Shaw and the members of his division in resolving many problems which have reacted to the benefit of the public generally and the fire service in particular, and

WHEREAS, State Fire Marshal John C. Kelly is to be commended on the excellence of his choice of Capt. Shaw as Deputy State Fire Marshal.

BE IT THEREFORE RESOLVED, that the Conn. Fire Marshal's Association go on record as endorsing and approving enthusiastically, the said appointment.

DATED AT HAMDEN, CONN. JANUARY 14, 1958

WARREN E. HALL, SECRETARY

TWO RETIREMENTS ANNOUNCED BY COMMISSIONER



Off. Howard W. Sternberg



Off. W. Clayton Gaiser

Retirements due to length of service announced by Commissioner Kelly during recent weeks include that of Officers Howard W. Sternberg and W. Clayton Gaiser.

Officer Sternberg, who makes his home at Harbor View, Clinton, entered the department October 11, 1937. After graduation, he was assigned to the Groton barracks and then on March 14, 1938 was transferred to Westbrook. His service at that station was interrupted by assignment to the Special Traffic Detail at HQ in 1948. After 1948 his time was divided between service at Westbrook and Groton.

Howie was cited for bravery after his apprehension of an armed criminal in

1941 and in 1948 went to the Northwestern University Traffic Institute on a fellowship.

Officer W. Clayton Gaiser, entered training at Ridgefield on March 7, 1938 and upon graduation was assigned to the Groton Barracks. Service at Westport, Ridgefield, Beacon Falls, Bethany, Hartford, Colchester and the Communications Division at Headquarters are included in his state police career.

Gaiser, who was serving at Beacon Falls when that station was deactivated, was one of the original group that opened the Bethany Barracks in 1941. He was a specialist in handling the state police dogs while assigned to Bethany Barracks.

IN-SERVICE STUDIES

Vox-Cop

January-February, 1958

FOR IDENTIFICATION WITH OR WITHOUT RECORDS

279,000 FINGERPRINTS ON FILE IN STATE

By Edwin M. Kent

Nearly half of the some 279,000 fingerprints neatly filed away in the State Bureau of Identification at State Police Headquarters, Hartford, belong to civilians without criminal records.

Approximately 90,000 are of persons hired by the state, either full time or part time, in the past two decades.

Another 48,000 came from persons who, like the state employes, are required by law to have their fingerprints taken --private detectives, pistol permit holders, those who apply to the Motor Vehicles Department for a public service operator's license, operators of bazars and raffles, bondsmen, persons applying for immigration clearance.

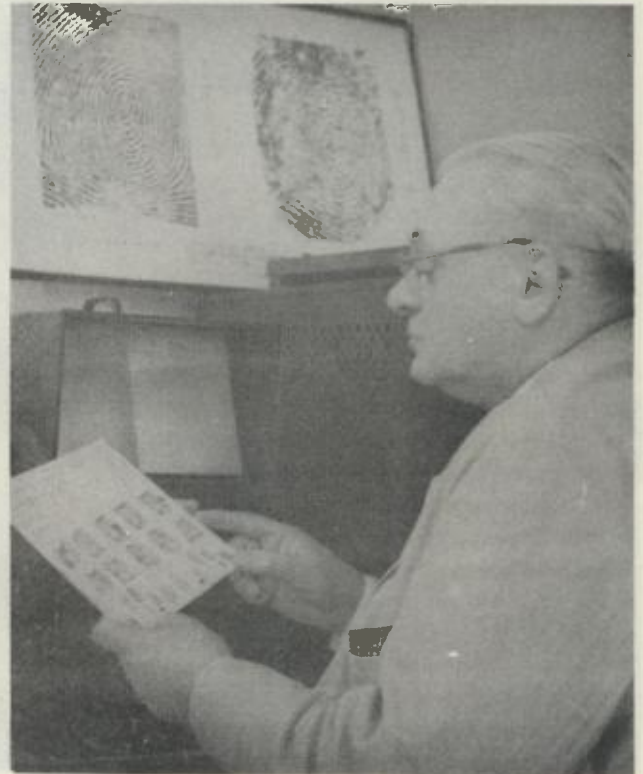
"Years Ago there was a stigma attached to fingerprinting", says Capt. Frank V. Chameroy, head of the bureau. "This was because law enforcement agencies were the first to make use of fingerprinting. People came to think of fingerprinting only in connection with criminal investigation.

"But fingerprints are the most positive means for the identification of human beings. Nowadays they're used for the identification of disaster victims, persons suffering from amnesia, accident victims and many other purposes."

Detective Sgt. Walter E. Perkins, the captain's assistant, pointed out that persons with criminal records are never buried in unmarked graves.

"Neither are those who have their fingerprints on file for non-criminal purposes," he says.

Operating the state bureau is a big job, keeping 12 civilian employes busy along with the two state police officers. Fingerprints are only part of the story.



Captain Frank V. Chameroy

Fingerprints have lost their stigma

THE BUREAU SERVES as a clearing house for information about criminals, of course, but only peace officers actually engaged in the detection of crime, prosecuting officials and probation officers may have access to it under the law.

It also maintains a scientific crime detection laboratory for the examination of physical evidence found at the scene of criminal offenses.

This entails the use of photography, ballistics tests, the examination of documents, chemical tests of various kinds, the checking of paint specimens,



Banks of files in State Police Bureau of Identification hold vast quantity of data on criminals as well as law-abiding citizens whose fingerprints are on file for job or legal reasons. Keeping them up to date is part of departmental staff, Frank T. DeLisa, Anthony Liberi, Mrs. Alice Byers, Mrs. Sylvia Turzo, Miss Mary E. Whelan, Mrs. Grace McCann and Frank Virelli Jr. Crime detection lab is another bureau activity. ---Hartford Times photo by Einar Chindmark.

tool marks, broken glass and metal fragments.

Ten separate files, all carefully cross-indexed and cross-referenced, have to be maintained.

There are a name card file, a civilian fingerprint file, a missing persons file, a fugitive file, a criminal fingerprint file, a rogue's gallery containing about 48,000 pictures of criminals.

A separate "jacket file" contains a folder for each criminal listed. Into these folders go everything available about the criminals, extra pictures, extra fingerprints, newspaper clippings, correspondence, arrest and conviction records and the like.

A NEW SET of fingerprints goes into the criminal's folder each time he is arrested. As a result, although finger-

print records are kept on 141,096 criminals at the present time, there are actually about 225,000 sets of criminal fingerprints in the bureau.

Police officials throughout the state, jailers and wardens of reformatories and the State Prison are required by law to furnish the bureau with fingerprints, descriptions and other information about all prisoners. Similar data is exchanged with out-of-state police departments and the Federal Bureau of Information.

One important file kept by the bureau is broken down by towns. A separate record is kept of the crimes committed and the persons involved in each of the state's 169 towns.

Then there is the file of identification marks used by the laundries and dry cleaning establishments. Such firms are required--under penalty of a \$100 fine and three months in jail for failure to do so--to send these marks to the bureau.

Finally, there is the modus operandi file. Information about criminals, their physical characteristics, speech habits, their methods of operation are kept on automatic computer cards.

A few bits of information obtained by investigators of a crime can be fed into a special machine and the cards of a handful of likely suspects will emerge.

Additional insight into the activity of the bureau may be gleaned from the fact that during the last full fiscal year its clerical staff handled 24,193 inquiries--2,361 by telephone, 2,345 by teletype, 6,287 by accredited persons who visited the bureau and 13,200 by mail.

"I wish we could get it across to the public in general, and particularly the young people, how serious it is to have a criminal record on file," says Captain Chamberoy.

"That record remains there for the lifetime of the individual."

---The Hartford Times

Knowledge is the treasure, but judgment the treasurer, of a wise man. ---Penn

AVOID BATTERY CORROSION

H. D. Bristol
of Redlands, Calif., writes:

One of the slickest ways to keep down corrosion around battery terminals and connections is to slip an oil impregnated washer of felt, or similar material, over the battery post before connecting the cables.

First, dissolve and clean off the accumulated corrosion around the terminals with a solution of two or three tablespoons of baking soda in one quart of water. Cut two washers about 1 3/4 inches in diameter from a piece of felt, and cut out holes in the center a trifle smaller than the battery posts. Slip them on before connecting the cables. A moderate soaking of lubricating oil will last for months, and your corrosion troubles are over.

---Transtar

NEW YORK COURT UPHOLDS RELIABILITY OF RADAR DEVICES

The New York Court of Appeals has upheld the use of radar speedmeters in traffic cases. It said the device generally is reliable to measure the speed of moving vehicles, and therefore, its nature, function and operation need not be shown by expert testimony in each case. Although the Court acknowledged that it had never before passed upon the use of radar in speed detection, it called attention to the fact that several of the lower and appellate courts have given such use careful consideration.

The Court concluded that the use of radar for speed detection now falls in the same category as reproduction by photographs, x-rays and electrocardiograms that are freely accepted in the courts for their general reliability without the necessity of offering expert testimony as to the scientific principles underlying them. (People v. Magri January 16, 1958)

---NHUC Reports

SPEAKERS' OUTLINE

LET'S MAP IT OUT
(Planning)

- Determine The Specific Purpose
The Primary Aim of the Speech
- Determine The Main Ideas
Essential Thoughts Necessary to
Accomplish the Specific Purpose
- Determine Best Sequence Of Ideas
Analyze in Relation to Purpose
- Plan Sub-Ideas And Development
Use
 - Facts & Examples
 - Illustrations
 - Expert Opinion
 - Statistics
 - Explanation
 - Restatement
- Develop The Introduction
Gain Favorable Attention & Interest
Get on Common Ground With Listener
- Develop The Conclusion
Summarize
Look Ahead
Indicate Action

IT'S A FRAME-UP
(Development)

- Title:
- General Purpose
 - Persuade
 - Convince
 - Describe
 - Specific Purpose
Primary Aim of Speech
 - Introduction
 - Get Attention
 - Common Ground
 - Interest
 - Main Development
 - Main Idea I
 - Sub-Idea & Development
 - Main Idea II
 - Sub-Idea & Development

Main Idea III
Sub-Idea & Development

- Conclusion
 - Summary
 - Look Ahead
 - Action
- Stand Up -- Speak Up -- Shut Up
 - Business Speaking
 - Conn. State Dept. of Education
 - Division of Vocational Services
 - Hartford

1958 SAFETY GOOD TURN

4,350,000 Boy Scouts and leaders will participate in the 1958 Safety Good Turn program of the Boy Scouts of America. There will be three areas in the Safety Good Turn program: traffic, outdoor, and home safety. Every Cub Scout, Boy Scout, and Explorer will be called upon during 1958 to actively demonstrate his role in personal and community safety. The program calls for close cooperation with all local, state and national agencies in the safety field.

The purposes of the 1958 Safety Good Turn are:

1. To interest the youth of America in safety, and through them, to help reduce the tragic toll of accidental deaths and injuries.
2. To help arouse public concern about accident prevention.
3. To cooperate with public officials, safety organizations, and all those now supporting the safety movement by having members of the Boy Scouts of America plan and carry out specific individual, group and community safety projects.
4. To intensify the safety part of the Boy Scouts program by teaching proper attitudes and practices to make safety a very personal and fundamental part of everyday living.

---Traffic News & Views

Anything that you think of today can be done, but it takes time. ---Kettering

A CLASS IN LAW ENFORCEMENT PHOTOGRAPHY AT THE TRAINING ACADEMY
CONDUCTED BY LIEUT. EDWARD P. TIERNEY OF THE PHOTOGRAPHIC DIVISION



Much as we deplore the presence of criminals in the world, it is almost certain that crime will always be with us. In addition to instituting all possible preventive measures, we must do all we can to increase the effectiveness of crime detection and the probability of criminals being brought to justice.

To accomplish this the agencies of law enforcement have developed a system of criminal investigation which makes fullest use of every assistance science can offer. In this modern program, photography occupies a key position.

SPEEDING MAJOR CRIME

J. Edgar Hoover, director of the Federal Bureau of Investigation, writing in a recent issue of the FBI's, "Law Enforcement Bulletin" classifies speeders and reckless drivers as major criminals. According to Mr. Hoover, "the loss of a child whose life is crushed out by a speeding automobile is no more bearable to the grieving parents than death at the hands of a kidnaper. Through some quirk of human nature, many drivers regard traffic laws and regulations as something to be flouted if they can escape detection."

---Brass Button News

SOCIAL DRINKING AND DRIVING

The social drinkers are a greater menace than commonly believed as their critical judgment is impaired with a fairly low alcohol concentration and they outnumber the obviously intoxicated drivers. This is true because loss of judgment and the capacity for self-criticism occurs before obvious symptoms of intoxication. Because of the increased involvement of alcohol in traffic accidents, it is apparent that a driver does not have to be obviously intoxicated to be "under the influence" and an unsafe driver.

---Test Talk

OXYGEN SAFETY

The chemical properties of oxygen are one of the most vital natural factors governing human lives. Deprived of oxygen, human lives quickly fail; fires die out; power plants fail; ships, trains, and planes falter and stop; food no longer grows. Furthermore, the readiness with which oxygen combines with other elements is the key to many processes upon which humans have grown to depend.

However, the rate of oxidation may vary tremendously. Oxygen combines very slowly with ferrous metals in low moisture air to form rust. In the ignition of gunpowder, oxygen combines with nitrates with the speed of lightning to form the gases used to propel projectiles. Somewhere in between, in the scale of rapidity, lies the combustion of various fuels which energize the multitudinous processes of modern civilization.

Oxygen Governs Rate

But, irrespective of the type of fuel, the rate and intensity of combustion varies directly as the availability of oxygen. In ordinary combustion, oxygen is removed from the air to combine with the element being consumed to form smoke and hot gases at a reasonable rate which can usually be controlled by limiting the availability of fuel and air. On the other hand, when combustion takes place in an atmosphere rich in oxygen, it may have overpowering speed and intensity, often in form of an explosion.

A simple example of the combustive power of concentrated oxygen is the burning of iron or steel with a stream of oxygen. In cutting a piece of plate of considerable thickness, the oxyacetylene flame can be used to heat one spot to the molten point. The acetylene gas can then be stopped and only a stream of oxygen directed at this molten point. True combustion of the steel or iron takes place readily and hot iron flows like melted butter under the stream of oxygen.

Workers Burned

Failure to realize the terrific effect of high concentrations of oxygen on

the simplest forms of combustion has recently cost workmen over the nation severe burns. An example of this, recently investigated and reported by the Coast Guard, is as follows:

An employee of a repair yard, a first class welder-burner, had been burning with an acetylene torch in a coffer dam under the engine room while a vessel lay at the repair yard. After an hour or two, the air in the small compartment became foul, and the smoke got heavy. The workman stopped burning for a few minutes and released some compressed oxygen into the compartment in an attempt to purify the atmosphere, opening only the oxygen valve on his torch. He later claimed to have waited a considerable length of time for the oxygen to settle or disperse. However, upon relighting his torch there was an instantaneous flash-fire in the small compartment. Before the workman could drag himself out through the manhole, he was severely burned over a large area of his body.

Equipment Not Faulty

Although the oxyacetylene torch he used was found to be in good condition, and the experienced workman probably lit the torch as he always had done, he failed to realize that his clothing, rubber hoses, and other material in that compartment would burn at a much faster rate, due to the presence of the added oxygen that he had released.

Rules for the safe handling of bottled oxygen and compressed oxygen are listed on each manifold.

---Ingalls News,
Ingalls Shipbuilding Corporation

CONNECTICUT HAS HIGHEST PERCENTAGE OF RURAL ROAD MILEAGE SURFACED

Connecticut is credited with having ninety-eight (98) per cent of its total rural road mileage hard-surfaced. Ohio follows with 97, Virginia at 95, Massachusetts at 94, Maryland and Rhode Island 93, Tennessee at 92 and Wisconsin and Indiana with 90 per cent. Maine is credited with 86 per cent, Vermont 80 and New Hampshire 76.

Safety mindS

Vox-Cop

January-February, 1958

Seat Belts – Help Or Hazard?

Still controversial, they're gaining more support
as a way to reduce serious injuries

THERE IS growing evidence that seat belts are effective as a safety tool. There is at least an equal amount of evidence that most people, including fleet operators, don't think so--don't even want to try them.

When COMMERCIAL CAR JOURNAL'S editors began the research for this article most of us were in the latter group. We began by examining all of the available data. Next we drafted an article and sent it to a number of well-known safety experts. While waiting, we listened in on some of the testimony at the recent Congressional sub-committee hearings.

MOST EFFECTIVE PRO-SEAT BELT evidence anywhere is the vast amount of data compiled by The Cornell University Committee on Transportation Safety Research. This was brought up-to-date only last month at the Congressional hearings, is summarized on the next page.

Based on actual accident statistics from 22 states, it indicates that seat belts bring about an improvement in injury reduction from 60 to 87 per cent!

BEST TECHNICAL CRITIC of seat belts is A.J. White, Director of Motor Vehicle Research, Inc. He bases his criticisms on some five years of tests in which controlled, simulated accidents were studied using high speed motion pictures and both live and dummy occupants. White's main points against seat belts are....

That a person held by a seat belt in a collision runs the risk of injuries he might escape if he were thrown free of the vehicle.

That seat belts, while holding the lower part of the body in position, cause the head to act like the business end of a hammer in a collision with the possibility of causing head injuries which might not otherwise occur.

That in some accidents, seat belts may be responsible for injuries to the abdomen.

BEST SUMMARY OF BOTH ARGUMENTS came from an old friend of CCJ readers: Don Buck, now Assistant Safety Director, United States Army. Says Don....

"One who argues against seat belts because they occasionally contribute to death may be related to one who decries the operating table because some people do die on it. People have lost toes because of steel-toed shoes, but most wearers are protected by them....

"I admit that seat belts may comprise a hazard in that they may cause the head and abdomen to absorb some pretty rough treatment--however, I am convinced they tremendously lessen the probability of injury in most cases. I have them 'all around' on my family car. Curiously, they impart no sense of security, nor do they result in an increased tendency to take a chance. Uppermost in the wearer's mind is the realization that, in the event of a collision, he will 'get it in the belly'... The real issue is not whether seat belts are safe--but are they safer?

"ONE OF THE REALLY SIGNIFICANT aspects is this: The seat belt is not a device for the high-impact speeds but for the below 40 mph speeds which char-

acterize most survivable accidents. Seat belts will do no good where the forces induced by high speeds so deform a vehicle that its contents are crushed. But definitely they will save life and lessen injury in most instances."

FURTHER SUPPORT CAME out at the Hearings in a statement by John O. Moore, Director of the Cornell Project. In it he answered three specific criticisms:

1. That seat belts caused dangerous lower torso injuries. No, says Moore. Seat belt accidents analyzed in the project showed only 0.4 per cent of seat belt users had suffered dangerous or even fatal accidents which could reasonably be attributed to the belts. Against this, among more than 15,000 non-users of seat belts in injury-producing accidents, 2.5 per cent sustained dangerous or fatal lower torso injuries.

2. That seat belts prevent escape from cars in the event of fire or submersion. Moore pointed out that analysis of more than 10,000 accident reports showed accidents of this type are extremely rare (Fire: .19 per cent; Submersion: .26 per cent).

3. That in some cases a person stands a better chance of survival if he is ejected from the car rather than staying with it. The project's studies, according to Moore, show a fatality rate of 12.8 per cent for car occupants completely ejected through open doors in injury-producing accidents compared with a rate of 2.6 per cent for non-ejectees.

BIGGEST PROBLEM NOTED BY fleet users is driver apathy. Even so, only one indicated that his company was dropping the program. He is P.J. Rooney, Director of Safety, Roadway Express, Inc., Akron, Ohio, who says:

"We experimented extensively with both seat belts and harness type belts in a portion of our fleet. After studying them for a period of time, it was decided against going ahead on a belt program.

"We asked our drivers' opinions on a number of questions concerning seat belts. In addition to a number of specific complaints about them a majority of drivers voted 'No' to the question:

Fewer Injuries with Seat Belts

Results of two Cornell clinical studies in seat belt effectiveness are shown below. In each study, accidents were divided into two matching groups with seat belt users compared to those who had no seat belts.

Study No. 1			
	Without Seat Belts	With Seat Belts	
Number of cars in group	81	81	
Frequency of injury (per cent):			Improvement
All injuries	75.5	29.9	60.4%
Moderate to fatal grade only	23.0	9.2	60.0%
Dangerous to fatal grade only	3.6	1.0	Not significant

Study No. 2			
	Ejectees (No Seat Belts)	Non-ejectees (Had Seat Belts)	
Number of cars in group	36	36	
Number of occupants	46	46	
Frequency of injury (per cent):			Improvement
All injuries	87.0	39.3	54.8%
Moderate to fatal grade only	53.7	10.9	79.7%
Dangerous to fatal grade only	17.4	2.2	87.4%

In the above studies, the term "All injuries" includes all injuries no matter how slight or severe. Thus, by wearing a seat belt, your chances of not being injured at all are 54 to 60 per cent better than if you don't use a seat belt.

"Moderate to fatal" injuries are those ranging from moderate injury through fatal injury. Here a seat belt has even a greater value. By wearing a seat belt, your chances of avoiding injuries in this range are 60 to 80 per cent better than an "unanchored" driver.

"Dangerous to fatal" injuries are those resulting in death or in the injured person remaining on the critical list over 24 hours. While the first study had so few in this category as to make the percentage result insignificant (the odds would be better than 2 to 1 in favor of the seat belt wearer), the second study shows the seat belt wearer 87 per cent better off than the non-seat belt user.

'Should we install them in our fleet?' and said they would not use the belts if they were installed.

"IT IS (MY) PERSONAL OPINION that the benefits from seat belts in large commercial vehicles would not be as great

as those received in passenger cars.... It was no hasty decision on our part to decide against the use of belts. We studied their use thoroughly before deciding against total installation."

In contrast, Holly Bradley, Safety Supervisor, Service Pipe Line Co., Tulsa, Okla., had this to say: "Our automotive safety belt program was started in 1955 when belts were installed in all units of our fleet of several hundred vehicles. Since that time, several of the vehicles have been involved in head-on collisions and were demolished beyond repair, and seven vehicles have been upset, some of them rolling over several times, and no fatality occurred as a result of any of these accidents. Four of our drivers stated that they certainly would have been killed if they had not been using a seat belt at the time of their accident.

"...WE RECOMMEND THAT all fleet operators, as well as individual car owners, install belts in their units and that an educational program concerning the effectiveness of seat belts be inaugurated and maintained on a national basis."

National Supply Co., Pittsburgh, Pa., has had a compulsory seat belt program for the past two years. The company operates more than 600 vehicles, most of them passenger cars. A company representative reports:

"WE HAVE TESTIMONIALS FROM National personnel involved in major accidents, stating the safety belt was the reason they received minor injuries or were uninjured. ...(Our drivers) have also praised the belt because it reduces fatigue."

The fatigue-reducing effect of seat belts was also noted by John H. Waspi, Director of Safety and Driver Personnel for Allied Van Lines, Inc., Broadview, Ill. Mr. Waspi made a 14,000 mile trip in one of the company's rigs equipped with seat belts, is convinced of their value, has them on his personal car.

ALLIED'S POLICY on seat belts is that they are recommended but not compulsory. A small number of Allied drivers use

them, the majority do not.

Ansul Chemical Co., Marinette, Wis., has had seat belts in its salesmen's cars since 1954. Company officials report a number of examples proving the belt's value, sum up their experience with:

"Perhaps there is merit in some of the arguments presented against seat belts, but our own experience . . . has indicated that seat belts have definitely protected our salesmen from death and/or serious injury."

---Commercial Car Journal

ROAD SURFACES

No matter what type of climate you are accustomed to driving in, you should always give thought to the type of roads you must travel. Even if you are in a part of the country that is not subject to sleet and snow, you still have to contend with wet road surfaces or roads in bad repair.

It is a well known fact that our roads are overburdened. This year there will be upwards of 55 million vehicles traversing them. Many large organizations have started programs aimed at arousing public interest in improving the condition of our highways. Much research is being carried on to find new and better road surfacing materials.

Until these programs are carried through however, it will be up to the individual driver to compensate for bad road conditions.

Of course, wet and slippery roads still continue to take their toll of dead and injured. For the most part, this type of accident can be avoided by a little common sense on the part of the driver. The expert driver knows that slips and skids result when his vehicle loses traction. He knows that the speed of his vehicle is a major factor in determining whether or not his vehicle will slide off a wet or icy piece of road. He will compensate for this possible loss of traction by lowering the speed at which he stops or starts or turns.

The expert driver will also be alert

for bad roads. He will watch out for bumps, holes, and other defects in the road because he knows that he can easily lose control of his vehicle if he hits a bump or a hole at high speed--and his chances are even worse if the road happens to be slippery at the time.

If you want to beat the odds against you, keep your "weather eye" on the road--and slow down for that bad stretch up ahead.

---Fleet Supervisor

SNOW DRIVING TECHNIQUES

Snow driving calls for special techniques. The successful snow driver realizes that the main essential is to anticipate every contingency in time to make the proper counter-move. He leaves himself a margin of safety much greater than the margin which would be necessary on dry pavements. The best of brakes are not good enough when wheels keep on sliding after they are locked.

But stopping is only part of the battle, although it is the most important part from the standpoint of safety. Gaining traction to start and to keep on going are skills to be mastered, and many who think they know all the answers are actually in the dunce class.

Horsepower must be measured out gradually and in small quantities when it's a question of making the wheels take hold on ice. In snow, the bold attack may be the best, provided that some original momentum has been gained. The driver can only feel out conditions and learn from experience. A good driver can keep going on tires with ordinary treads where a less skilled driver might be stalled with snow tires. But the good driver gives himself every possible advantage in the way of traction aids. There are times when chains are an absolute must--for traction and to prevent dangerous skids.

To snow driving techniques should be added a special code of courtesy for winter drivers. At the head of the list should stand this rule: give the other fellow a break. Don't try to "bull" your way through a tight place. Stop

and let the other driver get there first, if the going is close.

Park with consideration for the car ahead and the car behind. Give other drivers as much room to maneuver as you would like for yourself. Don't block driveways. Don't leave your car where it may interfere with the plowing of streets.

Be sure that your car's safety equipment is in first class condition, whenever you drive. The windshield wipers should work smoothly and the blades should clear the glass through their whole arc, not just part of it. The defroster should be in perfect order, and the vents through which the warm air emerges should be clear. It's a good idea to keep a pail of sand in the trunk for emergencies. Many drivers today scorn chains. But it's just as desirable to have a pair of chains handy in the trunk as it ever was. Be sure that the chains you carry have been fitted properly to the wheels. To wrestle with a set of chains of insufficient length can be one of the most exhausting tasks of automobile operation.

Most snow traffic jams are caused by drivers who have never taken the trouble to learn these techniques. The old timer who has been driving cars since the decline of horse-and-buggy days often wishes that there could be a school (compulsory) for the know-it-all motorists who try to use summer driving techniques right through the winter.

---Meriden Journal

TESTS SHOW UNBURNED ALCOHOL

Chemical tests for intoxication do not determine the total alcohol consumed. What they show is the unburned alcohol in the blood and the body at the time of the test, which is precisely the information desired in testing a driver. The human body can burn alcohol quite rapidly, and this occurs mostly in the liver. The rate of burning depends on the person's size and the efficiency of his liver tissue to oxidize alcohol.

---Test Talk

MATHEMATICS OF SPEED EXPLAINED

By Robert Hoppough

Thousands of people cheered as the perfectly tuned racer completed the 500-mile classic at Indianapolis for a record average speed of 135.6 miles an hour.

But even this terrific speed only clipped about five hours off the time you could have driven that 500 mile race in the family Ford, without even getting the thing greased!

The object of this article, however, is not to belittle the skill and courage which goes into the daring records of our speed merchants.

There are certain commonly held fallacies about speed, though, that apparently contribute toward part of the foolish driving we encounter. One such fallacy is the belief that the faster we drive the more time we save.

Just for instance, let's take a little 20-mile trip.

Unless traffic is exceptionally heavy you won't have any particular difficulty in increasing your average speed from 20 to 40 mph over the 20-mile trip out to the lake this summer. You can get there 30 minutes sooner if you do. But notice that if you increase the average speed another 20 mph and cover the distance at 60 mph you won't save another 30 minutes, but only ten minutes.

Another 20 mph increase with all the virtually insurmountable difficulties attendant to averaging 80 mph would produce an added saving of only five minutes.

These simple calculations indicate that the highly publicized idea of speed has tended to fool us into risking our necks on a profitless goal at which any sane person would normally laugh.

That's point number one as to how we're nuts!

Point Number Two!

The answer lies in comparing average speed with talked speed.

It is obvious but generally overlooked that to maintain an average speed any margin spent under the average must be made up by a compensating margin over the average. This brings a boost for old

man Mose in the old jalopy.

He rattles along without straining a single connecting rod. With nothing but ox carts to force him below 20 mph he rarely has to exceed that speed to sustain a 20 mph average.

Sleek Jim in a later model will have to drive between 50 and 60 most of the time when road conditions permit to average only 40 mph due to the many obstacles which will force the speedometer needle below 40.

And as for the trying to drive at 60 mph average, it would take someone like that homicidal maniac Zip Zoot, now deceased, to even think he can average 60 mph on anything except a super highway.

As for traffic lights...

Loafing along at 20 mph you have three minutes in which to make each mile. You can stop for a minute at a traffic light and by going only 30 mph during the next mile you can keep your average.

A 30 mph average might be held by holding 60 for the mile following the minute stop. But if you're attempting a 60 mph average, the feat is impossible. Your minute in which to make that mile is up before you start.

What is done with the hard minutes gained by straining the old bus with high speeds and quick stops? Are the driver and passengers likely to use the time profitably if they arrive tired and worn from the nervous strain of fast driving?

Maybe the time is used to boast to friends about the speeds driven. Boast about what? Being a darn fool? And what have the minutes cost?

The amazing way in which fuel and wear-and-tear costs increase with added speeds is general knowledge, not to mention hazards to life and limb.

We might as well relax, therefore, and enjoy the scenery for we're not going to save enough time to cover risking our necks; not, at least, until someone invents a way for us to put in a coin and dial ourselves to our destination.

---Driver Education News

Sincerity and truth are the basis of every virtue. ---Confucius

CONNECTICUT SHOWS HOW

At a time when the national total of New Year highway fatalities (159) was even exceeding the grim estimates, at a time when New York State saw 23 killed and New Jersey 13, Connecticut had not one single fatality. It is natural to ask "Why?"

The answer is simple. Under the determined leadership of Governor Ribicoff, Connecticut has since 1956 been waging an all-out campaign against speeding--a campaign with teeth in it. A driver who is convicted of speeding for the first time has his license suspended for thirty days. A driver who is convicted for the second time loses it for sixty days. A drunken driver loses it for a year. No nonsense about it.

The test of any system is whether it works. Connecticut's highway-law enforcement system does work. Here are the traffic-death figures to prove it:

1955 (before the crackdown)--324
 1956 (first year of the new system)
 --288
 1957 (second year of the new system)
 --277.

This decline has been achieved despite an increase in the total number of drivers and cars, and in the face of a steadily rising national average of auto accident deaths.

Governor Ribicoff has expressed the view that his state's safety record might be even more imposing if neighboring states--such as New York--would cooperate by suspending the licenses of their drivers who are picked up for speeding in Connecticut. So far, Governor Harriman has declined to do so. He ought to. Even more important, he should apply the Connecticut system in New York. Connecticut has shown that something can be done about the frightful highway toll. Let's do it here, too. ---New York Herald Tribune

The simple realization that there are other points of view is the beginning of wisdom. Understanding what they are is a great step. The final test is understanding why they are held. --Campbell

THE SAFETY DILEMMA

Traffic safety experts--more than 400 from many state and local governments--meeting in Washington, D. C., recently, came face to face with the same dilemma which has obstructed every safety program since the advent of the automobile: How to make drivers proud of safe driving.

The experts, fruitlessly seeking an answer, debated various legislative and moral responsibilities until, in exasperation, they issued a plea to the nation's clergymen to aid in instructing U. S. motorists in their moral obligations.

Concerned mainly with immediate measures for curtailing the annual highway massacre, the conference had little time for long-range suggestions, such as that from Gov. William G. Stratton of Illinois that the answer to the problem lies in finding out why motorists do not act like human beings. Until this mystery is unraveled, said the governor, "we cannot be said to have come even close to solving the highway accident enigma."

The goal of achieving immediate results has been the fallacy of many preceding safety conferences. It is impossible to change the attitude of the motoring public, or the laws of the 48 states, or the built-in killer features of modern automobiles overnight.

Some changes for the better have been made in all three of these fields in the past several years, but they are mere drops in the bucket compared to the magnitude of the action needed.

Automobile manufacturers, for example, for the most part have ceased bragging about speed, horsepower, "get-away" power and other dangerous features of their products, but they have shown no tendency to decrease any of them.

Much of the motoring public has become aware, through newspaper headlines and the many safety campaigns, of the tragedy it has created, and some caution no doubt has crept into the habits of some drivers. But this has not been enough.

State and local communities, made aware of their share of the responsibility for the costly record, have made

some small moves toward better safety laws and enforcement of those already on the books, but in the main they have not moved far enough or with enough enthusiasm.

Long-range attacks on the problem are worthy of some experimentation, at least, in view of the dismal failure of methods so far tried. Governor Stratton's proposal to ascertain what turns normal human beings into madmen when they take the wheel of an automobile is worthy of consideration. Perhaps the licensing requirements of the states should include an emotional stability test or psychiatric examination.

Such techniques of examination would point out those whose physical and mental makeup do not permit them to act wisely with a weapon as lethal as the automobile. ---The Torrington Register

TRUCK PASSING

If the driver of a passenger car finds himself behind a slow-moving truck on a long grade and the truck driver fails to signal to pass, it will not be due to lack of courtesy but because the truck driver has been advised that he can involve his employer in a costly civil suit if the passing vehicle becomes involved in a collision.

Executive Vice President John F. Maerz of the Motor Transport Association of Conn., Inc., explains that it is now the policy of Connecticut motor truck operators to instruct drivers not to signal as has been the custom in the past. "The reason for this change in truck driver cooperation with other highway users is the apparent legal responsibility resting on the driver in the event the vehicle responding to the passing signal becomes involved in an accident before completing the act of passing the truck", he said today.

According to Mr. Maerz, damages of \$20,000 was awarded in a Georgia suit brought by a passenger car driver against a trucking company whose employee had given the passing signal. "Not only has the use of hand signals for passing been brought up in courts", explained

Mr. Maerz, "but drivers who use a flashing left turn signal to indicate it is clear for overtaking traffic to pass may find themselves as liable as drivers giving hand signal." The Motor Transport Association official said that truck drivers are being advised that they can help faster moving traffic in three ways.

1. By staying far enough behind any vehicle ahead to permit faster moving vehicles behind to pass and occupy space between. (Now required by statute).

2. Where shoulders or road permit pull well to right and allow overtaking traffic room to pass safely without hazard to approaching vehicle from other direction.

3. By not increasing speed after topping a hill, thus allowing traffic behind to pass safely without hazardous speeding.

"On behalf of Connecticut's motor truck industry", concluded Mr. Maerz, "I hope highway users will understand why truck drivers are discontinuing the signal for passing."

---The Stafford Press

RADAR SYSTEM NETS SPEEDERS

Bantam residents recently complained to Litchfield State Police Barracks about "speeding" trucks passing through the borough. They wanted some action to stop the hazard.

So the police set up a radar system to catch the speeders, the first time radar has been used for this purpose in Bantam.

Thirteen warnings have been issued to offenders as a result, police said recently.

The hitch--10 of the 13 warned are Bantam residents and none is a truck driver. ---Waterbury American

"I have to go to Reno," said a perplexed looking lady to a traffic officer.

"Are you asking directions, lady or just telling me your troubles?"

AROUND THE CIRCUIT

Vox-Cop

January-February, 1958

STATION "B", CANAAN

STATION PARTY HELD

On Saturday night, January 4, Canaan barracks had probably their nicest barracks party held in many a year. It was a combination Christmas party and Farewell party for our dispatcher, Dick Fallon, who at last report was working for Uncle Sam at Fort Dix. Officer Charles Sedar and Resident Officer Sid Toomey with the able assistance of Dispatcher Frances LaPlaca made the arrangements for the affair which was held at the Yale Barn. Commissioner and Mrs. John Kelly were our guests.

IMMEDIATE AFTERMATH OF EXAMS

Sergeants Buffa and Starks returned from the lieutenants' examinations full of about everything but confidence on the outcome of their individual efforts. From the comments going the rounds they had sympathetic company.

A REAL WINTER

Driving conditions this winter have been such that "B" officers have had to use chains more than in any recent winter season. The re-linking tool in the garage has worked overtime and our supply of cross links has had to be renewed.

WEATHER DISCOURAGES SKI MEET SPECTATORS

The annual Salisbury Winter Sports Association Ski Meet on the big hill a couple of Sundays back presented no traffic problem this winter. A day of rain and sleet held the crowd to less than 1,000 people instead of the normal 6,000 or 7,000. Those who did attend witnessed a good exhibition from some of the country's best riders.

TRAPPER FAILS IN MISSION

Dispatcher LaPlaca claims she saw a mouse in the station one recent night.

Oliver Durand spotted mouse traps at likely places about our domain although he had his doubts. Miss LaPlaca said the traps were too small when they failed to fulfill their deadly destiny. Her contribution to solving the problem consisted of the suggestion that we acquire a cat. This "noble" thought hit a big snag in Lieutenant Menser's prompt and emphatic "No cats".

MOTHER PROTESTS PENALTY IMPOSED ON SON

That Fairfield county mother who protested the penalty imposed on her speeder son in a recent court hearing as being too lenient ought to form a "Mothers Club" and appoint regional representatives in some other areas we know about. A review of penalties imposed in the neighboring states of Massachusetts and New York would help to bring the point home. Speeders and like violators receive treatment which really makes an impression if the news items in out-of-state papers coming to Canaan barracks are any criterion.

STATION "D", DANIELSON

COOPERATIVE ACTION GETS RESULTS

Teamwork paid off in dividends again at Danielson in the past two weeks with the clearing up of breaks and burglaries in the Danielson and Plainfield areas. The discussion of various complaints and suspects is regular routine at "D" and recently a small bit of information that Officer Joseph Donovan brought in on a couple of suspects snowballed into a landslide of arrests and closures of serious criminal cases. Officers Paul Deschenes and Bill Pelzer led the charge with an assist from most of the personnel at Station D and there have been thirty-four criminal arrests made as a result of this information and a general

cleanup of the troublesome element in the area.

PROMOTIONAL EXAMINATIONS

This type of work is a practical way to bone up for the forthcoming sergeant's examination, but many of the officers had to forego the text books for the past three weeks as they have been working long hours.

FAST ON HIS FEET

Merril Johnson showed one of the many advantages of basketball playing on New Year's Day when he was called to Chaplin on a domestic trouble complaint and was greeted by the husband with a loaded shotgun and rifle. Merrill moved fast and now Windham County Jail has a new guest for the next four months.

ROSTER INCREASES WITH TURNPIKE OPENING

The opening of the new Connecticut Turnpike found Station D willing and able, particularly now that we can add Detective J. B. Murphy and Officer Donald Sullivan to the roster. We welcome our prodigal J. B. and have best wishes for Don on his first assignment to D.

THE "BLUEBIRD"

The new station wagon assigned to Station D has been up and down the new road to the tune of over 15,000 miles in the past month.

SAFETY CONFERENCE

Voluble Officer Bill Adint attended the Traffic Officers' Safety Conference last month held in Hartford and Berlin and came back with some good ideas and a detailed account of his activities.

LOOKING AHEAD

Officer Otto Hafersat is looking forward to Spring more so than usual because he has mapped out the inland water route to Florida and is going to take months to get there.

Marcus Johnson is also looking forward to his retirement, but is non-committal as to his plans. However Merrill has some ideas for Marcus' time.

LECTURER EXTRAORDINARY

In the event any of our readers are

looking for a speaker for a special occasion at their organization meetings we have available Officer Gail Smith, who held the Plainfield "Lions" at bay last month with his account of the course at the Police Seminar at Harvard Medical School. We have received many compliments, both from the press and the "Lions" present.

STATION "E", GROTON

TRANSFERS

Det. J. B. Murphy and Officer Sullivan have been transferred to the Danielson barracks. We will miss their presence here.

ON THE ROSTRUM

Officer Greenberg spoke at the Norwich Free Academy to the Driver Education class. His topic of safe driving was supplemented with pictures of accidents.

Captain Rundle spoke to the sub base personnel at Dealy center at the base. "State police are sympathetic to the problems of servicemen but we are not going to let that stop us from enforcing the law," said the Captain.

HUNTING TRAGEDY

Two sailors on leave from the nearby sub base had planned to hunt in a wild area of New York state. Their arrival time back home expired and no word from them. Contact between the New York State Police and our barracks was made. Their bodies were located after an arduous search in the wilderness.

USHERING IN NEW YEAR

Officers Bellefleur and Douglas investigated an incident in which a man was held under bond resulting from a shooting affray at a New Year's Eve party. We trust all readers ushered in the New Year with a "bang" but of a different variety.

"ARM OF LAW" IS LONG

Officer Hickey of this department and

Officer Keenan of the Norwich PD went to Toledo, Ohio to bring back a man wanted for theft of auto and a \$2,000 break.

OFF. STERNBERG RETIRES

Officer Sternberg of this station has completed 20 years and has now retired from the department. An evening of eating, dancing and good fellowship was held at a local night spot. A brief case and a pen and pencil set were given to him by his friends of Station "E". Capt. Shaw, Capt. Williams and Lieut. Avery attended. They all spoke briefly and wished Officer Sternberg the best of luck.

TRAINING COURSE COMPLETED

Officers Bickford and Bellefleur received diplomas for attending the Training Institute at Berlin. The institute was sponsored by the Conn. Association of Police Chiefs and the Conn. Safety Commission.

TURNPIKE OPENS

The new Turnpike passing through this area is in operation and traffic is running smoothly with its usual amount of infractions. Although not completely finished it has proven a boon to traffic. Many signs have to be erected yet and the finishing touches on the Turnpike are expected to be complete by summer.

SUB BASE HONORED FOR SAFETY RECORD

The U. S. Sub Base, commanded by Captain Garnett, was the recipient of national and state honors, the occasion being a highway fatality free year for the sub base personnel. We realize that many people had a part in the programs which helped make this possible. To all of them, "We say well done." The principal speaker was Governor Ribicoff. National honors were presented by Mr. Ned Dearborn, president of the National Safety Council. "If each and every one of us will accept the same responsibility for highway safety that has been assumed by the officers and men of the sub base, needless heartbreak and tragedy will be kept from hundreds of homes across the nation," said the Governor. The Governor also spoke to the officers

at their club later.

NEW COUNTY JAIL OPENS

The county jail in Montville was officially dedicated with about 100 present-guests, that is. Indirectly affiliated, many of our personnel will serve as agents for rooms in the new jail when it opens sometime in the near future.

HONORARY FIREMEN

The Poquonock Bridge area of Groton fire alarm system is so established that all fire calls are handled through the State Police barracks. Lieutenant Avery and Dispatcher Ladd were given gold badges in appreciation of the role of Dispatchers that they portray. The affair was at the yearly banquet given at the fire house for its members and guests. Many fire chiefs of the surrounding areas attended and Chief Sawyer of the local fire department proclaimed it to be a very fine year.

STATION "F", WESTBROOK

CONNECTICUT TURNPIKE PATROL

The opening of the Connecticut Turnpike has resulted in a great increase in our motor vehicle enforcement statistics. In January there were 249 motor vehicle arrests made in our area. We're proudest of the fact that in one month we've had but three accidents on the "Pike"--none of which was serious.

The most frequent offense is speeding. Officer Goldner apprehended one motorist after a clock of 110 miles per hour; Officer Dynderski another at 100 miles per hour. The first was fined \$200.00, or sentenced to 10 days in jail; the second, a sailor, was turned over to the naval authorities for prosecution.

The two blue station wagons have proved very effective in policing the turnpike. All officers look forward to being assigned to them, but Officer Ernest Harris seems the happiest when behind the wheel of a "bluebird" patrolling the "Pike".

BOATING ENTHUSIASTS

Officers Roche, Dee, Bunnell, Burkhardt, Conlon and Palin all visited the boat show in New York.

While Harold Barron, our chef, did not get to the boat show, he found a boat to his liking at Old Lyme, and promptly purchased it. Soon he will take delivery of the "Lady Ellen" and cruise to Clinton where it will be moored.

If Harold encounters any navigational problems on this cruise we have an abundance of talent to help him, but suggest Off. George Bunnell who is about to graduate from the Power Squadron School at Bridgeport. Sergeant Boyington, meanwhile is forsaking his boating in favor of furthering his philological pursuits. Having mastered Spanish, he is now studying Russian.

CONVALESCENTS

Officers Baldwin and Fagan were recent visitors at the barracks. Both are vastly improved.

MIGRATION UNDER WAY

Officer and Mrs. Ronald J. Luneau have moved to South Main Street, Westbrook.

Other recently transferred officers are looking about the area with the idea of taking up residence here.

STATION "G", WESTPORT

LIEUT. MARCHESE OCCUPIES NEW HOME

On January 16, 1958 our "Boss", Lieutenant Marchese became a new resident in the town of Fairfield and his family is now occupying a lovely new home with ideal surroundings. May we wish "Good Luck!" to him and his family with hopes they enjoy it for many years in good health!

MACHINE FACILITATES COPYING

Among the items of modern equipment that we can boast of now is our new Therma-Fax duplicating machine. Our accident reports are being copied much faster than any typist could make them

and with the aid of this machine our reports are really "Up-To-Date."

TURNPIKE MEETS EXPECTATIONS

Now that the Connecticut Turnpike is in use we all agree it's a pleasure to be able to use it. It has lightened the flow of traffic on the Post Road and everyone is getting places with greater ease. Officers patrolling the "Pike" report they "like it out there."

THE SICK BAY

Our sick list is carrying the name of Officer Jack Carlson. We hope his illness will be of short duration, and that it won't be long before he will be "among us." We are happy to see Officers Krysiak and Mattis back from their sick leaves.

We are glad to report that Officer Mario Bruno is "back on duty" after his recent surgical experience at the Stamford Hospital. Also, "back on duty" is Officer George Bathgate, who was a recent patient at the Veteran's Hospital in West Haven. Both are looking well at this time.

Officer George Boston recently returned from his second siege with the "flu" this winter. We hope he is "well-rid" of those awful germs.

CONGRATULATIONS IN ORDER

Among our personnel families, who can boast of recent arrivals, is the Kosloffsky family. They now have four "little ones" at their home.

PROMOTIONAL JITTERS

Now that the exams are being given, many an officer has been spending his nights "at home" studying for same. From what we hear, the exams warrant a keen mind, with a wealth of knowledge. However, a few of our officers that are not taking the exams are boasting, "We're not a bit nervous!"

EXTRACURRICULAR WORK

Recent shortages in Officer Martin's home funds were found to be caused by a juvenile neighbor and it was some smart super-sleuthing by Officer Martin in his spare time which broke the Baffling Case!

OFF. DAVIS PUTS KNOWLEDGE TO USE

Officer Ben Davis recently attended the Police Safety course given at New Haven. He has also been quite active in giving speeches and showing films, to "drive home" lessons in safety.

FAST VISIT TO SOUTH

Officer Roy Carlberg recently returned from his "flying trip" to Florida and Havana, using some of his accumulated time. He reports not much sun down south during his short stay there. Apparently January was a wet month, no matter where one was spending it.

MRS. LOPES CONVALESCING

Officer Lopes reports his mother is well on the road to recovery now, after her trip to the Danbury Hospital for surgery. We are happy to hear this good report.

WHAT'S IN A NICKNAME

Officer Lopes responding to his new monicker, "Curly".

BOB MURPHY'S PROBLEMS AT END

Friends of Sergeant Robert Murphy are delighted to hear his home is now in good shape and the hill sanded. It is hoped he will finally be host in his own home for a change.

SAME OLD STORY DEPARTMENT

Officer Boston still going on a diet --Officer Hurst still drinking chocolate milk--Officer Seres still drinking post-tum--Officer Sobolewski still eating Kielbasa--John Palmieri, building superintendent, still smiling--Miss Petrini still appearing weekly with those handsome coiffures--Officer Pinto still building in Redding.

Recently a local newspaper ran this headline: "U. S. SEEKS WAY TO CUT FALL-OUT." Within an hour an anxious reader called in. "If they cut fall out," he asked, "does that mean we're going to go from summer right into winter?"

--Oregon MV News Carrier

STATION "I", BETHANY

GERTRUDE NOONAN DIES

It is with a feeling of sorrow and great loss that we report the death of our own beloved Miss Gertrude Noonan, clerk at this station. There are not enough words in the English Language to describe how the personnel at Station "I" felt about our "Gert". Always cheerful, cooperative and willing "Gert" had a helping hand for everyone. We here at "I" sure miss her.

TURNPIKE OPENS

Now that the Connecticut Turnpike has been officially opened it is with pride that we can point to the fact that there were only a few accidents (in the first month of January) in spite of the fact that we had some of the worst weather of the winter season here. There is no question much of this good omen can be attributed to good patrol coverage and law enforcement action by the officers assigned to patrol this new turnpike. May the month of February be as good.

"PROMOTIONALS"

Candidates for the promotional exams have received their first notices for the written exams coming up. The sergeants' exam to be held on February 5 and the officers' exam to be held on February 14. You never in your whole life saw so many studious characters roaming the halls of "I" in quest of knowledge as pertains to police work and administration. "Don" Fournier, our Nut & Bolt Wrasseler, was heard to remark "We will have at least 60 sergeants here at "I" before this is all over."

LIEUTENANT IS DO-IT-YOURSELFER

We understand that the good lieutenant is taking plastering lessons now. It seems he was down in the furnace room the other day while the men were replastering the repaired furnace boiler and was overheard asking pertinent questions as to how this type of work was done. Now don't tell us Lieutenant you are contemplating undertaking this type of work in your new home. We didn't

think your three little boys were big enough yet to knock the plaster off the walls.

MOTOR RUNS WILD

They tell us that Off. John Sweeney had quite a scare the other night while on patrol. It seems he was conducting his patrol in his usual quiet and efficient manner when all of a sudden out from under the hood of his car came the most awful racket he ever heard in his life. After he managed to bring his car to a stop it was found that a couple of pistons had broken up and gone through the motor. We hear that our "John" was almost in tears for he was very proud of his new car and having it quit and lay down on him in this fashion made him feel bad. Cheer up "John", the boys in the garage will have you back together in no time.

USE OF STATION WAGONS INCREASE

With the addition of two more station wagons to our patrols on the turnpike and parkway much favorable comment by the motoring public is being heard re their steady use. It must be a good idea, for if one looks around, it can be seen that many of the local police departments are assigning emergency station wagons as regular patrol vehicles in the cities. Score another innovation for the State's Police Departments in their efforts to give the motoring public the newest and best in patrol coverage and enforcement.

NATURAL INDOOR SWIMMING POOL

We understand that Off. "Barks" Anderson has been looking over some "skin diving" equipment lately. A little discreet inquiry into this rumor revealed the fact that he has quite an indoor swimming pool in his cellar. He is reported as stating if he can't get rid of this water some how, he will use same to teach underwater "Skin Diving" techniques which he learned in the Navy to those persons who are razzing him about the clear spring water he has running through his cellar. Don't let them get you down "Andy", maybe you can sell the water to the water company to keep their reservoirs full this summer.

PEN MIGHTIER THAN SWORD

We understand that Off. "Chappy" O'Brien is contemplating going into the "Valentine" business. He recently displayed one of the most complex and colorful replies to a business letter that was ever seen here. We all feel with a talent such as displayed by "Chappy" in this field, that, when he comes up for retirement he will surely be able to make a mint of monies making up this type of reply to business firms that send out cold blooded form letters.

RECENT VISITOR

Received a visit from retired officer "Father Jim" Lenihan recently. We noted that he is now operating a large nine passenger station wagon. It was with some qualms that we asked if all of his family would be able to fit in the car but, he reassured us that they could and that he was not contemplating any further additions at this time to the Lenihan clan. We hear he is doing a fine job at his new place of employment and is well liked there. Continued good luck "Jim".

STATION "K", COLCHESTER

SUBJECT: A page from the notebook of the roving reporter of the Eastern Division's busiest station - "Krazy K".

The "friendship" of Det. Sgt. "I'm A Dandy" ANDREOLI and Sgt. Joe "My Time Is Almost Up" MCAULIFFE has reached the Damon and Pythias stage.

Charlie "6-7/8" MANSFIELD was seen recently with his arms loaded with In-Service material. Could it be he was brushing up for an exam? Charlie and Joe "Go-Getter" SIKORSKI did a fine job in apprehending three men involved in an armed hold-up in Bolton recently.

Art "Where Am I" WOODEND bagged himself a deer about 1:00 AM last month on one of the back roads in Lebanon. Art couldn't find his bow and arrow, so he used the front end of his assigned car.

Cliff "Bootsie" BOMBARD has been seen

AROUND THE CIRCUIT

stripping his assigned car. Can it be he is anticipating losing same to one of the new "Boots" coming out of the Academy?

To the strains of One Meatball, D/Sgt. ANDREOLI manned the kitchen one day during an emergency, and prepared a real home-style spaghetti dinner that would put the Bontempis out of business on Channel 8.

William "Call the Barracks" ACKERMAN leaves his Resident Officer's post occasionally to visit the barracks and catch up on his reports while the C.O. sits nearby toying with his service revolver.

Speaking of the C.O., we noticed that Lt. LAWRENCE was quite upset when he did not receive holiday greetings from our former garageman.

Derwin - sorry, that is "Tony" ANTHONY, has been doing a fine job in Windham County - Keep up the good work.

Dick "Spider" MAYNARD has been the regular man for relay of prisoners to the New London County jail - enroute to his home. With the new jail about to open on Route 32 in Montville, he has been observed shopping for a new home closer to Rt. 32.

Ray "Glide" ANDREWS has attended a couple of In-Service courses at Bethany re Public Speaking on Traffic. Ray has also been knocking off several drunken drivers in his spare time.

Bob "Sand Bank" MACDONALD has several dates with coroners on inquests of late. He's getting to be a crack investigator on fatals. (Also top man in the mess hall.)

Joe "Give Me A Night Shift" PILKIN found himself on a day shift recently and had a hard job locating his sunglasses.

Tom "The Silent One" GAUTHIER also known about the Station as "The Cat", has been seen (off duty) south of the border on several occasions. Is it a new love in his life?

Jack "The Ripper" KORWIN hasn't located that oriental rug stolen in a B & E case as yet, but is still on a door to door canvass - Good luck, Jack.

Our chef, Leo CAYA, was out with a bad knee and we were fed by relief chef, Charlie BURNS, for a few weeks.

While speaking of our relief chef, a unique friendship was formed while Charlie was here, with Houseman Timmy O'HEARN. Have you ever seen two Irishmen criticizing each other? We almost had another Laurel and Hardy act.

Vin "Slim Waisted" BRESCIA has taken another notch up in his belt. He and "Bundles" SIKORSKI have made a wager-- the one who slims down to a 32 waistline first (should they live that long) is treated to a thick steak.

The TASKER residence is gaining shape these days and the three Taskers hope to be in and settled before too long. The "Little One" was seen with a hammer the other day, pounding nails in the new home. Norm certainly believes in teaching Kathy to work at an early age.

Where, Oh Where can our dispatcher be? Pete "Panic-Button" BECKWITH, our dispatcher, can be seen traveling the Penn. Turnpike every so often. You ought to get her to move to Conn., Pete. It would save wear and tear on the Mercury.

Upon driving over the Gold Star Memorial Bridge we observed our former dispatcher, Stanley "Shakespeare" JOSEPHS, who transferred from "K" several weeks ago, collecting tolls.

Red "Mucho Contacts" AVERY has had Resident Officer ACKERMAN worried in Portland. Fred has been spending a lot of time and doing a good job around that area, as well as other parts of the territory. As a result of his good work, three breaks were cleaned up in East Hampton, resulting in two arrests and a few juvenile referrals. He was assisted by "Ma" MILLER, our policewoman.

Clerk Gloria MORRIS is making so much money these days that she had to move to a new and bigger apartment, with a two-car garage.

Frank "The Fox" PISCH and Dick "Poochie" POWERS are still prowling the eastern section of the territory looking for banditos.

Our new garage mechanic, Dick MERRILL, is a pleasant addition to "K". Dick came to us from Willimantic, and we are happy to report that he is a very talented fellow with mechanic's tools and carpenter's tools also. Walt CHAPPELL, our 1st mechanic, is still smiling

as usual, and is happy about his helper.

Herb "Sparky" ELLMERS, our radio technician, is about to install a new ski tow to his home high in the hills of Higganum due to the recent icy conditions. Herb says he has no trouble leaving, it's trying to get home where the trouble starts.

STATION "L", LITCHFIELD

STATION BEING RENOVATED

Station "L" is currently undergoing a further face lifting and general sprucing-up. New floor tile is being laid on all the ground floor rooms and offices and next, we understand, comes a new coat of paint. As much as all the personnel approve the new look, we are also eagerly awaiting the completion of the job and the departure of the Emergency Crew. They are nice fellows but, "Oh, for some peace and quiet again."

LIGHTNING STRIKES RADIO TOWER

"WOW"!! HEY DAVE, ARE WE STILL ON THE AIR?" This is the remark Off. Alden Thompson is said to have made on the afternoon of January 21, at about 4:43 pm. It was then that a bolt of lightning from a freak storm struck the barracks radio tower in the rear of the building. Alden was just driving up to the gas pump when he saw the flash and the ball of fire on the tower. His description of it is classic. Too bad it can't be told in writing. It was almost entirely gesticular. Inside the barracks everyone came to life with a bang, literally, that is. Lightning came into the barracks on the power lines from the tower and exploded under the dispatcher's desk with a cannon like report. We never heard Officer Thompson's remark as the radio went off at once. It is hard to tell who in the radio room jumped the most, Lieutenant Nelson, Detective Waltz or Dispatcher Meeker. And upstairs Officer Wilkerson and houseman Tobin thought the walls had been blown out. After things calmed down it was discovered that the main damage was to the power

lines and not the radio transmitter although we were out of service till late the next day.

LONG DISTANCE TRANSMISSION

On December 19th at about 1:45 pm on rather a busy afternoon, the following radio conversation took place. "Car one calling Station "L". Dispatcher Meeker assuming it was the Governor's car acknowledged the call and asked for the message. "Car One to Station L, What is your location?" Meeker thinking that maybe the Governor had a new chauffeur who was not familiar with the territory responded with "On Route 25 between Litchfield and Bantam." The caller then answered "This is Car One, Golden Colorado. We have been hearing you all morning and wondered where you were." Dispatcher Meeker then replied that it was the Connecticut State Police in Litchfield, Conn. Car One then offered an invitation to "Drop in if you are ever out this way and we'll buy you a steak." We don't know when this offer will be accepted. Trips West are rare.

NEW TERRITORY

Most of the Officers here are spending some time learning the territory in the three new towns this station recently acquired to patrol. While some of the officers have been riding through a good deal of this territory twice a day to or from the barracks, most of it is or has been strange country when on patrol. When the Officers assigned to that patrol say "It's the berries" they mean the location, Roxbury, Southbury and Woodbury, not that it is a prized assignment. We also hear that some officers are trying to learn the location of the home of a Mrs. Arthur Miller in that locality. We wonder who she can be. Could it be Marilyn Monroe?

AUXILIARY TRAINING CLASS TO START

A new class of Auxiliary Officers will begin training here very soon under the able direction of Auxiliary Personnel Officer Sergeant Duren. We will have a class of about 32 or 35 trainees. These will replace many of the deceased, retired or inactive personnel and also add to the reserve manpower. Best wishes

and good luck to the new class.

HEADQUARTERS

RETURNS TO HQ

Kay Bonas formerly of General Office is back in our midst after having added another boy to our population. Things are still the same Kay, just new faces.

COLLEGE TEAM CAPTAIN

Bruce Forbes (Jim's Pride and Joy), has been named Captain of the 1958 Soccer Team at Lafayette College.

PERSONNEL

A new face in Accounting is Mrs. Susana Bentley. We hope she likes her new job in Headquarters.

ENGAGEMENTS

Two of our young "Misses" are going to be "Mrs." in the near future. Jean J. Redente of Publications is sporting a diamond ring given her by Harvey R. Barselau of Hartford and Elaine Bishop who works in General Office is engaged to Ronald Thibodeau of West Hartford. We wish both Lots of Luck.

FAREWELL PARTY

Frank DeLisa of the Identification Bureau, who missed the train the day he was to report to the Army, was tendered a farewell party recently in the Coffee Room, upon his departure for the service. Frankie has been employed in HQ since September 1953.

VACATIONIST

"Happy Harry" Garmat, Communications' jovial dispatcher, has returned from a vacation trip to Washington, D.C, where he thoroughly toured the FBI Building. From reports, Harry "did the town!!"

PROMOTIONS

Congratualtions are in order for Captains Boas and Pastore who were recently elevated to that rank, and to Captain Shaw who was named Deputy State Fire Marshal. Captain Pastore was de-

signed Aide to Commissioner Kelly. Captain Boas will continue in his present assignment in the Communications Division.

VACATIONS

Dot and "Dutch" Fogarty recently returned from a two weeks skiing trip in Canada. They had a wonderful vacation and returned with no broken bones, this time.

Comr. Kelly and Ida Maskel both have returned to Connecticut from vacations spent in "Sunny Florida."

SICK LIST

"Jolly Jim" Feery is on the Sick List and is convalescing at St. Francis Hospital. Everyone is looking forward to his return to the Coffee Shoppe and hope he will soon be back in shape.

Jean Porter, Billie Gould and Mildred Lovell are also ill and are resting at home. We hope their return will be very soon.

OUT TO LUNCH

The holdup man was nonplused when, upon shoving a note at a bank teller which read, "I've got you covered--hand over all the dough in the cage," the teller scribbled back: "Kindly go to the next window. "I'm on my lunch hour."

THE NEW LOOK

New equipment has been installed in our Communications Division and everyone attached to the Division has had a chance to operate the new machines.

"ALL I WANT IS MY TWO FWONT TEEF"

For the past several weeks Bob Sweet has been living on a mashed diet--the reason being his "choppers" have all been removed and he is patiently awaiting new ones.

"Worry affects the circulation, the heart, the glands, the whole nervous system, and profoundly affects the health. I have never known a man who died from overwork, but many who died from doubt.

---Dr. Charles Mayo.

TOLLAND COUNTY TALES

RESIDENT OFFICER IN SOMERS

Somers is the second town in our area to have a resident officer. Ted Sheiber has been appointed to the position and from all reports he is doing a good job.

Recently, Ted arrested two young men for stealing car batteries. While he had them at the station, Sergeant O'Connor and Bill Tomlin questioned them about some other breaks and thefts and soon had the information needed to solve a large number of breaks not only in our area but in that of Station "K" and within the City of Rockville. To date there have been ten arrested and warrants are being sought for six others, two of whom are serving time at Cheshire Reformatory.

During the investigation of the theft of a motor vehicle from Somers, and with the help of the Enfield Police Dept., Ted was able to apprehend the culprit for not only taking the car but for statutory rape, he, having been involved with a 14-year-old girl. The Enfield Department made several other arrests of young fellows involved with this same girl and another. They also arrested the first young man for his activity in Enfield.

QUICK WORK

While on patrol with the "Bluebird", Dick Schwarz was assigned to go to a place in Vernon where there was a report of a robbery. As he approached the house, he noted a car being driven around the back of the house. He passed the house to see the car coming down the driveway to the road. Dick parked the Bluebird across the drive and stopped the car. He was followed by Tom McDonnell. As the lights shone into the car, they saw a woman at the wheel and two men in the front seat. The woman started to take off but was overtaken by Dick. While Tom stood guard, Dick looked in the car and found a fourth occupant kneeling on the floor in the back with his head on the seat. This man wouldn't move for some moments and when he did get out and was able to talk coherently,

he stated he had been robbed. All four were brought to the station where some of the money was found on one of the men and the woman. One of the men involved recently was released from State Prison, having been involved in a holdup of a local package store and serving time for same. The man robbed resides with the woman's grandmother.

FUGITIVE RETURNED

A few weeks after our first robbery, in another town, a young man, who had been drinking, went to a friend's home, visited for a short time, and took off for home only to return a little later with a loaded gun. He walked through the house and into the bedroom where he fired several shots at his supposed friend, seriously wounding him. At gunpoint, he then ordered the wife to call a doctor on the pretext that the friend was seriously ill with pneumonia. When the local doctor arrived, he was ushered into the bedroom, ordered to treat the wound and when he asked for an ambulance the gunman ordered him at gunpoint to hand over his money. The doctor obliged with one bill and was informed that that was not enough. He then handed over several more all of which the gunman took except one that fell on the floor and which he didn't stop to pick up.

About two weeks later, our gunman was apprehended in Texas and was brought back by Bill Doyle and County Det. Art Koss, who took a flying trip to get him. He is now awaiting Superior Court trial.

From now on, the doctor tells us, he is going to be a little cautious about making after midnight calls on others than his regular patients.

LOOK-OUT AND COMPANIONS APPREHENDED

In his usual efficient manner, Bill Tomlin, early one morning before day-break, checked a car that was parked beside the road in Vernon and not far from the Manchester line. The occupant stated he was resting. Bill, not being satisfied with him, let him go but kept him under surveillance and when he returned to the area, stopped him. Further investigation and checking about the area by some of our officers and those from Manchester revealed that the safe at a res-

restaurant over the line in Manchester had been opened. Then a car had disappeared from a nearby garage. The young man revealed he had been awaiting the return of his companions. The other two were later picked up and all three were arrested. Good work, Bill.

FIREBUG -- TEENAGER

One area of our territory has been plagued by fires of various natures, all suspicious. When a large warehouse burned one night, Joe Koss and Jim Duane set out to see if they could find the culprit. Who do they finally come up with but a sixteen-year-old, who likes to go to fires. Accompanied by a younger boy, he set the warehouse afire and then went back to band practice to await the fire whistles so he could return to the scene. This boy also admitted many other fires, some of a serious nature and others only small grass fires. We do hope that Joe and Jim will be able to apprehend the person responsible for the suspicious fires at the Talcottville mill. In time we feel they will do it.

VISITS BARRACKS TWICE SAME DAY

Some people like our station and return for a second visit the same day.

Walt Smiegel brought in a female motor vehicle operator for exceeding the speed limit on the parkway one evening as she was enroute to Hartford from her home in Massachusetts. She posted a cash bond and went on her way. Three and a half hours later, Johnny Fersch ushered this same female into the station again to post another cash bond as he had found her exceeding the speed limit on the parkway but in another town. A rather expensive trip for the evening.

Ted Sheiber arrested a local Stafford fellow on the charges of Larceny and Operating a Motor Vehicle while under Suspension. The fellow posted a large bond and left the station. As Ted was enroute back to his home, he received word over the radio that this same fellow was out driving his car again. Ted spotted him on the highway and took after him. The fellow drove into a private drive, jumped out of the car and took off on foot only to be stopped by Ted and brought to the station. This time he was not able

to post the bond as it has been increased very substantially. He is now a guest at the local county jail.

JUVENILES RESPONSIBLE FOR COTTAGE DAMAGE

Several officers from this station were working on complaints of damage to and breaks in cottages at one of our lakes. Walt "The Fox" Smiegel and our policewoman, Marge Jacobson, went out one day determined to solve the cases. They returned to the station after apprehending four 12 and 14-year-old boys, who admitted all the cottage breaks and damage and then took our sleuths on a tour to visit all the others they had damaged, all vacant and located in five different developments along the shore-front. The hardest part of the case, so we are told, was the paper work. Twenty-nine separate cases. It took more time to do the reports than to solve the cases.

VOLKSWAGON GETS FREE RIDE

Joe Koss recently investigated an accident where a Volkswagon struck the rear of a tractor-trailer and became wedged underneath the trailer. It was towed along the road some distance before an overtaking vehicle stopped the tractor-trailer operator and advised him of the situation.

WRONG PROFESSION

Is Sergeant O'Connor in the wrong profession? We wonder. Twice now men have come up to him here in the station and have told him that they want to confess, one to shooting his wife and fatally wounding her and the other to breaking into a restaurant.

TALL MEN -- LOW CARS

If the cars are made much lower, our two tall sergeants, Marcel Simon and Robert Bohman, will have to go hatless. As it is now, we wonder how they fit into the cars without being all doubled up.

YAK-YAK STOPPER -- LARYNGITIS

Lieutenant Taylor says that since some of the female members of this station have been inflicted with more or less severe cases of laryngitis, there

has been a noticeable decrease in the yak-yak that ordinarily goes on. Never mind girls, the little short sergeant and several of the men have also been victims.

ENGAGEMENT ANNOUNCED

Mr. and Mrs. John Kubacka of Willington, Conn., have announced the engagement of their daughter, Shirley, to our William Russell. The wedding date has been set. There is some question as to who is going to be the boss. Each one is aiming to be. We will wait and see.

CHAIRMAN POLICE COMMITTEE

Retired Officer, "Jackie Horner" Yas-kulka, has been appointed Chairman of the Police Committee of the City of Rockville, having been elected an alderman of the city in a recent election. We know that he is well qualified for the position.

THE SEATBELT LAMENT

Have you read "The Seatbelt Lament" by Patrolman Richard Heydt of the Colorado State Patrol? Just picture Lud Kolodziej as the patrolman to whom he refers in the poem.

DOUBLE TROUBLES

By the time you receive this issue we hope that both Ed Beattie and his wife will be fully recovered, he from a case of pneumonia and she from an operation.

HARDSHIPS OF COUNTRY LIVING

Two of our ex-city boys, Bill Ellert and Stan Nasiatka, have had a good taste of country living of recent days. When the first big snow storm came, Bill was marooned at home for several hours. The road by his house was not plowed and the snow was too deep for a car. Stan had a long drive that had to be plowed. Late one cold afternoon, Stan reported to work but all could see that he was about to return to the city, no heat since early afternoon and plenty of oil in the tank with a new burner in the furnace. However, his spirits brightened when his wife called to say that the repair man had discovered the trouble and heat was beginning to come. The men who installed the system connected the tank feed line

to the outside overflow pipe and the tank overflow pipe to the furnace feed line. How much trouble one little mistake can make.

FROM SIRCHIE FINGER PRINT LABORATORIES
Berlin, New Jersey, Catalog No. 218.

Letter from Customer:
Gentlemen:

As Chief of....., I decided to investigate crimes with a finger print outfit purchased from your company. To get better results of an old man's hands, I tried to use tissue builder which takes wrinkles out of fingers. I went by instructions, but I only got as far as the first finger. The needle was too painful. The old man threatened to sue me. Can I return the kit for a refund?

Chief.....

ANSWER

Dear Chief.....

A cadaver, such as mentioned in instructions, means corpse. You do not use post mortem equipment on live persons.

You may return the kit; but we suggest that you study the instructions before using. Practice on dead fingers only.

Respectfully,

Sirchie Finger Print Laboratories.
---Identification News

DIXIE FLAG CLEARS WAY

A man living near the United Nations headquarters in New York noted police were especially considerate of cars bearing foreign emblems. He dug up a little flag and attached it to his own car. For several months he was accorded rights-of-way and parking privileges of an Oriental potentate--until somebody recognized the flag as being that of the Confederate States of America.

---Traffic Safety

SAFETY BELTS

Crash Injury Research of Cornell University Medical College, after considerable research, now states that users of automobile seat belts who are retained in the car after a crash suffer 60 per cent less injuries than those who do not use them and are also retained in the car. In addition, users retained in the car suffer 60 per cent less injuries than ejected nonusers.

Yet objections persist. Premises that the belts rumple clothes, are a nuisance and are unsightly have nothing to do with the case as they do not affect the safety feature. Neither does that which holds certain belts on the market are of little value since this, as in Virginia, can be controlled by legislation requiring belts to meet recognized standards.

Some feel that belts offer a false sense of security and encourage unsafe driving. This touches on the human element and proves nothing. There are, however, certain prejudices which merit enlightenment.

There is a predominant feeling that one using a belt might be trapped in a burning car or one in water. This is utterly unjustified as belts are easy to unfasten and this can be done by the wearer if he is conscious or rescuers if they can reach him. If he is unconscious or can't be reached the situation is unaffected.

There is also the feeling that it is better to be ejected than to remain in the car. Crash Injury's figures cited above belie this. The car body provides protection although there are cases in which drivers are ejected and survive.

Those who feel belts can cause internal abdominal injuries fail to realize that a force sufficient to cause these would result in certain death were the belt not in place. In other words, certain crashes are classified as "unsurvivable." It is doubtful, for example, if a belt could help a driver involved in a head-on collision at 70 or 80.

Perhaps the most logical objection at first sight, is that which holds a belt causes a body to pivot at the waist and smash the head against the instrument panel. Here it is assumed that something

else would be better. The dissipation of energy incidental to changing the forward motion of the body into an arc reduces the impact.

What must be realized is that research has shown, percentage-wise, that belts, while most advantageous, can sometimes no more prevent death than can a parachute when the user must bail out at 200 feet. There might be a long chance that an unbelted rider might survive certain types of crashes as a "rollover" involving a topless car, but the percentages are overwhelmingly in favor of belts and should be played.

There is one other advantage which shouldn't be omitted. A violent and unpremeditated change in the direction of a vehicle can throw a driver unharmed from under the wheel. A belt holds him there and gives him more than a fighting chance to maintain control.

---Virginia Traffic Safety News

'150' TEMPERATURE CAUSE FOR ALARM

Even the flu epidemic has its lighter moments, as developed after a Bethlehem woman, directed to make daily reports of the temperature of her ill employer, phoned a Woodbury doctor and reported "his temperature is 150."

"That," said the Woodbury physician, "is impossible."

"No, it's right," insisted the caller. "Another doctor took his temperature."

Further inquiry by the startled physician developed the fact that a neighbor of the flu patient, a veterinarian, had been called to make the temperature reading because of the unfamiliarity of the employe with a thermometer.

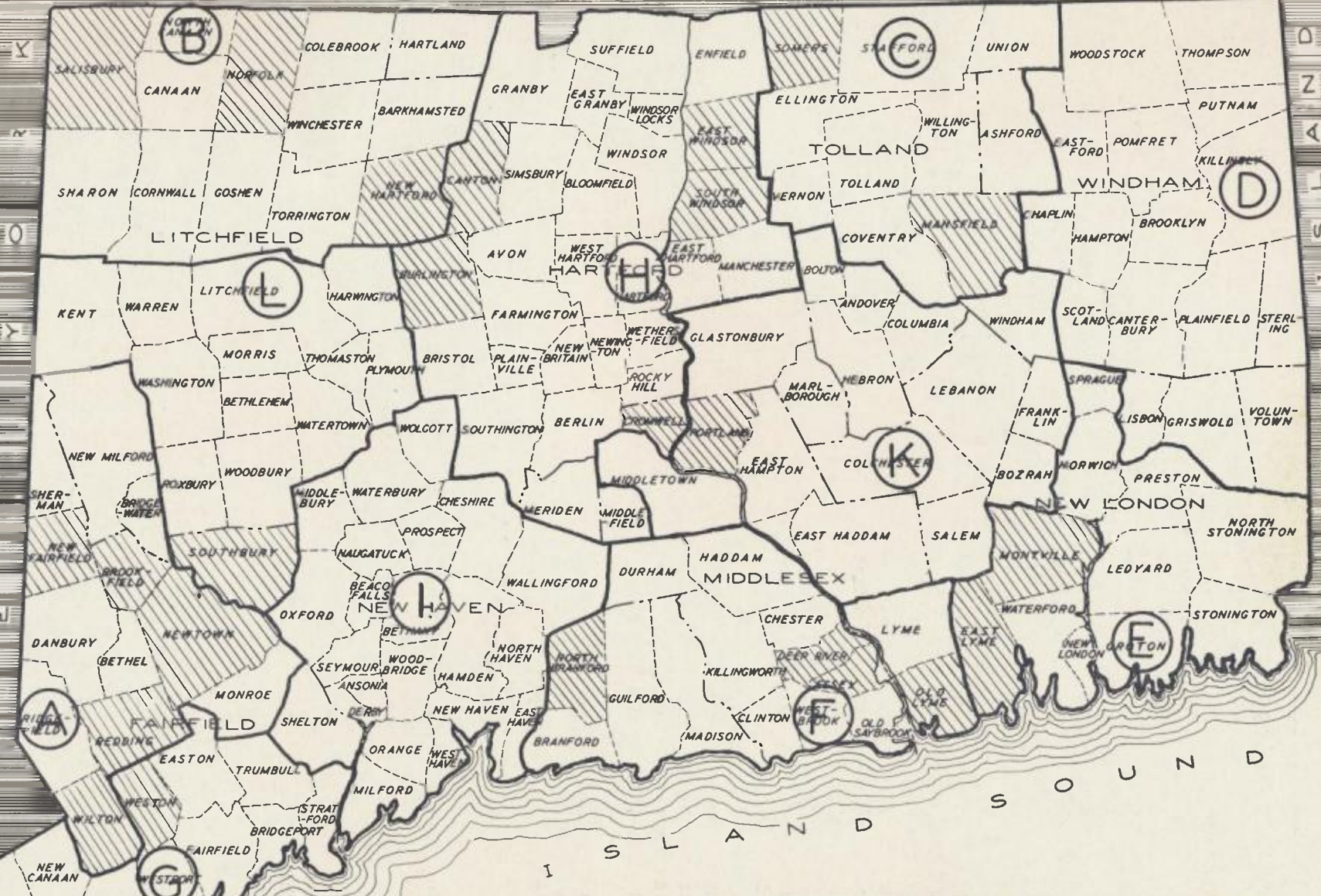
A hurried call to the DVM by the MD cleared the matter. "What I said," explained the veterinarian, "was that his temperature was one hundred and a half."



---Waterbury American


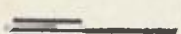
Method is like packing things in a box; a good packer will get in half as much again as a bad one.

---Cecil

M A S S A C H U S E T T S



 Towns having a Resident Officer
 State Police Stations


CONNECTICUT

 STATE POLICE DEPARTMENT
 DISTRICTS AND STATIONS