

Vox-Cop

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No. 5

CONNECTICUT STATE POLICE DEPARTMENT



STATE POLICE HEADQUARTERS

MARCH - APRIL 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 con-
duct myself so as to uphold the honor of the Department."



JOHN C. KELLY
Commissioner

BY THE Yankee Clipper

Vox-Cop

March-April, 1958

NEW POLICE ASSOCIATION



Connecticut Police Chiefs and officers of Interstate Police Officers' Association gathered recently for organizational meeting at Agawam, Massachusetts. Front row, from left, Off. Lester E. Tuller, Simsbury; Lieut. James B. Murray, Windsor; Off. Joseph Gionfriddo, Windsor Locks; Chief Earl Reynolds, Enfield and Chief Constable Harrison Hotchkiss, Granby.

Standing, from left, Sgt. Malcolm Heath, Avon; Resident State Policeman William Braithwaite, South Windsor; Off. Alfred Leondowski, East Granby; State Police Lieut. Albert H. Kimball, Hartford; Chief William E. Scott, Avon; Chief Herbert C. Beeman, Bloomfield; Chief Veto A. Bushnell, East Hartford and Resident State Policeman Wendell J. Hayden, East Windsor. ---The Hartford Times

WHEN YOU GIVE YOUR SON A GUN, GIVE HIM INSTRUCTIONS, TOO, POLICE URGE

By Dave Carlson

Some parents may believe a .22 calibre rifle or a bb gun is an ideal gift for any red-blooded American youth but State Police will tell you they can be as dangerous as a stick of dynamite.

Lieut. Osmus H. Avery, commanding officer of the Groton State Police Barracks recently expressed concern over the mounting toll of deaths and injuries involving children in accidents with firearms.

"There's been quite a rash of such incidents in this area," he said. "Something's got to be done."

Here are a few of the things children have been marking on the debit side of life:

1. Shooting themselves.
2. Shooting others.
3. Eye injuries, even loss of an eye.

There have been several of these incidents in this area in recent months. Avery said most of them were caused by "fooling around or carelessness."

In addition to the toll of injuries is the list of property damage, which reads as if a guerrilla war had passed through New London County.

Here are samples:

Damage List

Bullet-pocked houses with shattered windows, dead and injured dogs, cats and birds, seived signs, smashed railroad signal lights, broken insulators atop telephone poles, and mothers frightened by ricocheting missiles flying through houses and near their children.

Avery thinks the cause, in part, of this seeming war by the younger generation against the world lies in ignorance of the rudiments of shooting safety and lack of responsibility.

And the only place for youths to acquire safety knowledge and that sense of responsibility is under the supervision of qualified instructors, he said.

He pointed out that the National Rifle Association is spearheading hunting and shooting safety programs. Ironically, hunters over 16 years of age

must receive certificates of competence with firearms from NRA instructors before they can get hunting licenses.

"Yet," Avery said, "a kid is given a .22 by his parents--many times with no instructions--just to shut him up. He is then turned loose in the woods."

The Results

The results: Avery has a thick file of cases investigated by his command to point out the sometimes tragic accidents stemming from youthful incompetence with a firearm. He also can cite cases handled by other barracks as well as city and town police departments.

One instance he spoke of involved several boys playing "cops and robbers" using real guns until "one boy caught a bullet in the head. He was crippled."

In Norwich several other boys, "essentially good boys," Avery noted, were shooting at a target with a .22 rifle. One got ahead of the one doing the shooting, and stood up suddenly in the line of fire as the gun went off. He was killed instantly.

"It was carelessness," Avery said. "They had no thought of hurting anyone. They just didn't line up to the rules of safety."

State Policeman William E. Douglas, whose files show a large number of these type cases which he has investigated said he has "a small arsenal of knives, .22s and bb-guns" which he confiscated over a period of two years.

He said windows are "the out-standing target" and the most frequent excuse he hears from young offenders is they did it "for excitement," "something to do," and "didn't think anyone would mind."

Bullet Just Missed

One of the more serious cases he investigated involved a boy who was shooting a rifle into a swamp. Bullets ricocheted from the water and whizzed around a baby lying on a blanket in the back yard of her home.

Another common offense, Douglas said, is the "promiscuous" shooting of dogs, birds, and other pets. He calls it "pure, malicious, wanton meanness."

He also has investigated cases of windows in abandoned mills being made

the target of rifles and slingshots, automobiles being punctured and housewives reporting bullets flying through their homes while doing housework.

Avery heartily approves programs sponsored by organizations such as the Boy Scouts and Junior Midshipmen where boys are taught shooting safety.

But he doesn't think enough belong to these groups to make a significant impression.

He pointed to recent efforts by a veterans group in Quaker Hill to get a shooting safety program started.

"It looks like a good start. The only trouble is it probably will be confined to Boy Scouts, Sea Scouts, etc., still leaving quite a void."

He thinks PTA's and service clubs should get behind instruction programs to "see to it that every kid who wants gets an opportunity to receive instructions."

Without instruction, most people underestimate the danger of a .22, Avery said. He cited instances of Eskimos killing large caribou with them and of deer being hunted in Mexico with good results.

"People in other places are writing them off as a toy," he said.

---New London Evening Day

POLICEMEN RESPECTED
BUT NOT THEIR PAY

By Eugene Gilbert
President of the Gilbert
Youth Research Foundation

The nation's teen-agers have great respect for the policeman, but few want to follow in his footsteps.

In our latest nationwide survey, 92 per cent said they respect him, 84 per cent think policemen are honest, and 75 per cent believe they are fair. Yet, only 7 per cent would like to be a policeman or policewoman. On all questions, the same for boys and girls.

'Too Impressed'

Among the few who don't respect policemen came these comments:

"A policeman is too impressed by his own authority."--Douglas Merchant, 17, of Ilion, N. Y.

"I consider him an occupational hazard."--A 16-year-old Massachusetts boy who declined to give his occupation.

About 79 per cent of the teens agreed that most policemen in the country are underpaid.

Our survey also found 83 per cent of them felt policemen are interested in teen-agers.

"I think policemen give special attention and interest toward trying to help teen-agers do the right thing," said a 15-year-old New York City girl.

Asked if they thought police sometimes use brutal methods, only 19 per cent of teen-agers answered yes. In fact 39 per cent said they thought police generally were too soft.

"Perhaps, in some cases tighter control might help discourage juvenile delinquency," explained Don Lawrence, 17, of Baltimore.

"If police were a little more respected like years ago when they weren't afraid to hit kids doing something wrong,"--a 17-year-old San Francisco girl.

A young woman from Lincoln, Neb., thinks "dope addicts and other such criminals should be treated harder," and a 17-year-old Teaneck, N. J., girl feels "they should bear down more on driving." But Peggy Weil of Louisville, Ky., asserted: "They don't let you get away with anything."

Clubs Defended

How do the teen-agers feel about some towns taking night sticks away from their policemen? Seventy-four per cent replied they don't like the idea.

"If policemen have fewer weapons to defend themselves," said a Nebraska girl, "people are likely to take advantage of them."

A Kansas City youth said: "The sticks shouldn't be taken away, because they then would have only guns to deal with juveniles."

Fifty-one per cent said the patrol car is more effective, 43 per cent favored the beat and 6 per cent had no ideas on the subject. ---Hartford Times

TROOPER ON THE TURNPIKE

HE'S A FRIEND IN NEED, NOT A NEMESIS AND
HIS PRESENCE MAKES YOUR TRIP SAFER

You are driving along the new Connecticut Turnpike, your car sputters and you guide it off the travel lanes onto the shoulder of the highway, remembering that you didn't stop at the gas station earlier as you had intended to do.

You raise the hood as a signal of distress and wait for a state trooper to appear in the familiar blue ranch wagon cruiser with the gold lettering. You know there are lots of these cruisers along the turnpike's 129-mile length because whenever you are tempted to go a little faster than you should, you notice one behind you in your rear view mirror.

Actually, you don't have to signal these turnpike troopers; they investigate every stopped car, never knowing whether the motorist might be sick, overcome by carbon monoxide gas, or otherwise in need of assistance.

How long will you have to wait? On the average, not more than 30 minutes, unless the troopers in your sector have their hands full with a bad accident. This is reassuring to most people who don't drive stolen cars, which is to say that there are a goodly number of patrol cruisers on the Connecticut Turnpike, 24 hours a day, in all kinds of weather, and they're there not only to enforce speed limits and other rules and regulations, but to help you, the average motorist, whenever you're in trouble.

On this day you ran out of gas, you probably weren't waiting more than 15 or 20 minutes when the expected blue ranch wagon pulled up in back of you and a smartly dressed state trooper came over to you and asked if he could help.

IT HAPPENS OFTEN

You told him you were out of gas--silly thing, really--and you smiled. The trooper told you it happens to lots of people, and that if you'd sit tight he would radio to have a service truck sent out from the nearest parkway station.

If this should happen in the New Haven area, the trooper to come to your

rescue might be Fred E. Keller, who is one of the troopers working out of Bethany barracks to patrol Sector I, an 18-mile strip of turnpike between the Branford and Stratford toll stations. There are five sectors in all; the other four are: Sector G, from Stratford to the New York state line, patrolled by Westport station; Sector F, from Branford to East Lyme, patrolled from Westbrook station; Sector E, from East Lyme to Lisbon, patrolled from Groton station; and Sector D, from Lisbon to the Rhode Island State line, patrolled from Danielson station.

Patrolman Keller drives one of two specially-equipped ranch wagons patrolling Sector I. (Other state police vehicles besides the ranch wagons also patrol the turnpike.) Keller works an eight-hour patrol, then must go to Bethany barracks to write out his reports of the day's activities, take care of his equipment and tend to other details, before he can return to his home and family in Bridgeport. He rotates his shift with other patrolmen. Turnpike patrol shifts, on a temporary basis at present, are from 8 a.m. to 4 p.m., from 4 p.m. to midnight, and midnight to 8 a.m.

Patrolman Keller spent four years patrolling a section of the Wilbur Cross parkway before being assigned to his present duty when the Connecticut Turnpike opened January 2. He finds the routine similar, with the exception of the extra checking commercial vehicles and buses require. He must watch out for overloading, over size vehicles, and must make sure that trucks have the proper Public Utilities Commission permits. He must watch cars and trucks alike for speeding, or violation of rules of the road, and must stop them if they are operating with defective equipment.

The day begins for Keller when he checks into the West Haven toll station which is headquarters for the patrol on Sector I. He reports to Sgt. Walter Foley, patrol supervisor for his shift, and then must undergo inspection before

he begins his patrol. Before Keller swings his station wagon onto the highway he notes the mileage on his report sheet, checks the operation of the radio and runs his eye down the list of stolen car registrations.

Out on the turnpike Keller drives along about 50 miles per hour, allowing cars to pass him legally if they want to. A certain few drivers won't pass a police car at any speed and follow at a safe distance behind. Keller automatically notes license numbers, alert for any that might be on his stolen car list. This being a daylight shift, Keller won't be able to note defective head or tail lights, but he watches for stop lights when cars slow down. Keller's main worry is cars which stop on the pavement which he considers the most dangerous violation of highway regulations.

"A stopped car in a driving lane is a serious hazard," says Keller. "With traffic traveling at 60 miles per hour, it takes the average motorist an appreciable time to realize that there is an obstacle in the road and to react. When he does and slams on the brake violently he may initiate a chain of rear-end collisions. It is my duty to get stalled cars off the traveled portion of the highway immediately, and off the turnpike as soon as possible."

LEGAL OBLIGATION

He points out that a motorist with a flat tire is legally obligated to drive the car off the traveled portion of the highway onto the shoulder, even if, as on a bridge, it means travelling a considerable distance at the expense of ruining a tire.

"Tires are cheap," says Keller, "compared to what can happen in a rear-end collision."

If a car is totally disabled and can not be moved off the travel lanes Keller radios for a tow truck and has the car towed away at the owner's expense.

On a typical patrol Keller may note a car parked on the grass with no driver in evidence. He will pull his ranch wagon up behind it and investigate. He checks to see if the doors are locked and then radios the registration number

to the desk officer at Bethany and a teletype message is sent to the police department of the driver's home town requesting information. This sometimes turns up the fact that the car is listed as stolen, other times that the car has been abandoned.

Sometimes a motorist is in a hurry to get somewhere when his car breaks down and continues on without it, hitching a ride with another car to the nearest town and perhaps going on by train. Sometimes the motorist leaves a note on the windshield, stating when he will be back after the car, or sometimes calls the state police to obtain permission to leave the car for a few hours. When permission is granted it is always made clear to the motorist that it is at his risk. . . state police can not be responsible for vandalism which sometimes happens to cars left unattended.

According to Connecticut law, a car left for more than 24 hours is considered to be abandoned and the driver not only must pay towing charges but may be subject to arrest and, if convicted, a fine of \$50 or six months imprisonment, or both. If it wasn't for that law, say state police, parkways and turnpikes would be littered with abandoned cars. Police are under no obligation to wait 24 hours to remove a car from turnpike property, even though it is off the traveled portion of the highway. In fact they are required to remove it as soon as possible, unless the driver has notified them of his difficulty and has made arrangements to retrieve it himself.

Keller may, on a typical patrol, overtake a speeder. His procedure is to pull alongside of the car, beep his horn lightly a couple of times, and motion the driver over to the side of the road.

"That is the easiest way," says Keller. "If I used the siren it might startle the driver and cause him to lose control of the car momentarily. I've never had a motorist take off on me when told to pull over to the side of the road, and so have never had to chase one. It wouldn't be likely to happen unless the car was a stolen car."

Keller makes out the summons in quadruplicate and hands the driver the original. He keeps one copy for himself un-

til after the motorist appears in court, sends one copy to the prosecuting attorney, and files one at headquarters.

Out-of-state motorists must follow Keller to the nearest local police station to post bond before being allowed to continue on their way. The bond is to insure their appearance in court but is sometimes forfeited by out-of-state drivers who know they are guilty and do not want to spare the time to come back to Connecticut for a court appearance. They sometimes think of their bond as sort of an automatic fine, but law enforcement authorities do not consider it as such and take a dim view of bond forfeiture.

A motorist is never advised to forfeit his bond; he is liable to lose his right to drive in Connecticut, he may be subject to arrest if he is caught in this state again, and the Motor Vehicle Department of his own state is notified and may take further action against him.

Speedometers of patrol cruisers and ranch wagons are checked periodically by radar and verification sheets are issued to each vehicle. Keller must appear in court as frequently as is necessary to give evidence against speeders and other traffic law violators, and it must be known that his speedometer readings are accurate.

Motorists who are stopped because of faulty equipment, a dead headlight or non-operating windshield wiper, for instance, are not arrested but are issued warnings. They must correct the condition or be liable to arrest.

In this typical tour of duty Keller probably would not have to put out a fire in a vehicle, render first aid at an accident, resuscitate a drowning victim or capture a dangerous criminal at gunpoint. He is ready and equipped, though, to do any of these things as part of his job, and all troopers are called upon sometimes to do these things.

The special ranch wagon contains fire axes, fire extinguishers, first aid supplies, stretchers, a resuscitator, and emergency equipment of many kinds. Keller, like all state troopers, is armed and he is trained to take instant and effective action in any situation. He

has had first aid and fire fighting training in addition to his police schooling, must keep in practice and take refresher courses.

HELP CLOSE BY

In any serious situation Keller could depend upon more help arriving within minutes after he reached the scene. In case of a fire, the nearest fire department would be notified and apparatus would be immediately despatched. In case of a serious accident, other troopers would converge on the scene along with ambulances and wrecking trucks. If Keller spotted a stolen car, or had to chase a speeder, he would radio to Bethany headquarters immediately and other patrolmen would close in to head off the speeder, or to help stop the driver of the stolen car. Troopers regard drivers of stolen cars as potentially extremely dangerous.

Serious situations, however, happen but rarely and many a patrol is ended with nothing to report but the aid given to a couple of stranded motorists, or at most a warning or two issued.

"We wish motorists would keep a few things in mind," says Keller, "they're just common sense precautions. Don't drive if you've been drinking, stop and rest if you get sleepy, don't follow the car in front too closely and cut your speed way down when the road is slippery . . . it is the motorist's responsibility to maintain a safe speed in accordance with road conditions. Don't stop on the turnpike to change a tire or for any other reason . . . GET OFF THE TRAVELED PART OF THE ROAD."

Keller was asked the question: "If you see a pretty young lady changing a tire, do you help her?"

"Well," said Keller, "patrolmen do not change tires ordinarily; they radio for a service truck. But sometimes you see a girl struggling to change a tire, and it's apparent she will keep on changing it . . . so what can you do?"

---New Haven Register

To see what is right and not do it, is want of courage. ---Confucious

LAMB AND WOODSON
REAPPOINTED IN VIRGINIA

Among the first actions of Virginia's new Governor, J. Lindsay Almond, Jr., were the reappointment of Chester H. Lamb as State Commissioner of Motor Vehicles, and reappointment of Col. Charles W. Woodson, Jr. as Superintendent of State Police. Both are veteran State officials widely known throughout the Nation. Mr. Lamb is the immediate past President of A.A.M.V.A. Colonel Woodson is a vice president of the International Association of Chiefs of Police.

---AAMVA Bulletin

RETIRED STATE POLICEMAN STERNBERG
TO REVAMP WATERFORD POLICE DEPT.

Howard Sternberg, who retired from the State Police Department recently became advisor to the Waterford Police Department.

His first duty will be to reorganize the department.

He will, as a primary task, investigate the needs and procedure for putting the department on a 24-hour basis. At present there are no patrols in the early morning hours, and the police radio is not manned during those hours.

Sternberg, who First Selectman William L. Darrow said would be hired on a one-year probationary status, will receive a salary of \$4,500 a year, an amount included in the annual budget by the Finance Board.

Sternberg is expected to announce specific objectives and plans as he gains experience in his new position.

The retired state policeman, now a resident of Clinton, probably will move to Waterford eventually, Darrow said.

Sternberg's position with relation to other members of the present department will be determined by him as his plans for the organization are formulated, Darrow said.

The selectmen now comprise a board of police commissioners. In charge of the day-to-day operation of the department is Sgt. Chester H. Brigham.

ENFIELD POLICE BOARD
RETIRES CHIEF REYNOLDS

First Selectman Norbert Senio, chairman of the Police Commission announced recently that Police Chief Earl Reynolds was retiring.

Reynolds recently submitted his resignation to the commission for disability reasons.

He sought retirement based on his 35-year service record, which if approved by the commission, would place him on disability retirement with a pension 70 per cent of his present salary.

Senio said final determination of the chief's pension would be held up pending verification of his service record.

According to State Special Pension Act for the Police Department, 1947, a policeman under provisions of the act would be eligible to receive 50 per cent of his pay after 25 years of service, plus two per cent a year for disability reasons.

Police Sgt. Walter Skower was named Acting Chief by the Police Commission.

---Hartford Courant

ONE AT A TIME PLEASE

Requirements for signalling or otherwise giving warning to vehicles behind are commonly understood. But many drivers extend their obligations even further, giving "go ahead" signals by horn or flashing lights, even using waving or movements with the arm.

In such a case, is the driver liable for the resulting accident if it can be proven his judgment was faulty? The answer is apparently yes as such signalling is not required by law.

Courtesy is that something which a driver must exercise with regard to the operation of his own vehicle. Trying to be overcourteous and assist in driving a second vehicle can result in costly legal subrogation. ---Fleet Supervisor

Nowadays everything around the house is controlled by switches--except the children.

COMPLIMENTS

Vox-Cop

March-April, 1958

POLICE HEADQUARTERS

ORANGE, CONNECTICUT

CHIEF OF POLICE
JOSEPH F. CUMMINGS

April 9, 1958

DEPUTY CHIEF OF POLICE
FREDERICK A. RIGGS

Commissioner John Kelly
State Police Headquarters
100 Washington Street
Hartford, Connecticut

Dear Sir:

I would like to call to your attention a fine piece of police work that would not have been accomplished without the efficient and untiring efforts of your department and the assistance of your laboratory technicians.

On March 31st I was called upon to investigate three breaks in my town. One was a private home, the second was a church and the third was a school. Knowing that this would require many man hours of investigation and being shorthanded I called Lieutenant O'Brien of the Bethany Barracks for assistance.

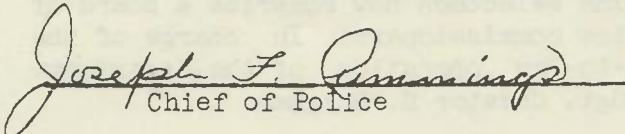
He very obligingly assigned Officer Daniel Reardon to assist me. Officer Reardon arrived shortly thereafter and spent many hours trying to locate any latent fingerprints that might have been left at these breaks. He was able to secure a partial print and with this bit of evidence and a suspect in mind whom he had suspected in another similar break in Middlebury, he and I took our findings to the laboratory at your headquarters.

I was greatly impressed by the cordial and attentive manner in which I was received by Captain Chamberoy and the all-out attention he and one of his technicians, Anthony Liberi, gave us in making a positive identification with so little to work with. As a result of their findings we concentrated on this suspect and our efforts were rewarded one day later when we picked up this man.

When faced with the evidence this man not only admitted the breaks in my town but also breaks in three other towns which are many miles apart.

On behalf of the Town of Orange I want to commend Officer Reardon for the many hours he put in on his own in assisting me and also the men of the laboratory who gave their complete cooperation in helping to bring this case to a successful conclusion.

Yours very truly,


Chief of Police

C O M P L I M E N T S

THE COLONIAL TRUST COMPANY
WATERBURY, CONNECTICUT

Coventry, Connecticut
April 9, 1958

February 10, 1958 Dear Commissioner:

Dear Commissioner Kelly:

I want to let you know how much we here at The Colonial Trust Company appreciate the fine teamwork of your department, the Waterbury Police and the F.B.I. following the armed robbery of our East End Office on February 6, 1958.

The results of such team effort are evident in the swift conclusion resulting in the arrests of the last three bandits in Florida yesterday.

It was reassuring to us all to know that the combined efforts of the three organizations were directed toward the solution of the crime. We feel it will serve as a strong warning to any future bank robbers in this area.

Sincerely yours,

Winthrop W. Spencer
Chairman

I should like to take this opportunity to commend State Police Officer William Doyle for his outstanding performance of duty on April 2, 1958, in the capture of two burglars, youths, who entered the undersigned's store with intent to steal. Officer Doyle's capture of one at the scene of the crime was done with total disregard to his personal safety.

This performance by Officer Doyle is a true indication of the vigilant and outstanding work that our State Police agency constantly produces, and which, too often, is overlooked by a great majority of the citizens of this state.

I hope that this small token of my praise of Officer Doyle can be made an enclosure to his official file.

Sincerely yours,

Albert J. Stevenson

Officers who were the subject of letters of commendation between the period of February 21 to April 23 were:

William Adint	Joseph Dynderski	David Miller
Frederick Avery	William Goddu	Edward O'Brien
Joseph Bangasser	David Goldner	Louis R. Pinto
Michael Bochicchio	William Griffin	Alden Ringklib
Roger Boske	Joseph Hart	James Rodgers
Richard Brown	Theodore Haxton	Charles Sanga
Mario Bruno	William Hickey	Robert Seres
Frederick Burkhardt	Palmer Jacques	Stanley Sobolewski
Roy Carlberg	Timothy Kelly	Robert Sonner
William Carroll	James Kingston	Paul Stensland
James Costello	Joseph Koss	Joseph Suchanek
Robert Dee	Charles Lundberg	John Sweeney
William Douglas	Richard Maynard	John Swicklas
William Doyle	Donald McCue	William Wallace
James Duane		John Wargo

Also the subject of commendatory letters were Det. Arthur Johnson and Insp. Vincent Searles.

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C O M P L I M E N T S

THE HARTFORD FAIENCE COMPANY
HARTFORD, CONNECTICUT

March 17, 1958

Dear Commissioner Kelly:

My writing to congratulate you on the excellent work your men have done on my behalf is indeed becoming a habit.

Twice last year my place at the shore was broken into, and both times the culprits were apprehended by the State Police.

Just a few weeks ago, there was another break, and once again Lieut. Francis J. Mangan, at Westbrook, reports success.

This makes five separate breaks, in all, and five completely solved crimes. To truly express my gratitude would call for something far more than I can put down on a piece of paper. It is indeed comforting to know that we are protected by an organization of the caliber of the men in the Connecticut State Police.

Once again I thank you, and congratulate you on a job well done.

Sincerely yours,

L. H. Rankin

Travel Department
AUTOMOBILE CLUB OF N. Y., INC.
Headquarters
Madison Ave. at 78th St., N.Y. 21, N.Y.

April 9, 1958

Dear Sir:

Now that the severe winter season is over again, I would like to take this opportunity to express the sincere thanks of the Automobile Club of New York to you and your fine staff for the excellent cooperation given to us in preparing regular road conditions bulletins during periods of adverse weather.

As you perhaps may know, these bulletins were made available, not only to our own membership, but also to all radio, TV, and press services. Thus, we

were able to make available through one source, up-to-the-minute road information and advice.

Over the years we have come to value and depend upon the accurate information furnished by you and your organization, and we sincerely hope we may call upon you again during the next winter season.

Please express our sincere appreciation to all of your staff who had occasion to cooperate with us. Their efforts were essential to this service.

Sincerely yours,

Alfred J. Starger
Manager
Travel Department

Newington 11, Connecticut
April 23, 1958

Dear Sir:

We would like to express our profound gratitude in the way our brother and son, Salvatore Tuccitto, was treated at the Westport barracks April 15, 1958.

The patience and courteousness shown by Lieutenant Marchese, Officer Pinto and other officers was and is now greatly appreciated.

All too many of us take our State Policemen for granted. We hope our little note will bring a measure of satisfaction for duties well performed by your men.

Sincerely,

Mrs. Emanuela Tuccitto
Mrs. Charles E. Mazza
Mrs. Joseph J. Bialy

It was pleasing to read in the Bridgeport Sunday Post recently of assistance given beleaguered motorists on the Connecticut Turnpike, during the last heavy snowstorm. The article credited truck drivers, along with State Police and State Highway Department plow crews.

---M.T.A. Bulletin



the Spotlight

Vox-Cop

March-April, 1958

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In a matter of a bare thirty days, Connecticut's crack State Police Force has again turned a seemingly unexplainable brutal murder into another in the long chain of cases marked "SOLVED."

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Working against considerable odds, quietly and without fanfare, the "troopers" searched for and found the man responsible for the death of a young housewife in Vernon last March 11th. There was nothing glamorous, exciting, or dramatic about the events leading to the confession on April 9th.....it was a matter of plain, hard work coupled with the know-how and professional competence that has made our State Police Force outstanding.

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Rather than fulfilling the popular melodramatic misconception of the police chase with obvious clues, an obvious suspect, and an arrest made with blaring sirens and drawn guns, this case was full of blind alleys. The solution was complicated from the beginning when the crime wasn't discovered until almost two days after it happened. There was no apparent reason for the crime and no relation between the murder and the area where it was committed. There were no significant footprints, tire tracks or fingerprints to make the task easier. The solution had to come through teamwork first and police science second.

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The white-coated men in the laboratory, the doctors who performed the autopsy, the public and the press all worked together with the corps of state policemen who followed up every lead and retraced the dead woman's steps from hour to hour through the day and night before the crime. After sifting through mountains of information and discounting false leads, a trooper and policewoman were assigned to New Jersey to watch a suspect. The arrest and the subsequent confession put the "solved" label on this case.

Crime is an expensive business. Not only does it take its toll in human lives, misery and suffering.....from a dollars and cents standpoint, the cost of assigning troopers, doctors, lab technicians, the state's attorneys and the coroner's staff is tremendous. It is heartening to know that Connecticut is willing and able to make the manpower available for professional law enforcement.

To the "troopers," the solution of the Vernon murder is old stuff--it's just another case that's almost finished. To the people the state police are assigned to protect, and that includes many of the suburbanites in the Capitol Area, the outcome must be very encouraging. We tend to take such accomplishments for granted. This confidence in our state police is well deserved. We know we speak for everyone when we salute the "troopers" for a job well done.

---WHCT Editorial



DEPARTMENT OF POLICE

BRIDGEPORT, CONNECTICUT

JOHN A. LYDDY
Superintendent

34

March 21, 1958

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

Dear Commissioner:

The facilities of this and surrounding departments, as well as the personal endeavors on the part of numerous policemen, were taxed to the utmost on Monday last and subsequent days in the desire of apprehending three prisoners who escaped from the Fairfield County Jail, North Avenue, Bridgeport. Through the medium of our systems of communications, information was constantly being relayed so that the Police agencies not only in our immediate vicinity but those connected with our 13 state teletypewriter hook up were informed of developments in connection with this pursuit.

The human element in the rendition of true and valuable Police services was an important factor in our endeavors. The members of the Connecticut State Police Department assigned to the Westport and Ridgefield Barracks cooperated magnificently with us and gave freely and efficiently of their services. May I respectfully make a special recognition of the continuous, efficient and whole hearted cooperation rendered to us by State Policeman James Kingston who was with us constantly and gave to us every ounce of energy and guidance that he possessed. To Sergeants Walter Abel, William McNamara and Guy Bonuomo we are extremely grateful. They gave to us freely of their time and devotion and aided us materially in the capture of one of these prisoners in our City.

We read extensively of such cooperation and devotion that could exist, but here was an example of where the leadership, the training and the ingenuity of the Police agencies who aided in this work manifested itself in a practical way.

Commissioner, please accept my own personal gratitude and the appreciation of the members of this Department for this splendid cooperation. It points majestically to their leadership. You can well be proud of the men you command. I would be further thankful if you, through the means that you know best, would extend this appreciation to these members of your Department.

With kindest personal regards, I am

Very truly yours,

John A. Lyddy
Superintendent of Police

JAL:am

WILLIAM J. ROACH
SUPERINTENDENT
FREDERICK S. HICKEY
DEPUTY SUPERINTENDENT



DEPARTMENT OF POLICE
CITY OF WATERBURY
CONNECTICUT

March 31, 1958

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

Dear Commissioner:

I wish to take this opportunity to congratulate and thank you and the members of your Department for the efficient and expeditious manner that the investigation of the holdup at the East End Branch of the Colonial Trust Company of this City on Thursday, February 6th, 1958 was handled.

Sergeant John Doyle coordinated the activities of the State Policemen with those of the members of our Department and the Federal Bureau of Investigation in a most orderly manner and the excellent teamwork displayed by all of the agencies involved was responsible for the speedy apprehension of the perpetrators of the crime.

I have purposely waited for the conclusion of the case before writing to you. As you no doubt know, two of the youths received sentences of ten years, a third a sentence of twelve years and the fourth, a juvenile, was remanded to a Federal Juvenile Correctional Institution.

The splendid cooperation between the Connecticut State Police, The Federal Bureau of Investigation and the local police, as evinced in this case, should serve as a warning and act as a deterrent to future criminal acts of a like nature in the State of Connecticut.

Once again, Commissioner, my sincere thanks to "our big brothers" of the Connecticut State Police.

With Kindest regards.

Sincerely yours,

William J. Roach
Superintendent of Police

28 "ROOKIE" POLICEMEN GRADUATED FROM STATE POLICE ACADEMY



Graduates, shown above, and their assignments are: Left to right, first row, Off. Edward Courtney, Instructor; Donald E. Grover, Canaan Barracks; Robert A. Guiher, Groton; Thomas J. Piezzo, Groton; Sgt. Vernon Gedney, Instructor; Major George H. Remer; Robert F. Coffey, Westport; John F. Chopp, Bethany; Charles D. Walker, Westbrook; Victor C. Zordan, Canaan; and Off. Walter Stecko, Instructor.

Second row, Walter C. Metz, Bethany; Vincent P. Brennan, Canaan; Michael T. Muggeo, Litchfield; Thomas F. Harkins, Danielson; John J. Wargo, Hartford; Joseph J. Jankowski, Jr., Danielson; Edward W. Bienkowski, Westport; Robert W. Ness, Hartford; and Lester J. Redican, Bethany.

Third row, Richard J. Hurley, Westbrook; Leroy E. Emmerthal, Westport; John B. DeCamp, Stafford Springs; Joseph J. Zarbo, Hartford; Francis H. Conroy, Jr., Westport; George E. Heline, Westbrook; John J. Donahue, Danielson; Algird G. Zablaitis, Stafford Springs; and Stanley M. Teed, Danielson.

Fourth row, Charles F. Supsinskas, Colchester; George R. McMahon, Ridgefield; and William S. Buchert, Stafford Springs.

Between



Ourselves

Vox-Cop

March-April, 1958

Are We Handcuffing Law Enforcement?

By Commissioner Edward S. Piggins
Detroit, Michigan

Americans are a complacent people. We have a tendency to take too much for granted. I earnestly pray, that the day will never come, when, because of our complacency -- because of that seeming self-satisfaction -- because of a blinding sense of certainty, we will find ourselves without those protections which Americans must have if Americans are to live and survive -- as Americans.

One of the most vivid and forceful examples of what I am saying to you manifests itself in the attitude we have developed through the years -- toward that vital institution which we call American Law Enforcement. Since the birth of this country we have enjoyed the protection of the American Police Officer, as we know him. We have grown to accept and to expect that protection, without being conscious of it, simply because we have always had it and always expect to have it.

The right to live our lives in peacefulness -- secure in our persons and our property, secure in our homes and in our cherished institutions -- has been ours because of clean, capable and effective law enforcement in the American tradition. The infrequent, isolated exceptions serve only to emphasize the truth of this statement.

For 182 years, we, as Americans have enjoyed this protection. Have we ever stopped to realize what kind of a civil climate we would have -- were we without adequate police protection? Could we enjoy our churches, our schools, our public highways, our cultural and our recreational activities? Could we pur-

sue our daily endeavors with the same degree of safety and freedom from lawless interference were we not constantly defended by a competent police force?

Could we meet here today and express ourselves as we wish if we were not guaranteed the protection and the preservation of our basic rights and the privileges and the freedoms which we so jealously cherish as Americans, by a vigilant law enforcement agency? Do you ever pause and seriously give thought to where we might be without that protection?

This country has one stark example of a city without law enforcement. During the term of office of the late Calvin Coolidge -- as Governor of Massachusetts -- the Police Department of the city of Boston struck -- over economic differences. That situation would not likely happen today, because the law now prohibits it -- but it nevertheless presents a vivid example of what can happen without the protection of the police.

When law enforcement took a holiday in Boston -- crime went to work with all of its evil, destructive, insidious aggressiveness. Murder, vandalism, robbery, and rape rose to such heights that it was necessary to call in the State Militia. Schools were forced to close. Decent people stayed off the streets. Merchants closed their shops. Civilization went behind closed doors and fear took over.

It doesn't necessarily take an economic controversy, or a strike, to cause the same disastrous results. Restrict-

ing the required, reasonable legal power of the police; eliminating the authority of the police to legally detain witnesses for a reasonable length of time for questioning; curtailing reasonable and warranted investigative authority; could well bring about a similar deplorable condition and work infinite harm to the welfare and safety of the American people.

In the past few months -- events which as yet are not universally recognized by the average American citizen -- who wants and is entitled to clean, decent police protection, have taken place; events which are giving sincere and dedicated police officials serious concern.

A. A twenty-year-old man who admitted raping a woman twice went scot free. He was convicted of the crime in the lower courts -- but the United States Supreme Court ruled that his confession could not be used against him, because he hadn't been charged formally with the offense, soon enough after his arrest. In this case, after having been identified by witnesses, he was held and interrogated by the police -- from 2:30 P.M., the time of his original arrest, until 12:30 A.M. -- a total of ten hours only -- during which time he confessed, repeated his confession, and dictated his confession to a typist. He was arraigned in court the following morning, as soon as the court opened -- and nineteen hours elapsed between the time of his original arrest and his initial court appearance. The Supreme Court ruled that this was an unreasonable length of time -- which ruling resulted in a confessed rapist gaining his freedom.

B. Another youth successfully avoided a 3 to 10 year sentence for housebreaking, under a new and widely disputed interpretation of what insanity means. He was characterized as having a psychopathic personality, mentally incapable of committing the criminal offense of breaking and entering.

C. A man was arrested repeatedly in connection with assaults on young girls in Washington, D. C. He was committed to an asylum -- kept there for a comparatively short period of time and later

released. Later, in West Virginia, this same man was charged with murdering the family of a young girl by putting poison in the family well.

D. Recently, the Supreme Court of California, despite convincing and convicting evidence, under what is called the exclusionary evidence rule, freed a gambler, because the prosecution presented evidence which the court ruled had been illegally obtained.

E. Courts in all parts of the country differ from time to time on the authority of the police to obtain a warrant or to effect an arrest on what is "probable cause."

F. Time and time again the employment of the defense of illegal search and seizure has proven a far greater boon to the protection of the guilty, than of the innocent.

Only a few days ago, a police officer was brutally murdered during a hold-up of an East side bar in our own city, Detroit. Within forty-eight hours, after a round-the-clock tireless, never ceasing effort, the department solved one of the most vicious crimes in its history. Where would we have been had we not had the reasonable power of investigation? Or the reasonable power to detain and question witnesses? I'll tell you where we would have been -- the murder would still be unsolved, and three vicious criminals would still be roaming our streets, waiting for other innocent unsuspecting victims.

In the January 1958 F.B.I. Law Enforcement Bulletin, Mr. J. Edgar Hoover is quoted as saying: "The same lack of vision and misdirected effort, which have enabled crime and subversion to become such critical challenges to our free people, again manifest themselves in still another garb. I refer to the mounting success of criminal and subversive elements in employing loopholes, technicalities, and delays in the law, to defeat the interests of justice. Consider, for example, the vicious hoodlums who have been unleashed, despite the weight of the evidence against them, merely because of procedural errors -- not affecting the substance of the charges." Recently, a distinguished judge found cause to warn the American

public of what he considers "an unfortunate trend of judicial decisions...which strain and stretch to give the guilty, not the same, but vastly more protection, than the law abiding citizen." It was the late Justice Cardoza who stated -- "But justice, though due to the accused, is due to the accuser also. The concept of fairness must not be strained till it is narrowed to a filament. We are to keep the balance true."

As an American -- steeped in the basic glorious traditions of this country, as a lawyer, I am militant in my determination to preserve my constitutional rights and immunities -- and the constitutional rights and immunities of my fellow citizens. I do not for one instant, condone any invasion of those rights -- the privacy of my person, the privacy and sanctity of my home, my freedom from persecution, my freedom from arrest on baseless, unfounded suspicion, my right to speak freely, and my right to worship God as I believe and as I see fit. But, I recognize also, as an American and as a lawyer, that the sacred constitutional rights of Americans were designed primarily for the safety and protection of the decent American citizen. They were not created as a technical defense to enable the hoodlum or the criminal to invade the rights of others. In the light of what seems to be a trend toward shackling legal and effective law enforcement are we, under the guise of constitutional immunity, creating loopholes through which guilty criminals can leap to undeserved freedom at the expense of a violated citizen? Are we shielding the criminal at the risk of endangering the safety and well-being of the innocent? Are we reaching the point where we are permitting those who commit crimes -- to go scot free, through confusing and conflicting legal interpretations, which we neglect to correct by legislation, while the lives and the property and the security of the morally good citizen for whom these constitutional protections and immunities were fundamentally and originally created, are being jeopardized?

No self-respecting, dedicated law enforcement official regards himself as

a persecutor. He is sworn to protect and to defend, and not to invade the rights of the citizens whom he serves. There are some people in our midst, however, who would have us believe otherwise, and who would unfairly, and unjustifiably point to infrequent isolated rare mistakes -- as a universal practice.

Clean, capable, dedicated law enforcement, responsible directly to the people who create it, is one of the greatest bulwarks today, against those, who would undermine our American way of life.

When we reach the stage where that type of sincere, dedicated and efficient law enforcement becomes hamstrung, and bogs down because of a maze of inconsistent, confusing, illogical legal technicalities which inure unquestionably to the benefit of the criminal, and to the detriment of the American public, it is time that good men who value our American freedoms, rights and privileges, rise up in protest. It is time that the attention of every thoughtful American be directed toward carrying out society's mandate to protect the innocent, and at the same time, employ whatever effective means are necessary, toward the imperative necessity of convicting the guilty.

I speak frankly and honestly to you, when I say that many law enforcement officials today are concerned, not so much for their sake, as for yours. Let us not handcuff law enforcement. Let us not mollycoddle the criminal.

Historically it is the common fate of the indifferent, of the indolent, to see their rights become a prey to the active, to see them chipped away, and ultimately vanish.

The condition upon which God gave freedom to man -- is eternal vigilance. This is a small enough price to pay for our liberty. As a police official, and as a lawyer, I commend these questions to you -- my fellow American -- for your sober, careful thinking.

---Michigan Police Journal

Goodwill is the mightiest practical force in the universe. ---C. F. Dole

TRAINING PROGRAM FOR POLICE
IN A SMALL COMMUNITY

by Chief David W. Robbins
Greenwich, Connecticut
Police Department

How can a small-town law-enforcement agency train new recruits to handle the complex duties which face a policeman in the present era? This is a question that has plagued the chiefs of small departments throughout the years. The chiefs of Fairfield County, Connecticut, believe they have the answer.

One of their members, Chief Henry Keller of New Canaan, a graduate of the FBI National Academy, was given a grant by the Connecticut Chapter of the FBI National Academy Associates to visit the law-enforcement agencies in England. On Chief Keller's return he reported that he was most impressed by the well-trained police personnel in the small communities of England. As a result, a meeting of the education committee of the Connecticut Chiefs of Police Association was called to discuss recruit training for departments not having proper facilities.

Many of the departments reported that they were recruiting men singly or in numbers so small that it presented a most difficult training problem. Attempts had been made to use members of the staff to give the recruit the basic fundamentals of police work, and then to assign the new men to work with seasoned officers. This system never proved satisfactory as it was impossible to cover all subjects in this informal manner. In many cases, the new recruits picked up from the experienced men undesirable traits in addition to good practices.

Departments in several of the large cities, such as New Haven and Hartford, and the Connecticut State Police, which have their own training academies, agreed to accept a limited number of recruits in their training schools. Due to the limitations of facilities, manpower, and the difficulties imposed by travel, it was discovered that less than one-third of the needed recruits could be trained in this manner. Consequently, a suggestion was made that the chiefs of

Fairfield County band together to conduct their own training program on a countywide basis. This suggestion met with a most favorable reaction and the committee consisting of Chiefs Henry Keller, Joseph Kinsella, and David W. Robbins agreed to accept the responsibility of setting up a program.

Facilities were immediately made available to the committee by the town of Westport, which had a room in the new police headquarters ideally suited for training purposes. Westport, being centrally located in the county, made an excellent location. The cooperation of the Connecticut State Police and the FBI was assured. Counselors for the classes were furnished by most of the cities, large and small, in the county. Most of the instructors had received special training at the FBI National Academy, Northwestern Traffic Institute, and other recognized training schools. These men were selected for their ability to teach subjects in which each was specially qualified. The services of these instructors were readily offered by the chiefs of the county, the FBI, the Connecticut State Police, the Connecticut Motor Vehicle Department, the Liquor Control Commission, the Association for Mental Health, the State health department, the coroner's office, the Fairfield County State's Attorney, and the Westport court officials. All of these agencies cooperated with the committee in providing instruction.

There was no cost to the officers designated for the Fairfield County School and in each instance the local police departments paid the salaries of the officers in attendance as well as the actual expenses incurred by them for lunches and transportation to and from their homes. There were no boarding expenses inasmuch as the attendees were from the immediate vicinity and returned to their homes each night.

The initial session of the school was held in May of 1957 and lasted 4 weeks. The school was conducted on an 8-hour day and 5-day week schedule, with attendance limited to regular accredited police officers with less than 1 year's police service. The officers recommended for training by their respective chiefs

were accepted on a first-come, first-served basis. Twenty-eight applicants attended the opening session--more than three times as many as it had been possible to adequately train by previous methods. Class supervisors were provided by the city of Stamford and the towns of New Canaan and Greenwich. Greenwich and New Canaan each assigned a supervisor for 1 week, and Stamford 2 men for 1 week each. The supervisors were charged with the actual operation of the school, which included keeping records, introductions of guest speakers, and providing visual aids (obtained from the FBI, State Police Academy, and the New Haven Police Training School).

Firearms training was included in the course and was conducted at the firearms range at Westport Police headquarters and the excellent outdoor range of the Trumbull Police Department.

Graduation exercises, at which diplomas were presented, were held in the Westport Town Court with many police officials in attendance. A class dinner followed at a local restaurant.

The results have surpassed our fondest expectations, and this new method of training appears to be so eminently successful that it will be continued. In fact, the second session of the school, with an enrollment of 33 students from 14 small departments, has been completed.

The curriculum for the second session included, among other topics: foot patrol and car patrol methods, local statutes, laws of arrest, first aid, discipline and courtesy, rules of evidence, juvenile control, court proceedings, police records, firearms, civil rights, and public relations.

Demands have been received to extend this training program to older officers but at the present time this does not seem feasible as the backlog is too large. Some thought is being given to the possibility of expanding the Fairfield County Police Training School to provide in-service training for all officers.

The Fairfield County Police Training School is providing uniformity of instruction on a high level as well as more complete training for individual

officers than has previously been possible. The success of this training school has proved conclusively that it has a place in the police training programs of small law enforcement departments on a nationwide basis.

---FBI Law Enforcement Bulletin

POPULAR MOVE

In 1957, the Connecticut General Assembly increased the authorized number of resident state troopers from 15 to 25, for towns lacking an organized police force. There are now 25 such towns taking advantage of the law.

The employment of resident state policemen, which until 1955 was limited to 10 men in the entire state, has been growing increasingly popular over the years. In 1955, the limit was raised to 15 and in 1957 to 25. The fact that there are now 25 towns availing themselves of this privilege is eloquent testimony to the popularity of the idea.

Under the provisions of the statute, the towns pay a share of the compensation, maintenance and other expenses of the resident state policeman. In return for this monetary contribution, the town receives an essential service at a reasonable cost, improved local law enforcement and a better liaison between the town government and State Police.

Towns which currently have adopted the practice are:

Burlington, Brookfield, Canton, Cromwell, Deep River, East Lyme, East Windsor, Essex, Mansfield, Montville, New Fairfield, New Hartford, Newtown, Norfolk, North Branford, Old Lyme, Portland, Redding, Salisbury, Sherman, Southbury, South Windsor, Weston, Wilton and Somers.

It is interesting to note that nine of these 25 towns are located in the Northwestern Connecticut area. And we would not be at all surprised if the 1959 General Assembly increases the number of troopers available to the smaller towns on such a cooperative basis.

---Waterbury Republican

A BARGAIN IN POLICE PROTECTION

Assigning a state policeman to a small town lacking a police force is a familiar practice in Connecticut. Until 1955 the law permitted state police officers in 10 towns. But the idea worked so well that the 1957 Legislature raised the number of appointments to 25. And it appears now that by the end of April all 25--the town of Sherman was the last--will be spoken for.

The merits in this type of community protection were stressed four years ago by the Commission to Investigate the relationship between the state and its subdivisions. It said: "The resident state policeman preserves a desirable measure of local participation in and control of the police protection function..... It affords more extensive and more intensive coverage; it strengthens the State Police Department while improving local law enforcement; and finally, it provides an essential service at a reasonable cost."

The cost to towns is between \$4,000 and \$4,500, the price of a well-equipped police car. For a town to get comparable service on its own would mean training and salary expenses as well. Some communities might feel the presence of a state policeman an encroachment on local government. But the others are eager to work out agreements with the State Police Department. Whether this eagerness is pressed will determine whether the Legislature again decides to expand the program. ---Hartford Courant

ON ANSWERING THE PHONE

Properly used, the telephone is an excellent medium for good public relations between the police and the public. A friendly, or at least a sympathetic, approach, displaying a genuine interest in the caller's message, phrased in intelligent English in a moderate tone of voice, can go a long way toward cementing amicable relations between the department and John Q. Public.

There are basic points that all persons should adhere to in using the tele-

phone and among them are the following:

ANSWER PROMPTLY. Respond to an incoming telephone call without delay. Laxity in answering a phone call may be the difference between life and death. Certainly the major part of calls to police agencies are in matters of emergency--calls for aid for the injured, help for the distressed, apprehension of dangerous criminals. If you are answering one call which proves to be routine, and another call is coming in, conclude the first message or ask them to hold the wire until the urgency of the second call is determined.

IDENTIFY YOURSELF PROPERLY. "Hello" is a poor way to answer any telephone call, in or out of the department. Time is saved and confusion avoided by responding properly, as: "State Police, Sgt. Kavanagh."

IDENTIFY THE CALLER. It is important to know to whom you are speaking. If the caller has not opened by identifying himself, ask "May I have your name, please?" If possible, obtain the phone number of the caller, for verification purposes.

BE HELPFUL. If the call is for someone not immediately available, your reply should be something like "He's not in the office just now, may I take a message?" or "He's not available at the moment, shall I tell him who called?"

TRANSFER CALLS. Only those calls which should be re-routed to the proper party should be transferred, and the caller told why and to whom the call is being transferred.

GET ACCURATE INFORMATION. Be certain that the caller's name is understood, or that license plates are correctly obtained.

SIGNING OFF. Each conversation should be terminated politely, leaving a favorable impression with the caller.

The above telephone-technique should not be restricted to communications with the public, but should also be followed by all members of the department when conducting department business. The results would quite often be measurable in more efficient communications and a better morale among the many units of the department. ---Spring 3100

GIVING ORDERS

As police superiors, we must depend on our subordinates to do -- frequently without direction -- a large part of the work for which we are responsible. But if they do not understand what is expected of them, if we don't explain and make clear the desired objectives, their time and energies may be wasted, material and equipment may be uselessly expended, and it is quite possible that someone may suffer personal injury if a wrong approach is used.

It is of the utmost importance, then, that superiors give sufficient thought and attention to the subject of giving orders so that their subordinates will understand thoroughly what is expected of them, and how it should be done.

COMMON MISTAKES IN ISSUING ORDERS:

1. Speaking indistinctly, or selecting words that do not fully convey the desired meaning.
2. Giving orders in a disorderly or haphazard way. (Instructions should be organized in logical sequence.)
3. Assuming that the subordinate understands what is expected of him -- when frequently such is not the case.

SUGGESTIONS TO BE REMEMBERED IN GIVING ORDERS:

1. Know and understand thoroughly the job to be done.
2. Assign the task to the right man. Some employees are more skilled or adept at certain jobs than others and should be called on to do those things in which they are proficient.
3. Give orders clearly, concisely, distinctly.
4. Don't assume orders are understood. BE SURE they are understood. Repeat them if necessary.
5. Keep orders on a high level; avoid sarcasm or other forms of antagonism.
6. If necessary, demonstrate. This is an excellent aid to clear appreciation of the problem.
7. Do not give too many orders at one time. This can be very confusing.
8. Allow a reasonable time for the task to be done.

9. If a subordinate is capable, do not nag or stand over him.

10. Give orders through proper channels. Immediate supervisors should not be by-passed or ignored in getting word to an employee to perform a task. The subordinate should be made to realize that his immediate supervisor not only has the responsibility of getting the job done, but has authority to a considerable degree. This functional procedure, this line of authority should not be disrupted. It is demoralizing to the group and to the immediate supervisor for a high supervisor to go directly to a member of the group with instructions without clearing through the immediate supervisor.

11. Give adequate details, but do not confuse. Detailed orders are desirable when hazards exist, or where the work is a special or infrequent nature, or with men of limited experience, or where a standard procedure is desired, or in teaching.

12. Follow-through. It may be desirable after a reasonable time to check back and be sure that the man has understood and that he is performing his task satisfactorily.

GENERAL GUIDES IN ADAPTING AN ORDER TO A PARTICULAR SITUATION

A REQUEST doesn't offend the sensitive worker, while a DIRECT order often antagonizes.

The DIRECT order - if not used too frequently - stands out emphatically. It tends to shock a man out of his lethargy.

A REQUEST may partly melt the hard-boiled man, and is worth trying before a direct order.

The IMPLIED order usually gets the best results from the dependable employee. But it is not for the inexperienced or unreliable.

The first time an error is made, a REQUEST to correct it adds the friendliness that keeps a man on your side. The DIRECT order may be advisable on repetition of the error.

The DIRECT order is appropriate for the chronic violator - and if most of your orders have been requests, the DIRECT order carries emphasis.

The CALL FOR VOLUNTEERS often is a challenge and produces good results where the job is disagreeable, calls for special effort or involves unpopular overtime. But don't use it to escape responsibility for making assignments in the best interests of the Department.

This article appeared in a recent issue of the New York City Police Academy Bulletin for Superior Officers. It was authored by M. Joseph Dooher and published by the American Management Association.

STUDIES CONTINUE ON USE OF CRASH-BARRIER ROSE HEDGES

A number of colorful stories have appeared in print during the past few years about the possible use of multiflora rose hedge as a safe crash barrier in the median of a divided highway.

A comprehensive factual report of limited tests of such a hedge as a crash barrier is published in the December, 1957, issue of Public Roads.

The author, Prof. Russell R. Skelton, of the University of New Hampshire, states that a multiflora rose hedge can safely stop an automobile, moving at 50 miles an hour, in a distance of about 75 feet on the path of travel. At an approach angle of 20 degrees, under such circumstances, a hedge 40 feet wide would be needed to stop the vehicle. However, even on the Interstate System, medians will usually provide less than this required distance--and vehicles quite commonly will be traveling more than 50 miles an hour.

It is pointed out also that plantings in medians as crash barriers are likely to be fully and economically useful only under special conditions. The initial planting cost and the cost of pruning and replacement may not be insignificant. Hedges particularly of the thorny multiflora rose, accumulate a great deal of trash, paper, and other litter, which may be more expensive to remove than on a grassy median. Medians are often used, in the Northern States, for storage of snow plowed off the pave-

ment, and the hedges may necessitate a different snow-removal practice.

One of the cited merits of median plantings is the elimination of headlight glare from traffic on opposing roadways. There seems little doubt as to the validity of this point, Professor Skelton says; however, he adds, other highway-user reactions need to be considered. The hedges will cut off headlight glare, but they will also cut off the view of the opposing roadway and the scenery beyond it. Plantings will be attractive in summer, but less so in winter. The monotonous "tunnel" effect of continuous plantings may affect driver behavior.

All of these possible advantages and disadvantages should be weighed, it is pointed out, and their performance, costs, and effects carefully studied in the several States which now have experimental plantings. ---AAMVA Bulletin

TURNPIKE TRAFFIC TRIALS

Problems created by the opening of the Connecticut Turnpike continue to be in the news. One of them has been the matter of setting bond for motor vehicle law violators.

Court officials of seven Shoreline towns, meeting in the Westbrook State Police Barracks recently, agreed upon a uniform policy determining the amount of bond to be posted by auto law violators in Turnpike cases. Special emphasis was put on the question of out-of-state motorists. A uniform method of granting continuances which would work to the convenience of the public, the court and the police was also worked out. Experience gained from policing the Merritt and Wilbur Cross Parkways figured in the discussions.

Towns represented at the meeting included Westbrook, Branford, Guilford, Madison, Clinton, Old Saybrook and Old Lyme. They are to be commended for anticipating what could be a complicated and annoying situation and for being alert to it in the early phases of the Turnpike operation.

---New Haven Evening Register

IN-SERVICE STUDIES

Vox-Cop

March-April, 1958

REVOLVER REGULATIONS

In The Forty-Eight States

Many police officers ask whether or not they are permitted to carry revolvers while passing through or temporarily residing in another state, such as they might do while on vacation. SPRING 3100 has surveyed authorities in each of the 48 states, the District of Columbia and Alaska to ascertain the answer and this article is a condensation of their official replies.

Twenty-three of the states and the District of Columbia returned ALMOST unqualified affirmative answers to the query, and six others gave tacit approval with a modest proviso attached. Six states allow off-duty non-resident police officers to carry their revolvers after first obtaining either PERMISSION or a PERMIT. Two states specify that the gun may be carried if NOT CONCEALED and six others permit "gun-toting" only when the officer is in their state on OFFICIAL BUSINESS. Six others replied in a somewhat negative vein, two flatly refusing to sanction the carrying of revolvers by out-of-state policemen even on official business.

The states in which non-resident police officers may carry their revolvers on their person are Alabama, Arkansas, Connecticut, Delaware, Florida, Idaho, Illinois, Indiana, Kansas, Maryland, Michigan, Minnesota, Montana, New Hampshire, North Dakota, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Utah, Wisconsin and the District of Columbia. Mississippi, Missouri and Texas give permission to visiting policemen who qualify as "travelers, traveling in a continuous journey peaceably through the state." Vermont only prohibits carrying a revolver "into any state institution or its grounds" and Virginia requires it to be carried "not on the person," but "in a dwelling, auto or other

such place." Alaska "infers" that their statutes permit a visiting police officer to carry his revolver, but adds "the question has never been in issue and cannot say how the courts might interpret" the statute.

Colorado, Georgia, Louisiana, Massachusetts, Nevada and Rhode Island make provision for permits or permission to be granted to out-of-state police officers making application to proper authorities for carrying concealed weapons. Arizona and North Carolina permit the gun to be carried if not concealed. Maine, New York, Ohio, South Dakota, Washington and Wyoming permit only police officers from other states who are in their state ON OFFICIAL BUSINESS, such as returning prisoners captured in their state, to carry concealed revolvers. Wyoming further warns that not even such officers have authorization to carry firearms but "doubt if there has ever been a complaint or arrest for their possession of such firearms." California states such out-of-state policemen carrying concealed weapons even on official business would "be in technical violation, but probably would not be arrested." New Mexico, which permits travelers to carry arms "for their own protection while actually prosecuting their journey" requires such travelers who "stop at any settlement for a longer time than fifteen minutes" to remove all arms from their person and not resume same until the "eve of their departure." Iowa forbids any person to carry a pistol on his person or in any vehicle without a license therefore, but only issues licenses to residents or to non-residents employed or engaged in law enforcement work in that state. Nebraska, which has no statute providing for the issuance of permits for carrying concealed weapons,

holds that any person engaged in a lawful business or calling at the time of carrying any weapon for the defense of his person, property or family, "shall be acquitted or discharged at the trial or preliminary hearing of his case." A visiting police officer's carrying his revolver would thus be only a GOOD DEFENSE in his arrest for violating their concealed weapons statute. New Jersey and West Virginia prohibit the carrying of concealed weapons by out-of-state police officers, on duty or otherwise.

The following is a consolidation of the official replies to SPRING 3100's questionnaire, couched in the exact language employed by the state concerned:

ALABAMA--Highway Patrol--Sec. 176: The provisions of Section 175 (Carrying a pistol) shall not apply to marshals, sheriffs, prison and jail wardens and deputies, policemen, and other law enforcement officers of any state or political subdivision thereof.

ARIZONA--Attorney General--Sec. 13-911. No person, except a peace officer in actual discharge of his duty, may carry a concealed weapon in Arizona. So long as it is not concealed, any person may carry a weapon in this State. "Peace officers" comprehended by the statute are domestic peace officers and not policemen from other states. The safest course for any of your officers to follow would be not to carry their weapons in a concealed manner.

ARKANSAS--State Police--Arkansas law allows the transportation of small arms when upon a journey (any trip 15 miles or over); this law allows a man to carry a small arm in his auto, boat or saddle bag but not upon his person. The policy of this department is.....that a police officer be granted the privilege of going armed, whether on business or pleasure.

CALIFORNIA--Attorney General--Though military personnel, peace officers and others of this State are exempted under provisions of Sec. 12027, peace officers of other states are not covered and probably would be in technical violation although probably would not be arrested or prosecuted if they had proper identification.

COLORADO--Deputy Attorney General--If a police officer from another state came into this State and carried a pistol concealed upon his person, he would be in violation of the law unless he was authorized to do so by the chief of police of a city, mayor of a town or sheriff of a county.

CONNECTICUT--Department of State Police--Section 4166 has to do with the carrying of a pistol or revolver without a permit. The provisions of this section do not apply to the carrying of any pistol or revolver by any marshal, sheriff or peace officer in this State. Any officer of an organized police department may carry a pistol or revolver in this State without a permit.

DELAWARE--Department of State Police--The Delaware State Police state that, while the law does not cover this subject, there is a regulation by the State Police that it would be permissible for a police officer from another State to carry his revolver while in this State, either on a business trip or residing temporarily.

FLORIDA--Secretary of State--790.01. Carrying concealed weapons: nothing in this section shall be considered as applying to sheriffs, deputy sheriffs, city or town marshals, policemen, constables or U. S. marshals or their deputies.

GEORGIA--Assistant Attorney General--Police officers from other states passing through or temporarily residing in Georgia on business or pleasure trips are considered as ordinary citizens. Under the law of this State they are required to obtain a permit in order to carry a pistol on their person while in Georgia. A police officer from another state coming into this State for the purpose of transporting a prisoner would be permitted to carry a pistol on his person.

IDAHO--State Police--If a bona fide police officer is in our State carrying a concealed weapon, he may be asked to show proof of commission while he has this weapon on his person. This State is very lenient about side arms being carried in vehicles or having them in their possession.

ILLINOIS--State Highway Police--This

State does not issue permits for the carrying of firearms. Paragraph 155 of Chapter 38, Illinois Revised Statutes, provides that no person shall carry concealed on or about his person a firearm. This provision does not apply to certain enumerated law enforcement officers, particularly to policemen and duly constituted police officers.

INDIANA--Secretary of State--Uniform Firearms Act, 10-4737. Carrying pistol: the provisions of this section shall not apply to marshals, sheriffs, prison or jail wardens to their deputies, policemen or other law-enforcement officers.

IOWA--Criminal Investigation Division, Department of Public Safety--695.-2: It shall be unlawful for any person to go armed with a pistol, revolver, etc., without a license therefor. A non-resident of the State may be issued a permit by the sheriff of any county in which non-resident is employed or on duty, or the commissioner of public safety may issue a permit to any employe of the State, or non-resident engaged in law-enforcing work in this State.

KANSAS--Secretary of State--21-2411. Deadly weapons: Illegal for any person who is not an officer of the law, to carry. It is our opinion that this statute would apply to officers of the law from other jurisdictions.

KENTUCKY--Department of Public Safety --When an officer from another state enters Kentucky on official business he may lawfully carry a deadly weapon concealed. However, if the out-of-state officer is not on official business, his weapon would have to be carried under lock and key (in locked luggage or locked glove compartment of auto).

LOUISIANA--Secretary of State--Article 95 of our Criminal Code prohibits the carrying of concealed weapons. Specifically exempted are "persons vested with police powers, when in the actual discharge of official duties". In the case of out-of-state police officers on pleasure trips, permission must be obtained from the Department of Public Safety, Baton Rouge.

MAINE--State Police--The laws in the State of Maine provide that any police officer may carry concealed firearms while in this State, when acting in an

official capacity.

MARYLAND--State Police--Law enforcement officers are allowed to carry firearms while in Maryland, regardless of the state of origin. They need but prove they are police officers and this may be done by an I.D. card.

MASSACHUSETTS--Boston Police Department--Any police or law enforcement officer of another state or territory of the U.S. may, while on official business in Massachusetts, carry such weapons as are permitted by his appointing authority. Commissioner of Public Safety may issue temporary licenses to police officers of other states, entering Massachusetts not on official business.

MICHIGAN--State Police--Peace officers of other states are considered as exempt on the theory that as such they are authorized to carry concealed weapons and such authorization operates as a license under the laws of their particular state.

MINNESOTA--Assistant Attorney General --Sec. 243: Under this statute carrying of concealed weapons is unlawful only when carrying is coupled with intent to use unlawfully. Possession by any person, other than a public officer, of any such weapon is presumptive intent..... Statute does not limit exception of public officer only while on official duty. He may be called upon at any time to act officially without notice.

MISSISSIPPI--Department of Justice--2081--If a nonresident police officer came into this State on a lawful mission to pick up a prisoner, or was traveling through this State on such a mission to another state, he would be authorized to carry a weapon concealed on his person. If within this State on a purely personal mission he would be covered by another exception, "that he was traveling". This has been liberally construed to mean traveling some distance, as to take one, "beyond the circle of his friends and acquaintances."

MISSOURI--State Highway Patrol--564.-610: Carrying concealed weapons--nothing contained in this section shall apply to legally qualified sheriffs, police officers and other persons whose bona fide duty is to execute process, make arrests or aid in conserving the public peace,

nor to persons traveling in a continuous journey peaceably through this State.

MONTANA--Secretary of State--94-3527: The preceding sections prohibiting carrying of concealed weapons shall not apply to: a sheriff, marshal, constable, police officer or policeman.

NEBRASKA--Law Enforcement and Safety Patrol--28-1001: If accused was at the time of carrying any weapon, engaged in lawful business, calling or employment, and the circumstances in which such person was placed at the time were such as to justify a prudent person in carrying the weapon for the defense of his person, property or family, the accused shall be acquitted or discharged, at his trial or the preliminary hearing of his case.

NEVADA--Highway Patrol--While in our State bona fide peace officers on official duty may carry side arms. An officer of another state visiting or traveling in the state of Nevada may carry a side arm as long as it is in plain view. Should the weapon be in his luggage or glove compartment it could be classified as a concealed weapon. The best thing for any person to do is to contact the law enforcement agency in the area in which he is traveling to get proper clearance.

NEW HAMPSHIRE--Secretary of State--Chapter 179, Section 5: The provisions of preceding sections concerning firearms shall not apply to marshals, sheriffs, policemen or other duly appointed peace and other law enforcement officers. It has been the policy in New Hampshire to honor the right of any peace officer to carry a revolver regardless of whether he is on duty at the time or not.

NEW JERSEY--State Police, Criminal Investigation Section--A police officer of another State has no authority to carry a concealed weapon within the State of New Jersey, whether on official duty or otherwise.

NEW MEXICO--Secretary of State--41-1708. Persons traveling may carry arms for their own protection, while actually prosecuting their journey, and may pass through settlements on their road without disarming; but if such travelers shall stop at any settlement for a long-

er time than fifteen minutes they shall remove all arms from their person and not resume same until upon eve of departure.

NEW YORK--Division of State Police--Section 1897, Penal Law: There is no exemption for police officers of other states. An opinion of the Attorney General indicates that the exemption from the provisions of this section of peace officers should be construed to include peace officers of other states whose duties require them to come into this State.

NORTH CAROLINA--Assistant Attorney General--A person may not carry a weapon concealed about his person in this State. Peace officers of this State are exempt from this statute. Any person, whether a peace officer or not, may carry a weapon anywhere in this State provided it is not concealed about his person.

NORTH DAKOTA--Secretary of State--Title 62, North Dakota Revised Code: Except as otherwise provided, no person without a license shall carry a pistol, either openly or concealed, in any vehicle or on his person. This prohibition shall not apply to marshals, sheriffs, prison wardens or deputies, policemen or other law enforcement officers of any state or political division thereof.

OHIO--Legislative Service Commission--2945.76: A review of Ohio law has not disclosed any provision which would exempt out-of-state police officers from the concealed weapon statute. It would seem that an out-of-state police officer engaged in a lawful business in the State could be presumed to be included within the purview of such exemptions.

OKLAHOMA--Chief of Police, Oklahoma City--As a matter of policy and courtesy, duly authorized law officers from other states who have on their person proper identification and commissions are permitted to carry side arms either on their person or in their automobile while in Oklahoma.

OREGON--State Police--Sec. 166.260: Section 166.250 (Unlawful possession of weapons) does not apply to or effect (1) Sheriffs, constables, marshals, policemen, whether active or honorably retired, or other duly appointed peace of-

ficers.

PENNSYLVANIA--State Police--Sec. 628, subsection e: Law enforcement officers are not required to obtain a permit for carrying a firearm in this State. The wording of the act does not restrict law enforcement officers from carrying firearms even though they are commissioned in another State.

RHODE ISLAND--Attorney General--The laws of this State do not permit a person licensed in another state to carry small arms through Rhode Island unless by virtue of his license in that other state he has also been licensed by Rhode Island. Our statutes provide that a non-resident of Rhode Island to whom a permit has been issued by the proper authority of the state in which he resides, may apply for a license or permit in Rhode Island.

SOUTH CAROLINA--Legal Assistant to Governor--There is no law in South Carolina which authorizes anyone other than a duly commissioned law enforcement officer to carry a concealed weapon. It is a practice of all law enforcement agencies in South Carolina to extend every courtesy to duly authorized police officers while in South Carolina. Any police officer passing through this State would be allowed to wear a firearm as long as he conducted himself in the proper manner.

SOUTH DAKOTA--Division of Criminal Investigation--Sec. 21.0106: Provisions of Sec. 21.0105 (Carrying pistol concealed) shall not apply to marshals, sheriffs, prison wardens or deputies, policemen, or other law enforcement officers or employees of railway or express companies while on duty.

TENNESSEE--Highway Patrol--It has always been a policy of this State to reciprocate with others in this matter and there is no regulation prohibiting the carrying of service revolvers by off-duty officers while in this state.

TEXAS--Department of Public Safety--There is no special treatment of the subject of peace officers from other States and it would seem that they would be in violation of the law unless they are actually on duty or unless they fit the definition of a traveler. (Art. 484). Our courts have held that a person

is not a traveler if he is returning home the same day that he left. Also whether a person is a traveler or not depends upon the fact situation of each particular case and this is a subject to be determined by the jury.

UTAH--Highway Patrol--103-21-4: It shall be unlawful for any person, EXCEPT A PEACE OFFICER, without written consent of a Peace Officer, to carry any revolver or other deadly weapon concealed upon his person. Any officer, regardless of his domicile, who could produce authentic identification establishing his vocation, could legally carry a concealed weapon in accordance with provisions of this statute.

VERMONT--Department of Public Safety --8274: A person who carries a deadly weapon, openly or concealed, with intent to injure a fellow man, or who carries such within any state institution or upon the grounds or lands owned or leased for the use of such institution, without the approval of the superintendent of institution, shall be imprisoned or fined.....

VIRGINIA--State Police--18-146: It is legal for any police officer to carry a weapon while in the discharge of his official duties. It does not permit an officer to carry a weapon when he is not on official duty. Any person would be permitted to carry a weapon so long as it was not on his person, which would include keeping it in a dwelling, automobile or other place.

WASHINGTON--Department of Licenses--Sec. 6, Chapter 172: Provisions of Section 5 (Carrying Pistol) shall not apply to marshals, sheriffs, prison wardens or deputies, policemen or other law enforcement officers.....WHEN ON DUTY.

WEST VIRGINIA--State Police--Chap. 61 Art. 7: These statutes are very strict and do not provide for any permit for a person not a resident of West Virginia, or for any reciprocity with persons holding permits from other states. In the absence of any other authority to grant permission to carry a revolver by an out-of-state resident in West Virginia, we have no choice except to advise you officially that it would be a violation of West Virginia law for revolvers to be carried on the person in West Vir-

ginia under the circumstances you describe.

WISCONSIN--Governor Vernon W. Thomson --Sec. 941-23 provides a penalty for "any person except a peace officer who goes armed with a concealed and dangerous weapon." As a matter of professional courtesy, enforcement officers permit peace officers from other states visiting in this State to carry weapons if they are able to identify themselves. It is assumed they are prepared to pay the penalty for the indiscreet use thereof.

WYOMING--Assistant Attorney General--9-1205: Full cooperation is given foreign agents who come to Wyoming to return a prisoner legally extradited although the foreign officers are not specifically authorized to carry firearms. We do not mean to say that we arrest such police officers..... I doubt if there has even been a complaint or arrest for their possession of such firearms.

DISTRICT OF COLUMBIA--Metropolitan Police Department--This department has no set rules for the carrying of pistols by police officers passing through on business or pleasure trips, or temporarily residing here, but through the reciprocity with your State we allow them to carry their service revolvers while in our jurisdiction.

ALASKA--Department of Territorial Police--Sec. 65-12-2: Nothing in this act shall be construed to apply to any marshal, constable, police, or other peace officer, whose duty it is to serve process or make arrests. The construction of this statute would INFER that a police officer from another jurisdiction (while still retaining his active commission as an officer of the law) while temporarily sojourning in Alaska would be permitted to carry a concealed weapon. The question has never been in issue in the past and I cannot say how the courts might interpret this section of the statute. ---Spring 3100

In the development of latent fingerprints by the use of powder, too much powder and too little brushing are the chief faults of beginners.

PROSECUTION OF TRAFFIC VIOLATORS INVOLVED IN COLLISIONS

By

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

To understand why prosecution of violators involved in traffic accidents is so important it is necessary to recognize this: the very purpose of traffic law enforcement is to create deterrents to violation by bringing to justice those who, by violating safety rules, jeopardize the safety of others.

Somehow this seems to be generally accepted in cases where the traffic officer observes the violation. But what is not so generally understood is that approximately 80 per cent of all collisions involve the violation of some traffic law or ordinance, and in at least 55 per cent of the accident cases investigated, the investigating officer will be able to discover evidence warranting prosecution.

It seems clear that if we are to make traffic rules effective by prosecution of violators who may cause accidents, it is even more logical and imperative to prosecute those whose acts do cause accidents. There is no surer way to get at those who are causing the accidents.

On this point the Report of the Committee on Enforcement, the President's Highway Safety Conference, said: "Of all traffic violations, those against whom enforcement action is most warranted and necessary are the ones whose violations actually result in accidents. * * * Obviously arrests in connection with accidents are the highest form of enforcement selectivity." And as Mr. Donigan said in the introduction to Judge and Prosecutor in Traffic Court. "The certainty of prosecution for those who cause accidents by violating the law is one of the greatest deterrents."

LEGALITY OF ARREST DOES NOT AFFECT JURISDICTION

As to reasons some judges may have for dismissing cases arising out of accidents which the officer did not per-

sonally observe, these may take a variety of directions. Some judges believe that if the officer did not personally witness the occurrence he had no right to make an arrest or even issue a citation, and that in either event the court has no jurisdiction of the case.

This notion is wholly unsound, for it is universally held that jurisdiction of the person is not affected by the way in which it is acquired. So even if there were an unlawful arrest (taking into custody) the jurisdiction of the court would not be affected.

STOPPING MOTORIST OR ISSUANCE OF CITATION NOT AN ARREST

Issuing a citation is not an arrest. It is a form of summons or direction to appear in court, given in order to avoid taking the person into custody. Neither is stopping a motorist for interrogation or other purpose.

OFFICER MAY SIGN COMPLAINT

Another reason sometimes given for dismissal is that in such cases the officer, not having been an eye-witness, cannot legally sign a complaint against the accused driver. This is an erroneous idea, based on the misconception that the officer's right to sign a complaint depends on his right to arrest. In other types of offense it is accepted without question that the owner of stolen goods, prosecuting officials, etc., may sign complaints even though they were not present at the occurrence.

Actually, the power to arrest or give a citation and the authority to sign a complaint are two separate and distinct matters. Why some judges (and police officers) entertain the notion that they are interdependent is difficult to understand. In such cases the officer, even though he did not witness the actual crash, is almost always a witness to some other material facts in the case: skidmarks, admissions of the accused, observation of physical evidence, etc. There can be no question as to his right to testify to these, the same as any other witness.

The right to sign a complaint depends, not on the power to arrest, but the ability to testify in the case. Any

person may legally sign a complaint against another if he can testify to any material fact in the case. Most accident cases require the testimony of more than one witness, for rarely does one person have sufficient knowledge to testify to all of the necessary facts.

Under statutes permitting verification on information and belief, the person signing would not even have to be a witness. In *Exp. Blake*, 155 Cal. 586, 102 P. 269, 18 Ann. Cas. 815 (1909), the court held such a complaint sufficient, saying: "If the rule which petitioner is seeking to have established were adopted, it would be impossible in many cases to prosecute criminals at all. If, for example, each of several people knew a fact or facts, not sufficient alone to justify a conviction, yet in combination pointing directly to the defendant's guilt of a misdemeanor there could be no prosecution because no one could swear positively to the complaint. We do not think the legislature intended to make any such absurdity possible. * * * We cannot bring ourselves to believe that the purpose was to prevent the prosecution of any person charged with a crime triable in a justice or police court if no one could swear positively that the offense had been committed."

ILLEGAL SEIZURE OF EVIDENCE NOT DETERMINATIVE OF CASES

Another reason sometimes advanced is that in some states evidence by the officer might be inadmissible in case of an illegal arrest. Even if this were true, the case could be proved by other evidence, not obtained as a result of the arrest. Of course, when a traffic accident investigator charges an involved motorist with an offense which contributes to or causes an accident which the officer did not witness, he must produce evidence to prove the offense at the trial.

Ordinarily some of this must be done through the testimony of witnesses other than himself, i.e., those who did see the accident, and he is required to produce such witnesses if the charge is to be proved. If he fails to do this and the testimony which he is able to give in accordance with the rules of evidence

is insufficient, when standing alone, to convict the defendant, there is nothing that a judge can do but acquit.

Officers, when essential witnesses are absent, should seek a continuance before trial commences, until such witnesses can be produced. So in cases of this kind, when the case cannot be proved at the trial, the judge is right in dismissing the case, but not merely because the officer did not see the accident.

DANGER IN CONFUSING CIVIL AND CRIMINAL ASPECTS

There may be other reasons given by judges who dismiss accident cases. We have heard of some who do this if the parties to the accident have settled their damages, or where the other driver, who signed the complaint, has changed his mind and doesn't want to press the case.

The attitude stems from the tendency to confuse the criminal act with the civil aspects of the case. To consider a prosecution as involving merely the settlement of civil matters is to foster the idea that the civil angle is paramount. This is indeed a harmful attitude all around. It has little effect in the way of securing observance of the traffic rules. It does not lay stress on prevention of accidents, but operates as a pardon for a violation of the law if settlement is made with the injured party.

In criminal proceedings or prosecutions for traffic violations the public and its rights are vitally concerned and they involve educational features such as deterrents, corrective action, etc. In civil matters these are lacking, and it is only private rights which are to be vindicated. An enforcement program will fail unless these distinctions are clearly recognized and emphasized.

CONFRONTATION BY WITNESSES

Some judges might claim that the right of confrontation by witnesses prevents prosecution by the officer alone. This simply guarantees the right of the accused to be present and hear such testimony as is given against him. The purpose is to guard against secret hear-

ings--taking testimony in his absence. Its essential purpose is to secure the opportunity of cross-examination.

HARMFUL RESULTS OF "REJECTING" ACCIDENT CASES

We regard the prosecution of violators who cause or contribute to accidents as proper and essential to the success of any traffic law enforcement program. Judges who refuse to "accept" such cases are doing very real harm to the enforcement effort, and we know that there are instances where this attitude on the part of traffic court judges has been one of the major obstacles. The attitude is quite illogical and judges who follow such arbitrary practices simply do not realize their responsibilities. This is one of the principal subjects dealt with at our traffic court conferences for judges and prosecutors.

INDISCRIMINATE PROSECUTION OF ALL ACCIDENT DRIVERS UNSOUND PRACTICE

There is another side of the traffic accident enforcement picture which should be noted here, besides the attitude of judges who virtually refuse to hear traffic cases arising out of accidents. Some judges, flying to the opposite extreme, insist upon enforcement action against all drivers involved in accidents. They want all such persons brought into court on some charge or other, usually to have them available to give evidence against the other driver. Such mandates normally are complied with by the officers giving each driver a citation charging him with "careless driving" or some such all-inclusive offense, regardless of whether the evidence discovered upon the investigation indicates his guilt of any offense whatever.

The Traffic Institute strongly advocates consistent and vigorous prosecution of drivers who cause or contribute to motor vehicle accidents through violations of traffic laws.

But at the same time we insist that an officer should not take enforcement action unless the available evidence within his knowledge and possession provides probable cause that the particular driver to be charged has committed a

specific violation of the traffic laws.

To do otherwise is to set up the traffic court judge as a sort of Grand Inquisitor of traffic accidents. Such a practice is utterly alien to our system of administering justice, under which we insist that any prosecution for any offense be based upon probable cause, and this is inherent in our constitutional guarantees of due process of law. Prosecutions filed without regard to this basic requirement may fall under the head of malicious prosecution.

It seems manifestly unfair to charge a person with some ill-defined, blanket offense merely because he has been involved in a traffic accident. As our courts have said so often, it is not a violation of law to have an accident. Yet under the system outlined above, such a person may be haled into court on the broadest of general principles, merely that his testimony may be secured against the other driver involved in the collision. We do not follow such questionable practices in other types of offense, so why do it in traffic cases? The constitutional and legal rights guaranteed to persons accused of law violations are not stripped from them merely because the offense involves a traffic violation.

It is unfair and unworthy of our traffic courts, we hold, to subject innocent people to prosecution in this manner. If their testimony is material, let the traditional process of subpoena issue to insure their appearance, without the stigma of accusation. If there is probable cause to believe them guilty of some specific violation, by all means let them be prosecuted therefor. But let us not constitute our traffic court judges as inquisitors or special grand-jurymen to ferret out criminal acts.

Let us have trained police, with the intelligence and ability to detect law violations through accident investigation, and with the judgment to take, or refuse to take, enforcement action as the situation may warrant. Let us lend no support to the expedient of citing all accident drivers so the judge can determine whether there was a violation committed. Let us keep the judge in his proper role as an officer of the

judicial department of government, and the police officer in his rightful place in the executive department. No good result has ever been known to flow from confusing the two.

---Traffic Digest & Review

PETROGRAPHY

Petrographic analysis is of aid to the investigator in giving him the information yielded by the study of mineral evidence, such as soil, safe insulation materials, concrete, plaster, mortar, brick, ceramics, glass, ores, abrasives, industrial dusts and similar substances.

Soil on a suspect's shoes is used as evidence to place him at the scene of a crime; safe insulation particles in his clothing further associate him with the burglarized safe; and brick, mortar and plaster fragments or dust connect him with the point of entry into the building in which the crime was committed. Hence, a petrographic examination of such materials can be of invaluable assistance to the investigator in linking a suspect with the crime scene.

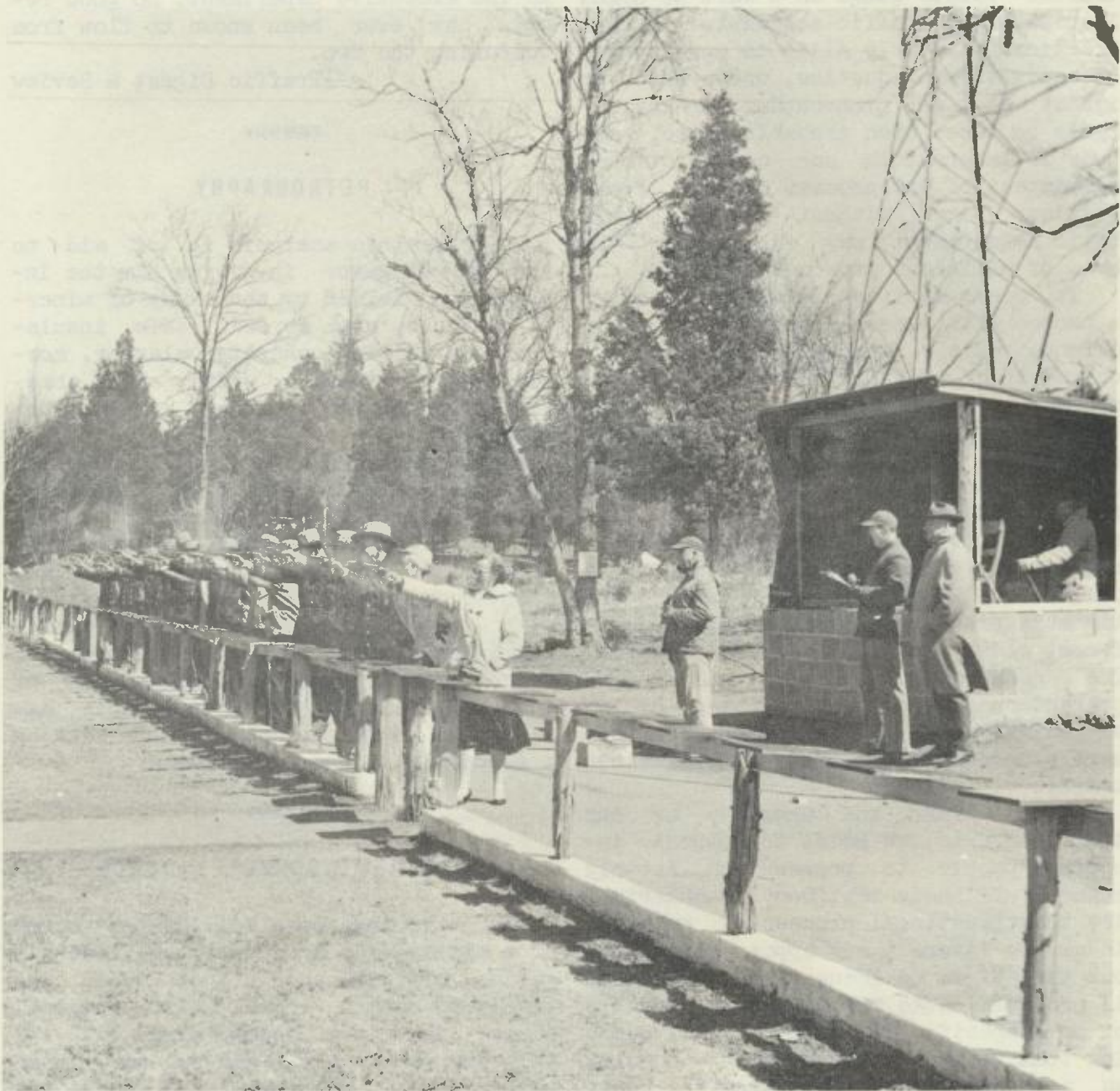
ACCIDENT SCENE EVIDENCE

In gathering loose soil at the scene of a hit-and-run accident, the investigating officer should not sweep the street to obtain loose soil. Original street dirt may become mixed with the soil dropped by a hit-and-run car. When gathering this dirt from the scene of the accident, the officer should pick up the soil specimens with the fingers, a spoon, knife blade, or similar item.

Every man who gets anywhere does so because he has first firmly resolved to progress in the world and then has enough stick-to-itiveness to transform his resolution into reality.

---B. C. Forbes

POLICE PERSONNEL AT NIMITZ RANGE



Policewomen and policemen of the department spent varying periods of time at the Nimitz Range, Rocky Hill, in response to the departmental order concerning an In-Service Training Qualification In Marksmanship.

Lieutenant Michael D. Smith supervised the firing which covered more than two weeks in March and April.

Lieutenant Smith, at rear in topcoat, is seen in the above photo checking the firing line during one of the rapid firing sessions. Sergeant Walter E. Perkins, holding clipboard, Detective Sergeant Jerome F. Smith, holding field glasses and standing in front of the range hut, assisted in the instruction, as well as other officers as assigned.

Gusty winds and cold, rainy days were the general rule during the scheduled shooting periods. The sun stayed behind threatening clouds until just about near the end of the schedule.

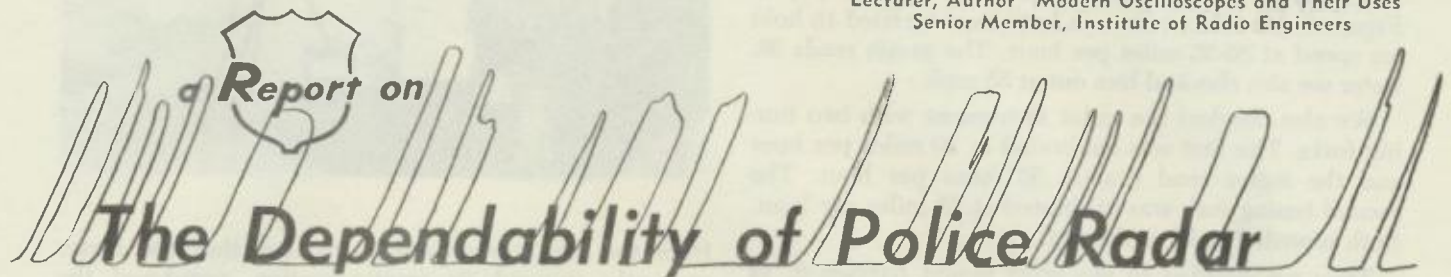
Safety minds

Vox-Cop

March-April, 1958

by J. H. Ruiter

Lecturer, Author "Modern Oscilloscopes and Their Uses"
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The Dependability of Police Radar

EDITOR'S NOTE: Recently, there have been a few cases where drivers, convicted of speeding, have had these convictions set aside by appeals to higher courts. Usually, however, the higher courts sustain speeding convictions on radar evidence! In the interests of supporting police in answering the charges made against the use of radar as a speed check by so-called technical experts, we asked the author to test typical charges made by these witnesses called in behalf of the defense and write his findings for LAW AND ORDER. We feel that the timeliness and importance of this information for defending the use of police radar in enforcing speed laws is so important that we will make reprints available for police chiefs to distribute to their radar officers and judges.

I SET OUT FROM NEW YORK on the morning of Aug. 14, 1957 and headed for Norwalk, Connecticut, the home of the Automatic Signal Division of Eastern Industries, Inc. The sales manager of that company had offered to lend me equipment for a field test, and also two men who would help me with the tests. Mr. Jack Spargo, who is also a member of the Wm. C. Copp & Associates, accompanied me. We put the unit through its paces.

First, we learned that it is impossible to connect the equipment incorrectly. The cables used to connect the various units, each have different kinds of plugs and can only fit one way. Just as square pegs won't fit into round holes, you can't connect the units incorrectly.

We checked a two-lane road and saw the regularity of the patterns produced on the recorder. Figure 1 shows our set-up.

Cars coming toward the radar unit produce the characteristic patterns shown by the letter B in Figure 2.

Cars going away from the radar unit produce the characteristic patterns shown by the letter A in Figure 2.

Note: Patterns of cars traveling away from the radar unit show a sharp point on the left end of the "pip". Patterns of cars coming toward the unit are rounded on the left end of the "pip".

Then we check to determine the range of the equipment and found that standard-size cars coming towards us started to read on the meter and on the recorder at a distance of approximately 100 feet from the transmitter-receiver unit (Down at the first telegraph pole in Figure 1.). They would drop out of range at about 25 feet from the transmitter-receiver and the indicator would drop to zero. (The range of the radar unit can be extended by raising the height of the transmitter-receiver unit, the box on the tripod at the right in Fig. 1.).

There were many large dump trucks using this road. We found that the dump trucks came into range about half way between the 2nd and 3rd telegraph poles. The equipment held the truck recordings until about the same place as the cars, namely about 25 feet. Letters E and F in Figure 2 show the recordings made by trucks. Notice that the actual speed of the trucks is less than that of the cars shown in Figure 2, but that the truck is in range for a longer period of time. This is the only difference. Notice on the graph that recordings of trucks are *wider* than for cars. This is only because trucks are in range for a longer period of time.

A delivery truck coming into range also gave the same characteristic pattern but came into range later than the dump trucks but sooner than the passenger cars. It was obvious that the range of the unit varied with the size of the target, but *this in no way effected the speed recorded for these vehicles.*

I then asked Jack Spargo, my associate, to make a few runs with his car. Jack had recently had his speedometer checked, so we felt that this would be a fair check against the radar instrument. We recorded him first driving away from the unit as shown by the letter

Figure 1. Set-up for testing police radar equipment. The recorder unit is on the left and the transmitter-receiver is on the right. The small meter just under the radar transmitter is a non-recording meter which is calibrated in miles per hour. This meter may be used alone to give speed indications but most officers prefer to use the recording meter to obtain a written record.



A with the asterisk (*) in Figure 2. Then we picked him up after he turned around and came back toward us as shown by the letter B with the asterisk (*) in Figure 2. He told us that on both runs he tried to hold his speed at 36-38 miles per hour. The graph reads 36. Later we also checked him out at 55 mph.

We also checked the radar instrument with two tuning forks. The first was calibrated at 30 miles per hour and the meter read exactly 30 miles per hour. The second tuning fork was calibrated at 55 miles per hour. Both recorded right on the dot!

Then we decided to see what would happen if, as some defense experts had claimed, you jangled a bunch of keys in front of the transmitter receiver. Yes, an indication was recorded on the meter registering speeds up to 60 or 70 miles per hour when the keys were jangled about a foot or so directly in front of the unit (see Figure 3.) As you walked away, however, the keys showed very little, if any effect at 20-25 feet. At 15 feet they were kicking the needle very erratically. As we were doing this a car came into range and the signal

from the car was so much stronger that the meter promptly stopped its erratic motion, registered the speed of the car, and after the car left the range, the erratic behaviour due to the keys took over. Can you imagine a police officer permitting someone to jangle keys in front of a radar unit while he is checking speeders? Keys jangled off to the side of the unit or behind the unit had no effect.

We tried to find other things that would cause erratic behaviour. We slammed car doors, we whistled right in front of the unit (the very loud, variable-pitch variety reserved for use on pretty girls walking down the block), clapped our hands, and shouted. None of these things had any effect. Jack Spargo even drove his car

Figure 2. Recordings made by cars during speed test.

1. Pips marked A indicate cars traveling away from the radar unit.
2. Pips marked B indicate cars traveling toward the radar unit.
3. Pips marked A* and B* are special runs described in the text.
4. The pip marked C shows first a car traveling away from the unit. As the car leaves the range, a truck comes into range from the opposite direction.
5. The pip marked D shows a delivery truck in range.
6. The pips marked E and F are both large trucks. Notice how the speed of truck E varied as the driver apparently shifted his foot on the accelerator.

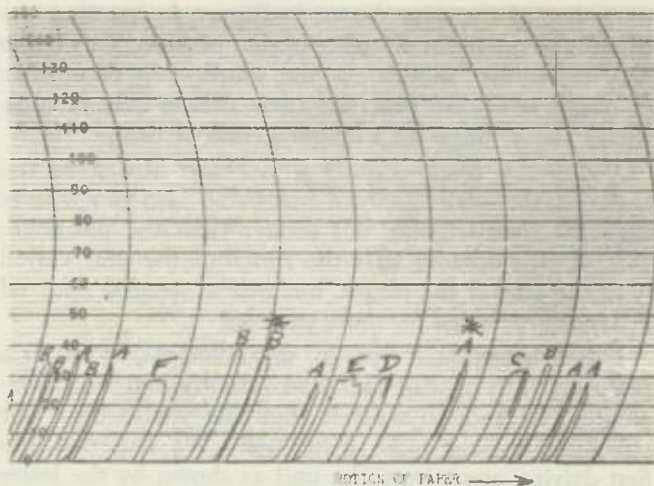
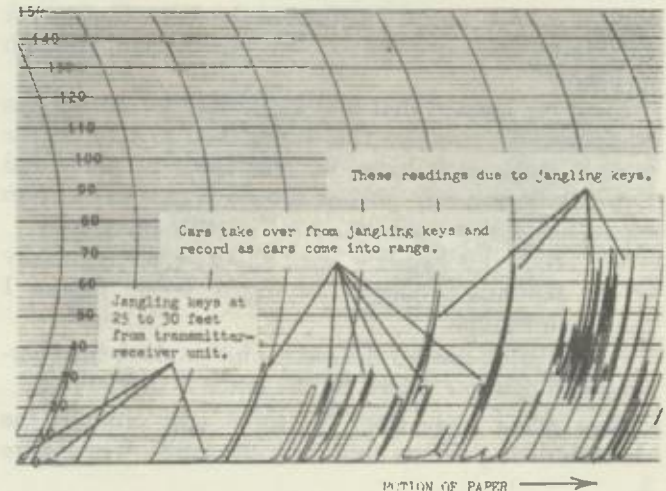


Figure 3. This recording shows the effect of jangling keys in front of a radar unit. We started jangling keys close to the unit, as can be seen at the right end of the graph. As we walked away from the unit still jangling the keys, the effect of keys on the recording is noticeable less. Finally it has only a very slight effect as we moved to about 25 to 30 feet in front of the unit. Notice the erratic behaviour of the needle. Certainly no operator would attempt to make a reading if the equipment were behaving in such a manner.



throughout the range blowing his horn all the way. The recording registered the speed of his car without a waver or any indication of interference.

We pointed the unit at a nearby tree limb swaying in a breeze and had no variations in the zero reading.

Finally I hit the instrument with the palm of my hand, much as you would do to a television set that wouldn't work. This produced a quick jump of the meter but again it was an erratic motion of the needle. This response to a blow produces what the engineer calls a transient due to the vibration of the tubes. We call this condition microphonics.

It became evident to us that interference in the form of jangling keys or microphonics causes such an erratic reading that it would be obvious to the police officers that some extraneous influence was having an effect on the speed meter reading. He would be forced to remove the cause of the trouble. A fluorescent light or a neon sign in the range of the unit will produce the same kind of interference but it is recognized so readily that the operator would know he couldn't get good readings.

From the illustration, Figure 1, you can see that we had the unit set right next to the roadway. We then took the unit and moved it away from the roadway—off to the left side of the hedge. This increases the angle of the radio waves with respect to the road. We had Jack Spargo drive by again at the speed of 36 miles per hour. We obtained the same reading 36 miles per hour, as we had when the unit was alongside the road.

One of the criticisms of the unit raised in court by the experts opposing the use of radar is that the radar speed meter will give incorrect readings if the unit is not set up immediately adjacent to the roadway. They point out that as the unit is set further away from the road, the cosine factor increases and thus causes errors larger than 2%. This is true, but the error is *in favor of the motorist*. In short, *as the angle of the unit to the road increases, the speed reading is lower!*

Incorrect reasoning has been developed for the benefit of one court pointing out that the frequency stability of the oscillator as guaranteed by the manufacturer is within ± 1 megacycle. The *incorrect* reasoning points out that this much error in the oscillator corresponds to a 100 mile per hour error in the speed recorded by the speed meter.

This reminds me of the algebra teacher I had in high school who could prove that 1 equals 2. This can be done by making only one incorrect assumption during the long series of mathematical equations.

The facts are that the frequency stability of the oscillator is such that ± 1 megacycle of variation of the oscillator will introduce an error in the speed recorded less than 1/25 of 1%. For a drift of five megacycles the error on the order of 1/5 of 1%. And, for a drift of ten megacycles it will be 1/2 of 1%.

Now let's cover the point of stability of the equip-

ment with regard to the voltage from which the equipment is operated.

The equipment operated from a normal power line will operate accurately between the limits of 105-125 volts. This is quite normal for most electronic equipment. If the voltage should fall below 105 volts, the unit will read *in favor of the motorist*—a lower speed than the vehicle is actually traveling. If the voltage increases above 125 volts, the equipment will behave so erratically that the operator will know something is wrong with the equipment.

When operating from a 12 volt storage battery of a car, it will perform accurately from 10-14 volts. On a 6 volt storage battery, it will remain accurate between 5 and 7 volts. If the battery voltage varies above or below these limits, the same effects will be observed as when the voltage varies above 125 volts or below 105 volts as explained in 115 volt operation.

Now, let's discuss the observation of a group of vehicles coming into range at the same time. When this happens, the speed meter will respond to the vehicle that returns the strongest signal to the meter.

Suppose two cars traveling at the same speed in the same lane are approaching the speed meter. The first one in line would come into range first and its speed would be registered. As the first car passed out of the near limits of the meter, the needle would dip. If the second car were still in range, the unit would then record the speed of the second car.

Now, in the same case, if the second car was traveling much faster than the first car and passed the first car while it was in range, the chances are that the faster moving car would return a stronger signal to the meter and the speed of the faster vehicle would be recorded. The recording on the graph shows a step wave as the unit records the speed of the first vehicle and then picks up the second, faster moving vehicle.

All this may sound rather complicated but observation of the equipment in operation and the positiveness of the equipment's action would show you how simple it is to interpret the action. Visual observation along with the recorded results makes it very easy to tell which car is being recorded by the meter.

Opponents of radar will argue that you can't possibly make such positive decisions because after all, a car traveling at 60 miles per hour is within the range of the equipment for only 2 seconds. They forget that one method of teaching a person to read faster is by flashing phrases on a screen at speeds of 1/100th of a second and less. The human eye and mind working together can see and comprehend an amazing amount of material in a very short period of time. In this instance 2 seconds is a long time.

One of the other arguments used in court is to quote various statements in the operating manuals on radar equipment. When some of these are read with special emphasis on certain words or clauses, the effect is really the same as lifting words or phrases out of context. For

example the instruction book states that the equipment is more sensitive to higher speeds. Such a statement can be read to have a judge believe that the instrument will give a reading of 70 miles per hour for a car traveling just over 60. This is far from the truth, of course. The original statement merely means that the radar speed meter has its circuits designed so that if two cars are traveling in adjacent lanes, the speed meter possesses the ability to ignore the slower moving car and record the speed of the worse offender (the faster vehicle).

Well, what does this all add up to? It means that law enforcement agencies of this country have a fool-proof device for helping to control the speed of motorists on our highways. Since speed is the chief cause of accidents, this is a very valuable tool. The radar speed meter has many special advantages.

It no longer becomes necessary to pursue a car in order to make an arrest. This increases the safety on our highways, not only for the former pursuing officer, but for every other car on the road at the time.

It accurately records the speed of the offending vehicle.

It improves the efficiency of the safety patrol, because one radar team working in a fixed location can monitor the speed of many more cars than two or three officers

each driving a car and moving in the same direction as the traffic.

Suggestions for Radar Officers

What precautions should be taken to guarantee that radar speed arrests continue to obtain so many convictions in court? Just follow two simple rules.

1. Be sure you check your meter at each new set-up for: (a) a steady zero reading when no moving object is within range. (b) the reading of two standard tuning forks calibrated to bracket the speed limit as an added check for the calibration. (For example, if the speed limit is 45 mph, it would be wise to test the speed meter by using a 35 mph fork and a 50 mph fork.) However, the use of only one tuning fork is sufficient as the scale is linear. (c) accuracy against the speedometer of a patrol car driven at exactly the speed limit.

2. After you are ready to discontinue operations make these same checks again.

Thus, if all calibrations are correct at the start of operations, and they are the same at the end of operations, it is reasonable to believe that the equipment operated correctly throughout the period. Certainly the equipment did not break down and repair itself.

---Reprinted from Law and Order

1-CAR CRASHES ACCOUNT FOR 93 DEATHS IN 1957

Ninety-three persons died in Connecticut in 1957 in one-car accidents. These are mishaps in which a single car leaves the road, hits a tree, wall, rock, or other obstruction, or rolls over sideways or end over end.

Because they represent an unusual, hard-to-explain type of accident, the Connecticut Safety Commission and the Department of State Police made a special study of 55 of them--the ones that were investigated by State Police.

These were some of the findings:

Of the 55 fatalities, three out of four occurring after dark involved drivers who were under the influence of alcohol. Thirteen involved drivers under 21 years of age. And of the 13, seven had been drinking.

Speeding was another common denominator, in the case of drivers who had been drinking. All drivers who had .15 per cent of alcohol in their blood were

driving in excess of the posted speed limits when they died. Some were only going five miles over the limit, but one was 55 miles over the posted limit.

Thirty-four of the fatalities occurred during the night hours, 19 in daylight, and one each at dawn and dusk. Twenty-six fatalities happened on straight roads, 28 were on curves. Thirty-nine of the accidents happened in clear weather.

Ten of the 55 persons killed were women. Eight of these 10 died while driving in snow, rain or on ice.

"Nearly all fatal one-car accidents are caused by driver error," the State Safety Commission concludes. "Drivers must learn to be more humble about their ability at the wheel. Overconfidence is one of the most dangerous attitudes a driver can have."

---Hartford Times

TRAFFIC ACCIDENTS

The results of a special study, recently completed by the Connecticut Safety Commission, reveal that one out of three fatal traffic accidents in Connecticut during 1957 involved either a driver or pedestrian who was under the influence of alcohol. The special study was conducted in cooperation with the Connecticut State Police Department and all municipal police departments.

In releasing the results of the special study, the Commission stated that "A review of traffic accident records clearly shows that the drinking driver is one of the most serious menaces on the streets and highways today. Traffic accident records also reveal that accidents caused by drinking drivers nearly always involve other violations, such as speed too fast for conditions, improper passing and failure to yield the right of way."

The special statewide study for 1957 shows that 35 per cent of all fatal traffic accidents involved either a driver or pedestrian who had been drinking. Among the drivers involved in fatal traffic accidents, one out of four had been drinking. Among the adult pedestrians involved in fatal traffic accidents, one out of three had been drinking. The study also showed that the percentage of accidents involving drinking drivers was considerably higher among those accidents occurring on state roads and investigated by the State Police. Among these accidents, 35.5 per cent of the drivers involved in fatal traffic accidents had been drinking.

The national picture is nearly the same as the situation in Connecticut. National Safety Council records indicate that at least one out of four fatal traffic accidents involves a driver or pedestrian who had been drinking.

Special studies which have been recently conducted in several states indicate that the national average may actually be much higher than this. Special studies show that drinking-driver accidents are especially high during hours of darkness. The twelve-hour period from 6 p.m. to 6 a.m. appears to be the most hazardous. According to the National

Safety Council, 55 per cent of the Christmas season fatal accidents involve a drinking driver and 48 per cent of the Labor Day weekend fatal accidents involve a drinking driver.

Commenting on the results of its special survey, the Commission stated that, "Safe driving in today's traffic requires greater driving skill, good judgment and the ability to react quickly in emergency situations. Acting as an anesthetic on the central nervous system, even a small amount of alcohol is sufficient to slow reaction time, dull perception, distort coordination, and seriously impair judgment. Since his moral code is temporarily relaxed, the drinking driver tends to abandon normal caution. He often submits to an urge to use a heavy foot on the accelerator, to pass when other cars are approaching, or to take over the right of way."

The Commission believes that effective measures to control this problem will require adequate legislation, intensive enforcement by both police and courts, and a well-planned public education program. Equally important, the public must actively support measures to deal with this serious and tragic problem.

Twenty-eight states and the District of Columbia have enacted legislation to permit the use of scientific chemical tests for drivers suspected of being under the influence of alcohol.

In 1957, the Connecticut Safety Commission adopted a resolution, recording itself in strong support of passage of chemical test legislation in Connecticut. In the resolution, the Commission noted that without the use of scientific chemical tests, there is difficulty in detecting and prosecuting persons driving under the influence of alcohol.

The special report of the Commission recommends a realistic and well-planned action program to cope with the problem. It recommends an intensive public safety education program to arouse public concern over the problem. To protect the public from those who fail to respond to educational approaches, public opinion must support adequate enforcement measures. Intensive enforcement by both police and courts is essential.

Copies of the Commission's special study on alcohol and traffic accidents will be given widespread distribution to enforcement agencies, civic and community safety groups, churches, and schools.

---The Stafford Press

LAW VIOLATIONS BLAMED FOR HIGHWAY TOLL

Traffic law violations continue to rank as the cause of more than eight out of ten fatal automobile accidents, a recent national survey indicates.

Forty-six state police or traffic safety departments participating in a study of 1957 Labor day fatalities reported 442 fatalities in 376 accidents -- 84.2 per cent of them involving a traffic law violation.

The study was made by the Kemper Insurance Central Automobile Safety Committee. Participating state officials were asked to indicate a specific traffic law violation or driver error responsible for each Labor day fatality in their state.

The Labor day week end was selected for the study because 1) traffic accident reports could be checked most easily and quickly by state police officials, 2) nearly uniform weather conditions prevailed throughout the U. S. and 3) traffic on the highways included a representative cross-section of all driver types.

"The state-by-state analysis showed that driver error was involved in 51 fatalities, 11.5 per cent of total fatalities on which we were able to secure reports," declares Hathaway G. Kemper, president of companies in the Kemper Insurance group.

"No specific cause could be attributed for 19 fatalities representing the remaining 4.3 per cent of fatalities," he adds.

"If the accidents due to unknown causes are eliminated from the over-all total and the comparison, law violations can be assessed the responsibility for 87.9 per cent of the fatalities due to known causes," Kemper continued.

"These findings lend further support to a study we made two years ago which showed that a traffic law violation was involved in 88 per cent of all fatal accidents.

Reports from the various states showed that excessive speed, including speed too fast for conditions, was the number one killer, causing 149 fatalities -- 33.7 per cent of all Labor day week end fatalities.

"Alcohol ranked a close second as the cause of fatal accidents," the Chicago insurance executive pointed out. "Drivers under the influence of alcohol were involved in accidents causing 102 fatalities, 23.1 per cent of the total.

Driver errors shown by the study to be involved in the greatest number of accidents were loss of control, responsible for 18 fatalities or 4.1 per cent of all traffic deaths reported, and drivers falling asleep, responsible for 17 fatalities or 3.8 per cent.

Four states -- Delaware, New Hampshire, Rhode Island and Vermont -- reported a fatality-free Labor day holiday, Kemper said.

"Lawbreaking, rather than driver error, was at fault in the majority of fatalities reported by 38 of the other 42 states participating in the study made by our committee.

"In three states -- Arizona, Iowa and Nevada -- there were more fatalities caused by driver errors than by law violations. One other state -- Nebraska -- reported one fatality involving a law violation and one, a driver error," Kemper added.

Findings of the study "provide additional support for our contention that strict and impartial enforcement of realistic traffic laws offers the quickest and most dramatic means of reducing fatalities on our highway," he asserted.

"I earnestly solicit an increase of your state's traffic law enforcement efforts throughout the year he urged in a letter sent with a copy of the report to each state governor.

"Last year, the combined holiday toll reached a new record of 1115 deaths as compared with 973 in 1955 and 688, 840, 963 and 910 in the four previous years.

"Even more foreboding is the realiza-

tion that each Christmas during the same six-year period has been the occasion for more traffic deaths than has any of the other four major national holidays," Kemper added.

"Increased vigilance by the officers and men of the police forces throughout your state will pay off in saved lives and will prevent another grim season for hundreds -- many of whom are innocent victims of homicidal highwaymaniacs," he suggested.

---Michigan Police Journal

TRAFFIC SAFETY RECOMMENDATIONS

Four principal recommendations emerged from the Citizen Leadership Conference of the President's Committee for Traffic Safety, which was held recently in Atlantic City.

Opinions expressed by the delegates, all from eastern states, including New England, varied widely, but there was general support of these measures:

1. Broadening driver education.
2. Periodic driver re-examinations, especially for accident and violation repeaters.
3. Chemical tests for intoxication.
4. Improved enforcement, including a uniform "non-fix" ticket and adequate highway patrols.

In Connecticut we fall short by quite a wide margin on the first three recommendations, but do fairly well on the fourth.

Connecticut traffic authorities would do well to give careful consideration to the opinions presented at the conference.

In this state we still have a long way to go in striving to improve driver education. Our examinations for new drivers are excellent. Under legislation passed by the 1957 session of the General Assembly, younger driver aspirants are confronted by new and stiffer requirements. But for the upper age brackets, which include drivers of long experience, there are no provisions for the extension of education in automobile operation. It seems to be assumed that

it is safe to exempt such drivers. Actually, much that might contribute toward the improvement of safety conditions on the highways is being overlooked in this assumption.

Periodic driver re-examinations would be an excellent measure for Connecticut to adopt. Not only would such re-examinations tend to force older drivers to brush up on the best driving practices, they would tend to reveal physical infirmities not in existence at the time of the original examination. Re-examinations would also weed out the accident-prone.

Chemical tests for intoxication are strongly supported in some quarters, but a constitutional question would be involved in any attempts to make such tests compulsory. A person charged with drunken driving in Connecticut may refuse to take intoxication tests of any kind, and cannot be forced to undergo a medical examination for inebriety.

Enforcement of traffic laws is always subject to improvement, but Connecticut state and local police are very much on the job. Our highways are well patrolled, especially since Gov. Ribicoff announced his campaign to reduce speeding and reckless driving. As for the kind of influence which has been known to produce "ticket-fixing" and other examples of improper leniency, we are convinced that very little of it exists in Connecticut these days.

The delegates in Atlantic City pledged themselves to exert leadership in developing organized support for specific accident prevention measures recommended by public officials in their states. Such leadership should be welcomed in Connecticut, which stands high among the states of the nation in its devotion to the principles of safety.

---Meriden Journal

A sign on Fayette Drive, just off the Richmond-Henrico Turnpike in Virginia, calls motorists' attention to the presence of children in a novel fashion. The sign reads: Drive Carefully, Reckless Children.

---Traffic Safety

KNOW THE LAW

Publication of a 442-page book on the legal aspects of traffic law enforcement titled Know The Law has been announced by the Traffic Institute of Northwestern University, Evanston, Illinois.

The new volume is a collection of selected articles which have appeared in the "Know the Law" section of the Traffic Digest & Review, monthly magazine of the Institute.

Co-authors of most of the articles are two members of the Institute's legal staff, Robert L. Donigan, general counsel, and Edward C. Fisher, associate counsel. Other contributors include law professors, judges, and bar association officials.

Regarded for many years as a valuable source of legal information concerning all phases of traffic law enforcement and the administration of justice in traffic cases, the "Know the Law" articles appeared first in the Traffic Review and the Traffic Digest, predecessors of the Traffic Digest & Review.

Publication of selected articles under one cover was undertaken by the Traffic Institute in the belief that making the material available in permanent form would provide a much needed reference volume for judges, prosecutors, other lawyers, and law enforcement officials.

Know the Law contains 101 articles classified under eight major parts. These are Traffic Law, Rules of Evidence, Law of Arrest, Criminal Law and Procedure, Constitutional Law, Traffic Courts and Justice, Driver's License Law, and Miscellaneous Matters.

Significant statutory law, court cases, and court decisions relating to the apprehension, prosecution, and adjudication of traffic violators are discussed by the authors.

In addition they have written a number of articles explaining U. S. and state high court decisions affecting the basic principles of investigation and prosecution of criminal cases in general.

Some of the police and prosecutor activities affected by these court decisions are obtaining evidence, making arrests -- with and without warrants,

search and seizure, charging violations, arraignments, and presenting testimony.

CONSTANT SAFETY DRIVE

The Connecticut Safety Commission, not resting on state laurels in the traffic safety field, is now pressing for an intensified 12-point program in the year ahead.

Work of Connecticut's "traffic team," which comprises the Motor Vehicle, State Police, State Highway and State Education departments and the commission itself has earned in the past eleven grand awards and numerous achievement awards at the national level. When the commission was established in 1937 there were only 450,319 cars registered and 510,908 operators listed. Last year there were 1,094,935 automobiles registered and approximately 1,200,000 drivers licensed in the state. These figures testify to the magnitude of the commission's task.

The expanding activity over a period of 20 years is not lessening in the year ahead. New approaches and specific attention to legislation, education, training courses, public information, medical study of traffic accidents, and field services to communities are on the agenda.

School traffic safety comes in for increased emphasis both at the elementary and secondary school levels. In this connection the commission advocates a full-time safety education supervisor within the State Education Department. The merit of this proposal should be determined in relation to existing procedures and operations of the "traffic team" which has functioned so ably to date. Certainly more facts would seem in order to avoid the creation of what might resolve itself into just one more bureau-cratie job.

On the whole, Connecticut can be justifiably proud of its Safety Commission and its co-operating agencies. The 12-point program has much to commend it to citizen, driver and pedestrian.

---New Haven Evening Register

HIGH SCHOOL DRIVER EDUCATION

The Connecticut Safety Commission recently termed high school driver education programs a vital phase of Connecticut's total traffic safety effort.

The special statement was released by the Commission along with the announcement that five Connecticut colleges and universities will offer summer courses this year for high school driver education instructors. The colleges offering these special courses will be: University of Connecticut, University of Bridgeport, Teachers College of Connecticut, New Haven State Teachers College, and Danbury State Teachers College.

"Few people," states the Commission, "realize the speed with which we are adding new drivers to our already congested streets and highways. During the five-year period ending with 1957, over 11 million new drivers were added to our nation's driving population. Here in Connecticut, nearly 100 thousand new drivers are licensed each year. Here school driver education programs are essential to adequately prepare the ever-increasing numbers of young drivers."

High school driver education was the main topic discussed at the Commission's April meeting. Commenting further on the importance of driver education, Robert I. Catlin, Chairman of the Commission, stated that: "The age of sputniks has caused some people to advocate exclusive emphasis on science and mathematics, but we cannot afford to squeeze out driver education from our school programs. Driver education must be regarded as necessary training for survival on our highways. Our nation will gain nothing if we produce scientifically trained men and women only to have their lives snuffed out because they lack training in the necessary task of driving to and from work."

The Commission estimates that during the next four-year period, nearly three million new drivers will be added to our driving population each year.

No opportunity is ever lost. The other fellow takes those you miss.

DEFENSIVE DRIVING

It is not uncommon to hear of an automobile accident where a car, after having been stopped at a red light or stop street, has been struck from behind by another vehicle which could not be stopped. This happens at other points too, and frequently involves cars further back in line when traffic is heavy.

Well, it seems that the heart of defensive driving is to be alert to what the other fellow is going to do and also to let him know what to expect from us. Are we sure that when someone bumps us from behind he has been sufficiently warned of our intentions? Did we speed up to a stop street and suddenly jump on the brake? Perhaps this fellow was following too close but didn't know that it was a stop street so was unaware that we were about to stop. Wouldn't it have been better to give a signal and start slowing down some distance back from the intersection instead of jamming on the brakes at the last minute? Do we do the same thing when there is a stop light ahead?

If we are in a line following too closely to the car ahead what happens when someone up front has to stop? All right, we are able to stop and do not crash but has the driver behind had sufficient warning? Perhaps it would be better if we were not so close and had time to slow down gradually, in this way giving a little more time to the next fellow. Another advantage of not being too close to the car ahead is that it may be possible to pull off to the side rather than come to an abrupt stop. In this way the car behind is given a better chance to avoid a bump.

In our thoughts on defensive driving why not include thinking of what we can do to help the other fellow, as well as trying to anticipate what he may be going to do.

---Fleet Supervisor

There is a line in the ocean where you lose a day in crossing. There are a lot of lines on the highways where you can lose a lifetime by crossing at the wrong time.

AROUND THE CIRCUIT

Vox-Cop

March-April, 1958

SHOULDER PATCH COLLECTION

DISPLAYED IN HEADQUARTERS



Miss Louise Pouliot, public relations office stenographer, looks happy as she inspects the collection of shoulder patches from the forty-eight states, Canada and Alaska, which is now displayed in the lower hall at Headquarters. Miss Pouliot has reason to be happy, since the office project required three months of letter writing and visits from the mailman.

STATION "A", RIDGEFIELD

CONGRATULATIONS

First to our newly assigned Officer George McMahon who hails from Bridgeport. Glad to have him aboard. We hope the boys at the station don't get confused with two McMahon's working here. Probably have to call Ed McMahon, Big Ed and George, Little George.

Next to the appointment of Officer Walter Benz Jr. as the new Resident Officer of Redding. We hear that he has rented his Bethel home and is now a Landlord. Portland Avenue had better beware. We wish him the best of luck on his new venture.

We welcome Bill Wallace back into the fold once again. We are sure that he will note the change in the territory.

Next to our Dispatcher, Squash Travaglino, who was the recent recipient of a Merit Award. Wonder why he kept all that talent hidden so long. Everybody asking, What's he going to spend all that money on??

Then to "Hush You Muskie Dirienzo", on the acquisition of a new car. In addition we add our congrats to the other new car polishers, Officers Jones, Fagerholm, and Giardina. We have heard that the new models have so many lights front and back that its hard to tell which way you're supposed to drive them --our new garage door looks very nice.

We would also like to say a good job, well done, to Officers Schaffer of Station G, and Reynolds and Rebillard of Station H, who helped us get that change of luck in our recent Hitching Post case.

FROM THE GRAPE VINE

SURE SHOT BOLAND doing a lot of practicing with revolver. From all reports we hear that she's quite a trick shot. We hear that Lucy is even showing our Expert to Rocky Hill, OFFICER ALBERT BARBIERI is going to take the big step into matrimony sometime in July. All kidding aside Francis, we wish you and the young lady lots of luck. You'll need all you can get!! Every time that OFFI-

CER FAGERHOLM comes into the station with a prisoner, the stock question is, What's the charge, Rape or Risk of Injury? Getting to be quite an expert in these types of cases, John.

We have heard that OFFICER CROCE has finally started on his new house after a couple of years of planning, it should certainly be quite a place. The shrubs are already in--even before the foundation is dug. The recent fire in Newtown, which claimed the lives of three children found SGT. McNAMARA back in harness assisting RESIDENT OFFICER COSTELLO in the fire investigation.

A question to be answered. Why is everyone eating poached eggs for breakfast ever since the tailor left?

VACATIONERS

Officers Stefanek and Lundberg have come back to work sporting tans that lasted only a couple of weeks after their Florida trips. We hear that the trip wasn't for the birds, it was more for the Dogs.

Our Dispatcher Bill Petitt also took a week to try his artistry. We understand the wife has him using a big brush on the walls of the house.

SYMPATHY

To our house man TONY MARINARO, who had to spend a few days in the Danbury Hospital. Also to those who took the time to file briefs on the promotional examination questions.

P. S.

A late teletype bulletin announcing the appointment of OFFICER FAGERHOLM as the Resident Officer of Sherman. May the new Squire have much success in this new task. We have heard that the Town Officials are going to furnish him with a dog team in the winter months.

FINNS ROUGH ON DRUNKS

In Finland a person convicted three times for drunkenness in a year loses his driver's license although he need not be driving at the time of arrest.

---Traffic Safety

STATION "B", CANAAN

NEW CRUISERS

Easter finery in the way of new 1958 cruisers arrived for Officers Keilty, Toomey, Szczesiul, Foley and SPW Butler. The officers who got cars with the new and more powerful motor discovered right away they had traction difficulty on snow covered roads.

SNOW

The winter just past saw total snow accumulation in the Norfolk, Colebrook and Hartland areas of well over 100 inches. It came early, remained and stayed late this season.

LIEUTENANT JOINS HOME OWNERS

After paying rent for many, many years Lieut. Menser has decided to become a member of the big family of home owners and as have many others before him, is now confronted with all the problems, big and small, which go with that exalted position in life.

HOLDUP SOLVED

The embarrassment that goes with an armed holdup within a stone's throw of the barracks has been brought to a successful conclusion. The three Vermonters involved were apprehended in North Carolina and are presently serving long prison terms there for a like offense. Confessions made to Off. Keilty and Off. Bonolo who went there to interview them and to leave warrants indicated they never saw the police barracks next door until they were driving away after the holdup.

PROMOTIONALS

The written phase of the recent promotional examination has come and gone but the noise lingers on here as everywhere else in the department. Two officers and one sergeant apparently made the grade in their respective examinations--Officers McGurk and Riley and Sgt. Buffa. Rumors have it credit may be forthcoming on some "questionable" questions and if so some deserving officers who missed a passing grade by a

couple of points or fractions thereof may enter the charmed circle.

SHOOTING REFRESHER

At this writing practically all Station B personnel have qualified at the Rocky Hill range with their issue revolvers. Even though the weather conditions were deplorable many learned that shooting outdoors over a longer range is a far cry from the comforts and convenience of the warm, indoor lighted pistol range of the barracks.

PERSONNEL NEWS

CLERK TOM TRANT'S attractive "Garden Shop" in the rear of his Railroad St. home in Canaan is once again becoming a busy place as spring planting season approaches....DISPATCHER PERRY and ROOKIE OFFICERS ZORDAN, GROVER and BRENNAN are new and welcome arrivals....FORMER DISPATCHER DICK FALLON paid us a visit on his leave from Camp Dix and reports putting on weight despite rugged drill activity....DISPATCHER FRANCES LAPLACA tried to re-write the personnel department's laws on vacations without success but she rates a big "E" for effort....SGT. BUFFA is back on duty after brief hospitalization for minor surgery...."YARDBIRDS" LAWSON, RILEY, BONOLO and RINGKLIB gave CUSTODIAN NED NEGRI an assist in the annual spring lawn clean up.All the barracks personnel were glad to see CHEF ALEC DURAND back on the job after a few days out with the bug-eating in diners is not all it's cracked up to be, the boys maintain...Morals cases in the "L" area have kept SPW BUTLER on a more or less regular commuting basis between Canaan and Litchfield.

LOGICAL REASONING

An Indian petitioned an Arizona judge to give him a shorter name. The judge asked his present name.

"Chief Screeching Train Whistle," replied the Indian.

"And to what do you wish to shorten it?" asked the judge.

The Indian folded his arms majestically and grunted, "Toots."

STATION "D", DANIELSON

PERSONNEL ADDITIONS

We at "D" extend a welcome to our new Officers: Joseph Jankowski of Norwich, Thomas Harkins of New London, Stanley Teed of Willimantic, and John Donahue of New Haven.

A vacancy was created recently in the Liquor Control Commission when Off. Vincent McSweeney decided he preferred police work to that of Liquor Inspector. He has been re-assigned to this Station. Rumor has it that he was unable to stand the strain of Saturdays and Sundays off duty every week.

CONGRATULATIONS

An increase in the population of Pomfret was brought about on March 8th when Master Paul John Smutnick, son of our dispatcher, arrived.

OFF. SMITH VISITS TEXAS

Off. Gail Smith took his first plane ride when he was sent to El Paso, Texas, with expenses paid by New London County. He reports he was treated in royal style by the Chief of Police in El Paso. Smith has tried for years to get a trip like that and missed some by very minor technicalities, such as no one to foot the bill.

THE VOICE OF EXPERIENCE

Advice from Lieut. Formeister: don't beautify your long, open driveway with a stone wall on each side, that is, unless you're well prepared with a powerful snowblower.

ONE FOR "BELIEVE IT OR NOT"

Off. Leonard Cusson is the lucky one. Checked a complaint of a break in a local diner. Routinely asked the owner if he knew who did it. The owner told him. The Officer asked that person if she did it. She said she did. Case closed.

BILL ADINT TRANSFERS TO HQ

Off. William Adint has left us for HQ where he keeps an eagle eye on the accident reports - especially ours, it appears.

EARLY VACATIONIST

Our Miss Brown (a la Eve Arden) taking an early vacation and off to Williamsburg, Va. to replenish her supply of slides with her trusty Brownie and work up a new talk on travel.

REFRESHER FOR OUR PILOT

Off. Joseph Hart on military leave and checking out again on the jets. Someone said that Danielson was glad it's being done in California instead of Rhode Island this year.

CHECK PASSER RETURNED

Det. Murphy and Off. Harkins off to Maine to return a well-known area check-passer and gone two days. Off. Smith inquiring in his quiet way whether they were checking on the fishing or the golfing as his Texas trip wasn't much longer.

THE SERGEANTS KEEP BUSY

From inspections to keeping up with the ideas thought up by the rookies, and from getting the grounds ready for spring to keeping up with the ideas of the veterans. And with Off. McSweeney back on the job the work schedule is again hard to arrange with four Officers again from the far north - Thompson.

LOOKING AHEAD

One of our oldest Officers makes no bones about retiring, but the other two, who came on together, are quite coy about their plans. One of them, Off. Donovan, has claimed for years that he is taller, but now he's adding salt to that wound by claiming he's not as old as Off. Marcus Johnson. The latter at least has a fine young image in the person of Off. Merrill Johnson to carry on his name.

NO LOOSE ENDS

First it was a couple of tiny evergreens, then it was a \$5.00 fine on some obscure charge and now it's an appeal on a speeding charge which entails surveying a few miles of state road, photos of his cruiser and police signs, a special speedometer calibration, etc. When our Off. Donald Nurse does things he does them thoroughly.

STATION "E", GROTON

JUST "BORROWED"

After a very speedy chase Officers Cable and Leitkowski apprehended two youths who had jumped car wires and took off in a parked car. "What the heck, we stole cars before and always brought them back," they remonstrated.

QUERY FOILS HOLD UP

Officer Laframboise was working at the desk when the alarm came in. Lieutenant Avery and Officers Leitkowski and Elton worked on the case. A young man entered a local package store dressed in a navy man's uniform, pointed a gun at the store operator and demanded all the money in the store. The man with the gun had a black woolen scarf on the lower part of his face. He changed his mind when the operator asked, "What, are you crazy?" The would be hold up man speedily departed.

ROAD BLOCK SUCCESSFUL

Officers Larizzo, Jacques, Leitkowski and Laframboise set up a road block at the Gold Star Bridge. A market had been held up in an adjoining state and \$155 taken. The youthful robber after stealing the money promised to return it some day after his proposed trip to Florida. The shotgun he used was found in the car as well as the money.

INVOLUNTARY NIMROD

While hunters trek miles and labor hard to get a deer a woman operator bagged one against her wishes Officer Fitzgerald reports. It all happened in a well populated area when the car struck a deer.

CORCORAN RECUPERATING

Officer Corcoran is back in our midst again. He was stricken with a slight heart attack and at present is very busy keeping his weight down. We are glad to note he didn't lose any of his humor. A famous battle of World War II is being enacted again as far as Officer Corcoran is concerned, namely the Battle of the Bulge.

BOMB SCARE

Officers Hickey and Webster were checking a case in which a noon bomb scare disrupted routine at a Technical school. The hoax gave the pupils time off but made extra work for those involved in checking.

MOTORIST UTILIZES FIRE TRUCK

Officer Funk reports a fire truck was stolen and returned with its front end damaged. Investigation revealed a motorist had gotten stuck in a culvert and here was this nice big fire truck handy with a steel cable attached. Just the thing to tow his car out of the culvert. After all, the firehouse wasn't locked. It was a Volunteer Dept. and no one was around. The borrower forgot to turn off the lights in the firehouse and report taking the truck. Oh well, he got his own car out of the culvert even though the fire truck was damaged in the affair.

CAPT. WILLIAMS ADDRESSES STUDENTS

Radiological fallout, the new threat to America was the topic of a talk by Captain Williams at the Pawcatuck High School. The talk was supplemented by films.

PERSONNEL INCREASED

Robert Guiher and Thomas Piezzo have graduated from the State Police Training School and have been added to our roster.

Officer Sullivan has been transferred back to this station from Danielson.

INATTENTION

A swan was chased across the road by a pedestrian. This caused a motorist to divert his attention from the road, resulting in an accident involving personal injuries. Officer Anderson reports this car was struck by another car in the rear. The swan did not get a ticket but we think this accident strictly for the birds.

VANDALISM

Officers Bellefleur and Greenberg are working on a case concerning breakage of store windows and auto windshields. The damage in the three towns that were hit

by these vandals is estimated at about \$10,000. These wanton crimes are unmitigated foolishness.

STATION "F", WESTBROOK

RESIGNATION

Officer William Anderson has resigned from the department. His presence shall be missed at this station. We wish him the best in his new endeavors.

LIEUTENANT ADDRESSES PTA GROUP

Lieutenant Avery spoke at a monthly meeting of the PTA at Occum. Slides augmented his talk on "Safety on the Highway."

ED BORDEAU CONVALESCING

Edgar Bordeau a former dispatcher of Station K and now of this barracks is now convalescing at home. He was stricken with a perforated ulcer and operated on at the Hartford Hospital.

ELEANOR FERRO WEDS

Clerk Eleanor Ferro was very busy of late and "all shook up" with thoughts of her marriage on April 12th. Honeymooning in Florida she will soon be back on the job again.

FRANKSTER'S DOWNFALL

State Policewoman DeMatteo was bubbling over with joy as she tricked her two young boys on April Fools Day to look at an object at home, which wasn't there. Boy ol' boy, did she fool them. Wait a minute--She forgot to display her new license tags--Only thing to do is stop and put them on. Gosh darn those April Fool episodes, especially when self-inflicted.

Over 65,000,000 motor vehicles roll on U. S. highways, double the number in 1940. By 1975, over 100,000,000 will compete for driving space. Of the 75,000 miles of primary and secondary roads now available to them, only a very small proportion are engineered for modern traffic needs; the remainder were laid out when the horse and buggy was still fresh in men's minds. Only a crash program of construction can handle the coming traffic jams." --AIA

REINFORCEMENTS FOR SUMMER RUSH

It's good to see Officers George Baldwin and George Fagan back on duty after their long lay off due to injuries. Both are looking fit and all set for our summer rush.

On March 10th we welcomed three new recruits, Officers George E. Heline, Richard J. Hurley and Charles D. Walker,

SIGNS OF SPRING

In spite of the bad weather, spring is really here. The general conversation these days is boats, motors, fishing and vacations. Per John Maroney, the "Tons of Fun" expedition is again on the docket for this summer. Dispatcher Charlie Havens is shining up those golf clubs and Sam Solias of our kitchen staff is looking over seed catalogues. "Chef Boyardee" Baron is very busy at home raking, burning and cleaning up in general. As fast as Bill Brink plants rose bushes, trees and other shrubbery to beautify his home, his young son, along with several helpers, lends a hand by pulling them up. As Bill says, "What are you going to do?"

OFF. CONLON RETIRING

Bill Conlon looking forward to retirement very shortly and enough plans made to really keep him busy. First of all a trip to Europe and then the rest of the summer aboard his boat--sounds wonderful, and he deserves it. "Bill" was tendered a testimonial by his many friends on April 14th and presented with a purse, not to mention badge number 118, which will retire with him. It will be a souvenir of twenty years service as a state policeman for the State of Connecticut. We extend "Butch" our best wishes for a happy and successful future.

VIGILANCE REWARDED

Officer Ernest C. Harris is still vigilantly patrolling the Connecticut Turnpike. His latest "collar" was the apprehension of an escapee from the Rhode Island Training School in a stolen

car. "Ern's" subsequent investigation disclosed that the fugitive had been apprehended by a local police department in Rhode Island, made good his escape, stole a car in Pawtucket, drove into Connecticut, and in the New London area stole a set of New York plates which he mounted on the car. Figuring that his tracks were sufficiently covered, the car thief then set out for New York, until Ernie Harris, assigned the ranch wagon east patrol on the 'pike, thought that he deserved a check and took him into custody.

NEW "SKIPPER" SEARCHES FOR BOAT

Officer George H. Bunnell, now in possession of the proper papers qualifying him to serve as a Captain on power boats, is screening the available craft in search of a suitable one which he can charter on his vacation.

CONFUSION REIGNS SUPREME

Officer Richard Hurley is at present correcting the records as a result of a confused driver, apprehended for a motor vehicle violation, presenting him with an operator's license which had come into his possession when he exchanged data after an accident. The wrong name was indicated on the summons, but the right operator came to court, and became more confused when he learned that he was carrying someone else's license.

TALL TALE SPUN BY MOTORIST

Officer Nichol reports the most novel explanation of erratic driving he has heard. Arresting an operator for operating under the influence, Tom listened to him explain that he was an entomologist, and was pursuing his course from one side of the road to the other in search of butterflies, despite the fact that it was in the dead of winter. Tom observes that if the driver hadn't been arrested, he would have undoubtedly extended his studies into the branch of zoology to become an expert on pink elephants.

A great deal of talent is lost in this world for the want of a little courage.

STATION "G", WESTPORT

PERSONNEL INCREASED

On March 10th three new officers joined our personnel, and we welcomed Officer Leroy Emmerthal of Bridgeport, Officer Francis Conroy of Seymour and Officer Robert Coffey of Meriden. We hope they enjoy working with us.

CONGRATULATIONS

Officer Emmerthal has also joined the ranks of "New Fathers" with a daughter. Good Luck to you, the Mrs. and the baby!

ST. PATRICK'S DAY ACTIVITIES

Officer John Martin celebrated St. Patrick's Day by going to New York City to join other Irishmen in doing it up right! We hear that Officer T. G. Smith also celebrated in good order!!

Officer Robert Seres made a "TV" appearance while participating in the St. Patrick's Day Parade in New Haven! Wonder how many offers Bob had for a new contract?

NEW HOME ON DRAWING BOARD

Officer Mario Bruno has been talking about owning a new home and we hear that it won't be long before his plans will be realized in "building" at New Canaan. Sounds like he is going to have an attractive home and we wish him Good Luck!

EXAMS STILL TOPIC OF DISCUSSION

The recent exams have caused a number of discussions around the barracks. It seems some of the questions are being interpreted in more than one way.

PREPARING FOR TOURIST SEASON

Now that spring is here, and we hope --the snow storms are all over--??, the "boys" are polishing their equipment so they'll look "spic and span" for the larger number of "Travelers" that will be seen on the highways. We know the fine weather will bring about the increased use of our highways.

SAFETY OFFICER KEPT BUSY

Officer Ben Davis is now our new "Safety Officer" and is busy delivering

his speeches at various gatherings in the area and conducting tours around the barracks.

STATION "H", HARTFORD

USUAL STORY

Officer Davis had occasion recently to stop a motorist on a routine check and spotted a 30-30 rifle on the back seat of the car. The operator, as usual, "Didn't know HOW IT GOT THERE!"

VISITORS FROM BERMUDA

We were visited recently by David Daziell, Bermuda Constable, who came into our area for radar devices and training in uses of same. "Jock" Campbell, also a Bermuda Constable, spent his annual vacation time in our area.

BRIEF BITS

Officer Turrell has been seen painting the photography rooms and the new decor is amazing.

Officer Brown is contemplating going on a diet. It seems he gained two ounces.

Officer Longo has been spending his "spare time" building an addition to his house.

Officer Demlong is going to buy a new gun for plain-clothes work. It seems he has been using Officer Martin's gun and the latter has been asking for it to be returned, claiming Demlong does not know how to use it.

Officer Coffey has been making a good impression about the barracks with his quiet "whispering!"

Officer Sautter has bought a new Fire-Bell alarm clock and it seems to be effective.

Officer Peterson has been heard raving about Lena Horne in the play Jamaica which he enjoyed on his recent trip to New York City.

Dishwasher John Larson's cats have survived a rigorous winter and they show they are "well-cared for". Fine work.

POPULAR VISITOR

Mr. John Redway, Alcohol Tax Agent, has been working in the town of Weston and has been a frequent visitor at the barracks. His friendly manner has ingratiated him with the personnel, especially the feminine members.

STAFF AUGMENTED

From the last State Police School at the Academy, Station H received the following graduates: Officers Robert Ness, Joseph Wargo and Joseph Zarbo. Welcome and feel assured that your duties shall be made pleasant by your brother officers.

PRODUCTION

Volume of work is increasing. As of 4/13/58 case number H-1610-N was issued which is in excess of same day in 1957.

BIRTHS

Resident Officer and Mrs. John McLaughlin had a full day on February 20. They were blessed with a bouncing baby girl, Eileen Margaret and they moved into their new home at Beldan Road, Unionville. The very best of luck to the entire family.

Officer Raymond Lilley formerly of this station but presently assigned to Special Service and Mrs. Lilley received a bundle from Heaven on March 22nd. Weighing in at 6 lbs. 15 oz. the little fellow will be known as Raymond E. Lilley, 2nd. Good luck to all.

SURGERY SUCCESSFUL

Resident Officer Paul Harrington underwent surgery for removal of a cartilage in his knee. Has been resting up for the past few weeks but reported back for duty on April 14th.

WATERMAN KEPT ON MOVE

Coordinator Officer Ralph Waterman is making his scheduled appearances before various groups and holding them spell-bound with his talks and movies of various subjects. Operating from his suite on the second floor of the barracks he maneuvers his auxiliaries on their various assignments.

MULTIPLE FATALITY

During March Officer LeBlanc was assigned to investigate an accident assisted by Sergeant Calkins, Officers Haberstroh, Palumbo, Ragazzi and Zarbo.

It involved three cars and two trailers, and cost the lives of three persons and serious injury to another. This type of accident is not too frequent fortunately. It was handled with efficiency and dispatch.

BOB GAY RESIGNS

Officer Robert Gay worked his last day on Sunday, April 13th. He is to take up new duties with the Aetna Insurance Company in the capacity of an adjuster. The best to you, Bob.

STATION INVESTIGATOR BUSY

Without a doubt the busiest officer at the station at this writing is Edmund Sterniak presently assigned to investigations. At the start of this "Round Robin" he was preparing the technical papers of extradition to return a subject from New York State on a charge of obtaining money under false pretenses.

Next he was assigned to investigate a bank clerk who had been making deposits and withdrawals in an illegal manner in banks in Meriden and Middletown. Result of investigation, subject bound over to Superior Court at Middletown.

His current case involves a youth classed as a check forger. Officer Sterniak and Sergeant Callahan of the Newington PD spent many hours on investigation and finally came up with information that the subject might visit East Windsor. Resident Officer Hayden of East Windsor was alerted and within a few hours took the subject into custody. At the barracks many hours were spent in interrogation and taking statements. The Modus Operandi of the reproduction of checks was gradually procured from subject. Quite a lengthy article could be written on this phase of a clever operation. He is wanted by sixteen cities and towns in Connecticut and is presently bound over to the Superior Court at Hartford. Ed merits congratulations on the results of both investigations. Definitely due to real hard painstaking work.

MURDER SOLVED

Officer Frank Cassello now working out of Special Service but formerly of this station has put in long and tedious

hours in aiding in the apprehension of a subject wanted for murder. Interested in the accomplishments of our former officers and fully realizing Frank's qualifications, we arrive at the old adage "You cannot keep a squirrel on the ground". Congrats, Frank.

STATION "I", BETHANY

PERSONNEL INCREASED

At the last graduation of the State Police Academy, this station was allotted three new officers in the persons of John Chopp, Walter Metz and Lester Redican. They were received by the other men stationed here with open arms. The opening of the Connecticut Turnpike added three new patrols to be covered by this station. The addition of these new men will somewhat ease the load of patrol coverage here. Good Luck men on your assignment.

GARDEN ENTHUSIASTS

Signs of spring are in the air for it has been noted that our enthusiastic horticulturists, Miss Marguerite Paike and Off. (Tulip) George Zonas, are coming to work these days with loam under their fingernails. It is quite interesting when one passes the Paike home, to see our "Marge" out in the garden with her abbreviated garden-planting clothes on. We would not want her to get sunburned and suggest planting more of her famous flower bulbs in shady spots. Very distracting for passing motorists "Marge".

NEW CRUISERS

It is very interesting to watch the faces of the men when new 1958 cruisers are being assigned. As soon as the teletype starts printing the list of cars being given out there is much conjecture as to whom they will be assigned. When the list is finally completed there are those who have happy faces and also there are those who do not. We have been fortunate here in that we are getting new cars in good ratio to the other bar-

racks and our fleet is second to none in the state.

DON PAIGE RETURNS FROM VACATION

Sergeant "Don" Paige has returned from his vacation in the west and we understand he was somewhat in a very frustrated mood. Upon further checking we find this was caused by the fact that when he and his lovely wife were passing through Las Vegas he saw all the "one arm bandits", dice games and roulette wheels running free and wild and was barely restrained by his wife from raiding these places. We understand that he had to be taken aside and informed that all such things are legal in that state and he could do nothing about it. Don't feel bad "Sarge" for we know since you have returned, you have made it known to the gambling element in this area that we will not tolerate this type of law breaking in this state.

WALT FOLEY CONVALESCING

Understand that Sgt. Walter Foley is coming along nicely since his operation and will be back with us soon. Now he will be able to brag along with the others here as to his operation, etc., etc.

STATION SHIPSHAPE

Much cleaning, painting and repairing being done by our custodians, "Zip" and "Cochise", and the barracks is looking very shiny and neat these days. The first thing you know we will have to take our shoes off when we enter for fear of soiling the area.

ERUDITE SERGEANT

Sergeant (Humoresque) Panciera, always ready with the wit, lately has been quoting odds and ends of unique facts. The following is one of these gems: "Did you know that the dormouse, the tiny animal at the Alice-In-Wonderland Tea Party, still exists in real life. Hibernating in the winter, the dormouse sleeps as much as six months at a time, waking now and then to eat a bit of stored food."

GRAND LAUNCHING SOON

We understand that Off. "Big Al" Kostok is about to launch his submarine

at the Bell Dock in New Haven harbor. We feel that all the ship owners in the vicinity should be warned of this fact and extra tie lines utilized on the boats now tied up in the vicinity. There is no doubt in our minds that when he drops his "Yacht" in the harbor the sudden rise in the tide due to the vast undertaking will require strong mooring lines on the other big ships to keep them from being damaged if not swamped.

GLEAMING VEHICLE

We understand that the Lieutenant has received complaints from the neighbors of Off. "Happy" Pawchyk to the effect that he has been polishing that new car of his so much that the blinding reflection from the car keeps the children from having their regular afternoon naps these days.

VACATION IN SOUTH

Mrs. Mary Kovach has returned from her vacation in the Southland and it is interesting to note that she not only has a slight tan from this sojourn but has acquired a slight southern accent to go along with it. Understand you showed them southern "belles" what a good looking "Yankee" gal looks like Mary.

WESTERN INFLUENCE

We wonder if it is true that Policewoman Gurresh gave her husband quite a start the other night while watching TV. The way we get it, they were sitting watching one of those many "Adult Westerns", when suddenly Mr. Gurresh heard a loud clicking noise, and, lo and behold, when he looked over to where "Ruth" was sitting found that she was practicing "Dry Shooting" in preparation for her try at qualifying at the Nimitz Range in Rocky Hill. Heard he had to have a few "pacifiers" after this incident to calm his nerves. It's rumored he was heard to mumble something under his breath about "Shade's of Annie Oakley".

NOW WE KNOW SPRING IS HERE

Officer "Eligible" Puester was seen putting his shiny bowling ball away and taking out his trusty set of golf clubs and lovingly caressing them with that gleam in his eye.

STATION "K", COLCHESTER

Snowbound Colchester has finally given way to the meager sunshine of April and the numerous sliding-type accidents have given way to the discovered cottage breaks of the Springtime thaw. Although the case numbers taken do not approach the figures of some other stations, our log books reflect that it has been a very busy Winter. Colchester's accident experience has been heavier than that of most so-called "motor vehicle" stations. For the calendar year, thus far, we have had 201 accidents, five of which are fatal. Considering our numerical strength of 18 patrol officers, it has been the observation of this month's ghost writer that each "K" cowboy has a fair share of various type automobile collisions to unravel.

The bulk of this accident experience has been carried by our five rookies who reported in February, 1957, and who have in the past year survived their probationary period as well as the baptismal of bloody police work. These five are DERWIN ANTHONY, RAY ANDREWS, JACK KORWIN, DICK MAYNARD AND ART WOODEND and at this writing we're sure they feel like old hands with the past year's experience.

Our latest addition was CHARLES SUPSINKAS of New Britain who joined us alone in March this year without the benefit of classmates to share his burden. He will find that the summer influx of tourists to our many resorts will keep him busy just reporting on the typewriter, the investigation he has already completed in the Lazy K regions.

Among some of the more outstanding criminal cases in the last two months, was the apprehension of Nelson Carpenter, Jr., of Jewett City which solved daylight house breaks in three barracks areas. Through the close cooperation and diligence of Sprague's SHERIFF SIMONEAU, Groton's Officer BILL DOUGLAS, Danielson's Officer BILL PELZER, and our own TOMMY GAUTHIER, three breaks were solved for Station "K", six breaks for Station "E", and two for Station "D".

A rumble reached us recently that East Haddam is interested in acquiring the services of a resident officer and rumor has it that the one man most valued by this town is none other than our own JOE "Sourkraut" SIKORSKI, who has, incidentally, sold his North Haven home to purchase one in East Haddam. This geographical shift will undoubtedly save wear and tear on his assigned car.

"Big" BOB MACDONALD is undecided whether to promote a residency for himself in Vernon, or go back to the West Hartford precincts. Speaking of residents, it would appear that FREDDY AVERY is only too willing to take over the spot in Portland in the event BILL ACKERMAN makes sergeant's stripes.

Although D/SGT. ANDREOLI says he would most like to go back to Fire Marshal's Division, we suspect that he is trying to induce our 20-year-men, LT. JOHN LAWRENCE and SGT. JOE MCAULIFFE, to retire in order that he can succeed to the "K" Command.

DICK POWERS figured he got the best of the swap a few months ago when he supplanted NORM TASKER in our darkroom so Norm could bone up for the exam.

CLIFF BOMBARD is still polishing and pushing around his assigned '56 cruiser, which - unfortunately - he keeps in such good condition that a new car replacement has not been forthcoming. Rumor has it that at the time FRANK PISCH got a new '57 model, Cliff left him at the post in a short drag.

Last week VIN BRESCIA turned armorer and in an attempt to lighten the trigger pull on his assigned weapon, came up with an action which sprayed hot lead shavings over his neighbors at the qualification shoot.

With the recent addition of direct telephone lines inter-barracks, to replace toll calls, this reporter found in glancing at the phone bill that LOIS MILLER is able to make a less expensive policewoman's monthly schedule for CAPTAIN BOB RUNDLE.

COMMANDER LAWRENCE recently attempted to resolve any differences of opinion as to the extent of the various patrols by posting an outline of each patrol area. CHARLIE MANSFIELD, who has always held the YO-YO patrol which shifts to pinch-

hit for regular patrolmen on day leave, now is more confused than ever as to whether the YO-YO is more properly the old East-&-West patrol or the North or South Center patrol.

Our Ex-Chief Marlborough constable, more affectionately known as 1M, has joined the regular ranks of "K" employees and now is a confused but happy station radio dispatcher.

STATION "L", LITCHFIELD

WELCOME

The personnel of this station welcome Officer Michael Muggeo and hope his tour here will be a pleasant one. Mike is a member of the recent class from the Training School and hails from New Haven.

LIEUT. WINS AWARD

Lieutenant Nelson was recently presented a "Merit Award" from the Employee's Suggestion Award Board for his suggestion on the maintenance of State Motor Vehicles. Congratulations Lieutenant.

CAPT. CASEY HONORED

On March 22nd Capt. William Casey was the Guest of Honor at a party given for him at the Deer Island Gate in Bantam by the Auxiliary Personnel of Station "L". The party, celebrating his recent promotion, was attended by Commissioner John Kelly, Captain Schwartz, court officers and town officials from the surrounding towns, station personnel, personnel from other stations and station "L" auxiliaries. About one hundred in all were present. Captain Casey was presented with a camera. A fine time was had by all.

"That salesman! I've never heard a man talk so fast in my life!"

"Why shouldn't he? His father was a tobacco auctioneer and his mother was a woman."

HEADQUARTERS

VACATIONISTS

Three of our HQ personnel were lucky enough to go to Florida recently and escaped some of the snow we had during February and March. The fortunate ones were Jim Forbes, Irene Higgins and Muriel Oehler.

Betty D'Ambrosio has returned from another sojourn. This time she vacationed at an Atlantic Ocean island. Bermuda was the spot, and she had a "gay old time."

RECUPERATING

Jovial Bob Lutz is resting comfortably at home after spending a couple of weeks being waited on by some pretty nurses in the hospital. From reports, Bob is more than anxious to get back to work and in the groove again.

Joe Conley of our Custodian staff is also on the Sick List and is at home. We hope both Bob and Joe will return soon.

NEW OFFICER PERSONNEL

We welcome Officer William Adint to our HQ staff. Bill was formerly stationed in Danielson and is now working in Traffic Division. We hope you like your new surroundings, Officer Adint.

Another addition to our staff is Officer Donald Kelley who transferred from Station H to Communications Division.

BACK TO WORK

Billie Gould and Jean Porter have both returned to the Identification Bureau after being ill for some time. It is good to see them in our midst again.

NEW LOOK

Bob Sweet has at long last acquired his new teeth and is looking "more handsome than ever". For some reason or other, Bob just wants to smile all day.

THESPIANS

Rose Albright and Rose Austin, our two future Oscar winners recently appeared on the stage. Rose Albright played the lead in "Holiday for Lovers" presented by the Cue and Curtain Club. Rose

Austin, a member of the Suffield Players, took part in the play, "The Solid Gold Cadillac." The girls are sure to be seen on Broadway soon, with such acting talent.

"JOLLY JIM" FEERY RETURNS TO WORK

Jim finally sold the "Doc" a bill of goods and was allowed to get back in harness again. "It's the best kind of medicine," he claims, "they can keep their pills."

SAFETY MESSAGE

You think you have troubles???

The following letter was written by a bricklayer to the contracting firm for which he worked.

"When I got to the building, found that the storm had knocked some bricks off the top, so I rigged a pulley and hoisted up a couple of barrels of bricks. After I had finished, there were a lot of bricks left over, so I hoisted the barrel back up again and secured the line at the bottom. Then I went up and filled the barrel with the extra bricks. Then I went down to the bottom and cast off the line.

"Unfortunately, the barrel of bricks was heavier than I was, and before I knew what was happening, the barrel started down, jerking me off the ground. I decided to hang on, and half way up I met the barrel coming down and received a severe blow on the shoulder.

"I then continued to the top, banging my head against the beam and getting my fingers jammed in the pulley. When the barrel hit the ground it burst out its bottom, spilling out the bricks. I was now heavier than the barrel and started down again at high speed.

"Halfway down, I met the barrel coming up and received severe injuries to my shins. When I hit the ground, I landed on the bricks, getting several painful cuts from the sharp edges. At this point, I must have lost my presence of mind, because I let go of the line. The barrel then came down, giving me another blow on the head which put me in the hospital.

"I respectfully request sick leave.

---Bureau of Reclamation
"Safety Record"

RETIRES



Off. William D. Conlon

Officer William D. Conlon, of Parker's Point, Chester, goes on the retired list effective May 16.

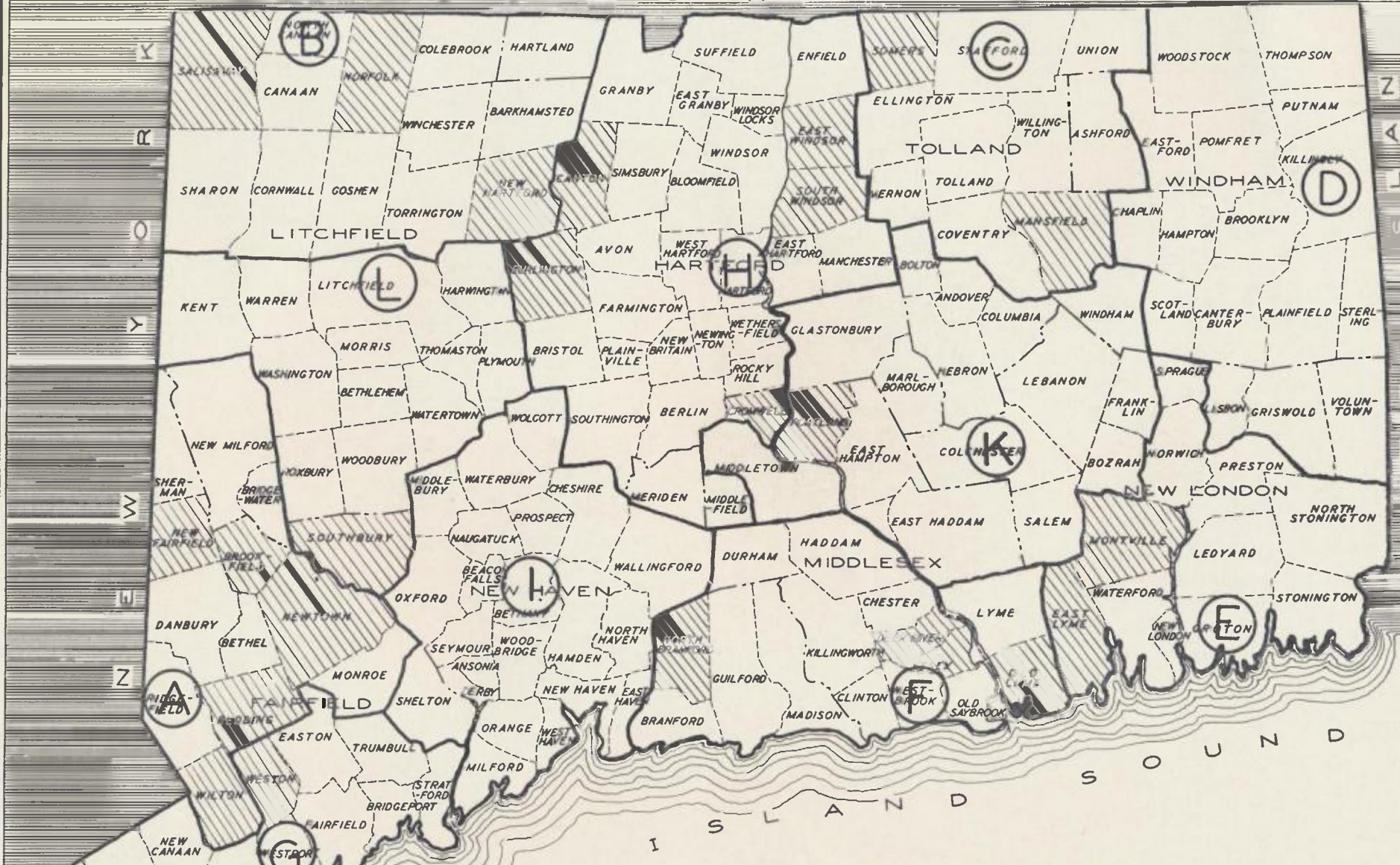
A native of Waterbury, Bill entered the State Police Training School at Ridgefield on March 7, 1938 and was assigned to the Hartford barracks following his graduation. On Dec. 12, 1942 he was assigned to Colchester and then was transferred to the Westbrook roster on May 17, 1947. He was still serving at the shore station when retirement time came.

Officer Conlon received two Honorable Mention Awards. His first was awarded for assistance in resuscitating an apparently drowned child in 1949 and the second for the capture of an armed robber and car thief in 1950.

Personnel at Station F honored the retiring officer at a testimonial in the Griswold Inn, Essex on April 14.

A man has reached middle age when a night out means spending the next day in.

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