

# VOX-COP



ISSUED BY THE

## **CONNECTICUT STATE POLICE DEPARTMENT**

JULY - AUGUST, 1958

Vol. 12 - No. 5

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

July, August, 1958

## INTERNATIONAL CRIME BUREAU

By VICTOR RIESEL

It is criminal that we in the United States know so little about Interpol -- the International Criminal Police Organization. It helps our own narcotics people cut down that part of the mob -- the dope rings.

When the opium smugglers are hit, you hit the big-money crime cartels and also hit the crowd moving into some of our unions. For, the narcotics mobs are the toughest and are the real crime "bosses." Cripple them and, among other things, you take the pressure off many a local union. That's what J. Edgar Hoover's FBI has discovered. That's what Harry Anslinger's Federal Narcotics Bureau knows.

And that's what the McClellan Committee's counsel, Bob Kennedy, has been telling our world in the past month.

### Give Orders In U. S.

For, many of the men on the Interpol list of 199,000 international criminals are the same who give orders to the men of Apalachin, who, in turn, order around many a union chief. In all fairness, it should be reported that frequently the crooked union chief is merely a minor league gauleiter who doesn't know that the goon who phones him is part of the smuggling ring.

There are no cloaks and daggers hanging in Interpol's international "secretariat" on the bis Rue Valery. This is swift modern crime fighting. No movie-type hero slithers across the continent playing international detective. From bis Rue Valery the word can flash for example to a completely automatic radio station at Lagny-Pomponne some 10 miles out of Paris.

The word can be that an international thug -- a smuggler, for instance -- has just taken a plane for South America. The automatic station broadcasts on a restricted frequency in code. It reaches 18 other Interpol stations making up the special network covering all of Europe, North Africa via Tunis and Rabag, and Turkey, through Ankara and the Middle East via Tel Aviv.

### We Could Join

Some day the United States will throw a few more pennies into the network and we'll have an Interpol radio station too. We can look with a little envy, not at London, or Madrid alone. There is even an Interpol anti-crime radio station in Utrecht, Holland.

But Interpol's International Radio Network is just part of the battle against the big-time criminal who can speed by strato-jet halfway across the world even before his crime, or his "wanted" notice, are flashed to local police. Interpol's carefully guarded card index system should boast -- but doesn't in its modesty -- of a special list of all vessels which have at any time had smugglers aboard. There is a registry of automobiles which have been used on the dope pushers' international runs. There is of course, a list of the couriers and big-time thugs themselves.

### Detailed Card System

Since these international operatives sometimes use as many as 20 aliases, the card system is arranged phonetically as well as alphabetically. Each has the number of their passports. These cards refer to bulging dossiers and files

filled with detailed analyses of cases in which the international criminals have been involved.

So detailed are these files that they are, in turn, broken down to files which have just one characteristic of every case or crime. There are photographs in special indexes operating on two systems -- the Galton and the Bertillon.

The most dangerous international criminals are classified according to six characteristics of "spoken likeness" -- descriptions of mobsters on the lam who have been seen and described by witnesses. These are portrait composites. This system enables Interpol operatives in many capitals to identify the hoods who have tried to change their appearances as well as their names or habits.

Interpol plays it scientific -- for all of you and the forces of decency in 59 other lands. If good finally triumphs, give Interpol a good chunk of the credit. It deserves it.

---Hall Synd., Inc.

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GOVERNOR RIBICOFF  
SPEAKS AT CSPA CONVENTION;  
COMM. KELLY REELECTED OFFICER

Speaking at the annual convention of the Connecticut State Police Association held recently at Old Saybrook, Governor A. Ribicoff declared the minor court system has outlived its usefulness.

Governor Ribicoff, addressing State and local police, said he hoped the people of Connecticut realize the time has come to eliminate the justice of the peace and the minor court. "Everybody standing before the bar of justice should be equally treated," he said.

He maintained the court should be manned by men who have made lifetime careers in law and the courts should be under a state court system.

Presented Plaque

The State Police Assn. of Connecticut gave the Governor a plaque commending him for the lead he has taken in promoting highway and traffic safety. In accepting it, Ribicoff reminded police that during the first year of the pro-

gram the death rate was cut 11 per cent and during the second year 13 per cent.

However, he continued, "We must still recognize that 100 people have lost their lives this year."

At a business meeting before the address the State Police Assn. reelected the following slate. Supt. William Roach of Waterbury, president. Chief Michael Godfrey of Hartford, first vice president; State Police Commissioner John C. Kelly, second vice president; Supt. John Lyddy of Bridgeport, secretary; Sgt. Howard McInnis of West Hartford, treasurer, and the Rev. Vincent E. Lyddy of Thompsonville, chaplain.

Reelected to the executive committee are: Chief David Robbins of Greenwich, Chief Thomas McCarthy of Bristol, Chief Francis V. McManus of New Haven, Chief Edward Kiely of New Britain, Chief John Courtney of New London, Patrolmen Charles Hall of Bridgeport, Joseph Lunia of New Britain, Edward Fitzgerald of New Haven, Robert Westberg of Waterbury and State Policeman James McCormick.

Cite Coughlin

Joseph T. Coughlin of Bridgeport, who has served as vice president for 40 years, was given a life membership in the organization.

The association also voted to continue pressure for the passage of Bill 11570. This bill changes the limitation of the amount which may be taken into account in computing retirement income credit for income tax purposes.

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"For some reason people are inclined to take death in car accidents in too much a matter-of-fact way until it happens to them. Let one man shoot another, and people view the situation with horror. They drink in every lurid detail and wonder how man can become so depraved - but death in a car accident - well! The one at fault didn't intend to do it! People shrug their shoulders and go on about their business. So long as that attitude persists we will have death as a constant passenger on our highways,"

---Oklahoma City Advertiser

BRUTALITY

The attitude of Police Supt. William J. Roach in response to charges of "brutality" against some of his policemen is understandable. There are two sides to the question.

When Waterbury City Court Judge Hugh J. McGill commented upon the number of prisoners appearing in court with personal injuries, he was entirely within his rights.

The comment came after a young man arraigned on charges of breach of the peace and resistance claimed that he had been hospitalized for six days as a result of a beating which he took at the hands of arresting officers. The judge made it very clear that he would not sanction brutality on the part of policemen making an arrest.

Superintendent Roach shortly thereafter raised a pertinent point when he said:

"Brutality by prisoners who are notorious 'cop-fighters' is a more common occurrence."

Agreeing with Judge McGill that police brutality should be non-existent, and that he would not defend any of his officers if a charge of brutality could be proved, Supt. Roach also said that he would "prefer charges against any officer who does not defend himself."

As the late Messrs. Gilbert and Sullivan so graphically pointed out, "A policeman's lot is not an 'appy one.'"

Policemen are human beings and, in the face of a tussle with a recalcitrant prisoner (and who likes to be arrested?) there is a possibility that they might tend to be a little bit rougher than absolutely necessary under certain circumstances.

But there is abroad in the land today so much disrespect for the forces of law and order that there are times when a man's patience can reach the inevitable end.

We are in no sense approving brutality on the part of arresting officers, but we know of many instances where open and violent disrespect for the law has led to brutality on the part of law vio-

lators when police have stepped in to restore order.

Judge McGill's warning is timely and should serve to stay the hand that tends to be heavy with the nightstick.

And Supt. Roach's stand should serve notice to those who would openly defy the minions of the law that they would be smart to keep their lips buttoned up and their hands by their sides.

We still have enough faith in the working of American justice to believe that there are very few policemen who are deliberately brutal, and relatively few "cop-haters" who love nothing better than to start trouble.

There is trouble enough in the world today without either policemen or civilians fomenting more.

---Waterbury Republican

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SCHWARTZ HEADS HARVARD ASSOCIATES

State Police Capt. Philip Schwartz of Hartford is the new president of the Harvard Associates in Police Science, elected recently at the 11th annual conference of the organization in Toronto, Canada.

He is the second Connecticut state police officer to attain the honor. Lt. William N. Menser, now commanding officer of the Canaan barracks, became the first president when the group was organized in 1948.

The organization is made up of some 600 graduates of the Seminar in Homicide Investigation for Police Officers at the Harvard Medical School.

Members include state policemen from 25 states about the country, Army, Navy, and Air Force personnel, members of the U. S. Park Police and policemen from Canada, England, Hawaii, India, Indonesia, Korea and Brazil.

Its general purpose is to share data on crime detection and prevention, back crime reduction movements and encourage a closer cooperation between police and medical science.

Captain Schwartz, who is head of the State Police Detective Division, will serve as president of the associates until next June.

---Hartford Times

STATE POLICE MONITOR WEATHER DATA  
IN PROGRAM AIMED AT SAVING LIVES

Don Friedman

The Connecticut State Police have gone into the weather business in cooperation with the State Highway Department . . . or at least, so it would appear on first glance.

The State Troopers, who are known for employing any device that promises to pay off in fewer highway deaths, now monitor meteorological phenomena at four barracks in the northern sections of the State.

Provides Latest Tips

The primary object of the program is to provide up-to-the-minute weather tips for homeowners, with an eye toward saving lives and property such as were lost during the 1955 floods.

A precipitation gauge will enable area residents to obtain information regarding local conditions exclusively. This data would include the exact amount of rain that has fallen and how great a flood threat actually exists.

State Police officials claim that if such information had been available during the August 1955 flood at Stafford, a good deal of private property could have been saved. In other areas, timely evacuations could have added up to lives saved.

Another aim of the service is to provide timely tips for motorists contemplating trips into northern Connecticut. Part and parcel of this service is a complete breakdown on road conditions.

Of the four State Police weather stations, perhaps the one at Stafford Springs barracks will help the greatest number of motorists. This barracks handles the 30-mile stretch of the Wilbur Cross Highway, extending from the Manchester-Vernon line to the Massachusetts border.

It is one of the most heavily traveled strips of highway in the State.

Lieutenant Harry Taylor, commanding officer at Stafford, is particularly proud of his shiny new weather recording gadgets. And it takes little persuasion to get him to tell how he expects them

to pay off in lives saved.

Gives Record of Temperature

Pointing to his calibrated temperature recording chart, he lucidly explains how each cylindrical graph records the temperature for every single minute of an entire week.

Mabel Ward, a clerk at the barracks who was listening to Taylor, became curious and breaking into the conversation asks Sgt. Edward O'Connor, "What was the temperature at 10:30 last night?" The sergeant looked up on the chart and promptly gave her the answer.

Hesitating briefly, after his clerk's pertinent interruption, Taylor smiles and reveals how the data is used for a more useful purpose than that of keeping his staff posted on the temperature at a given point in time.

At the end of each week the graphs are dispatched to the U. S. Weather Bureau at Windsor Locks and the Travelers Weather Service, Taylor says.

Statisticians there are concerned chiefly with projecting shortrange predictions on the basis of the data supplied them. The new stations enable the weathermen for the first time to chart accurate predictions for each region served by the outposts.

From these new sources of weather data, the State Police can provide a valuable service. Taylor grows enthusiastic as he tells of the flood of phone calls received by his station from professional motorists (truckers and salesmen) who are wondering what to expect when they arrive in his area.

Of course, as the lieutenant quickly points out the temperature chart is merely one of several instruments which, together, paint an overall picture of the local weather.

To elaborate, Taylor points to the precipitation gauge (it bears a striking resemblance to an auto speedometer) which tells the police monitors exactly how much rain or snow has fallen at any given time.

Road Conditions Differ

Explaining one use of this particular information, Taylor tells how the road conditions in Union and Vernon Circle

(the extreme limits of his station's territory) can differ as much as night and day.

"There have been times when Union was buried under several inches of snow and south of Mile Hill Rd. there was not a flake."

In a situation like this, Taylor continues, a trucker calling from the New York City area, would be told that he should start thinking about chains when he reaches Vernon.

A third device on the station's weather instrument panel is the barometer. Readings gleaned from this gauge also contribute significantly toward keeping area residents informed. Few persons who survived the devastating tornadoes of 1953 will question the need for an accurate barometer, capable of spelling out the exact wind conditions for a localized area.

The barometric reports, naturally, serve a similar function when it comes to hurricane-spawned floods. In this instance, they are even more valuable, since they are apt to be much more accurate. However, the hurricane pattern is generally so widespread localized readings seldom differ substantially from regional reports.

A fourth instrument is the wind directional meter. Its function is self explanatory.

#### Other Stations Set Up

The four State Police weather stations are not the first such posts to be put into operation in the State.

According to an official at Travelers Weather Service, similar watches are maintained at four highway toll stations downstate. These stations and the State Police posts were chosen because they could be maintained on a 24-hour basis.

The Travelers official says the stations are the culmination of exploratory conversations initiated by Highway Department officials.

The highway people were especially disturbed by a freak 1955 snow storm which dumped 25 inches of snow on the northwestern section of the State and left less than three inches in the Hartford area.

It then became more than apparent

that the Travelers Service and the U. S. Weather Bureau station at Windsor Locks could not provide sufficient weather data of a localized nature.

Impetus was given to the highway department's quest for better service following the hurricanes of 1955.

Travelers then suggested the program which has since been put into effect. The Hartford weathermen also helped train the State personnel in the use of the apparatus and also helped install the instruments.

As a result, today a motorist or homeowner in Connecticut can rest assured that if disaster is heading his way he'll know about it before he's hit.

---Manchester Evening Herald

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#### MASS. TURNPIKE-NEW YORK THRUWAY LINK ALMOST COMPLETED

The Massachusetts Turnpike Authority will complete its short spur to the New York state line this week and completion of the Berkshire connection of the New York Thruway is scheduled for late October, according to William F. Callahan, chairman of the Massachusetts Turnpike Authority.

Completion of these two links will eliminate the present detours over state roads and Albany, N. Y., streets now required to go from the Massachusetts Turnpike to the New York Thruway.

Mr. Callahan said that out-of-state motorists are accounting for three times the tolls being paid by Massachusetts drivers. The 123-mile Massachusetts Turnpike, at times, seems like the last place to find a Bay State motorist, he said. When the commuter traffic stops each morning and evening, out-of-state cars take over the volume of the tollway, he said.

Connecticut drivers are now in a majority among out-of-state users of the Massachusetts Turnpike, it was reported, with New York in second place, then Ohio, Canada, and New Jersey. Busiest section, however, is from Route 128 at Weston to the Route 15 interchange at Sturbridge. Average toll bill from Boston to Chicago is \$14.

---NERBA

NEW YORK THRUWAY TIE-UPS  
LAID TO FIVE CAUSES

New York Thruway officials have come up with some explanations of a highway phenomenon that has infuriated motorists: Why, when the road is not being used to capacity at peak periods, do drastic traffic tie-ups occur?

In the wake of hundreds of complaints that the big toll road was a traffic trap on weekends, the State Thruway Authority sent out squads of investigators over the last two weekends. The men studied the situation from helicopters, from fast moving planes, from hilltops and from automobiles in the traffic stream.

They found that traffic moves like an accordion. It bunches up. It spreads out. It stops, it goes. But there are long, clear patches of concrete.

There are five basic reasons for the snarls, according to the investigators, who worked under Warren M. Wells, operations director for the Thruway, and Capt. Robert V. Annett, head of the traffic division of the State Police.

Three of the five causes can be attributed in whole or in part to motorists. Physical features of the toll road account for some delays. Marginal friction produces tie-ups, too.

In sum, here is what the investigators reported.

1. PHYSICAL FEATURES - At locations where there is a combination of an upgrade passing through a comparatively deep rock cut, traffic slows down substantially. It appears that there is a natural reduction in speed on the upgrade plus a sense of restriction when a motorist approaches and passes through the cut.

2. MARGINAL FRICTION - Definite slowdowns invariably occur during peak periods near interchanges and service stations where vehicles enter and leave the main traffic streams.

3. SLOW ACCELERATION - Whenever there is a slowdown or stoppage of traffic, particularly if any back-up occurs, great difficulty is experienced in getting the flow stepped up to normal operating speeds.

Most drivers, it was found, acceler-

ate very slowly after they have been slowed or stopped and leave a large gap between their vehicle and the car preceding them. The result is inefficient use of the roadway and a long delay in getting the traffic pattern back to normal.

4. MOTORISTS' CURIOSITY - It appears that the average motorist is extremely curious about any condition along an expressway that he considers unusual. Even though an accident has occurred off the pavement and there is no interference with traffic flow, a definite slowdown occurs because drivers decelerate while they look over the scene.

In addition, motorists have a tendency to slow down at the location of each vehicle that may be parked along the shoulder of an expressway, especially if an emergency service truck with flashing red lights is parked near by. This, is one reason why a motorist should not park along the Thruway except in an emergency.

5. LANE USAGE - Traffic counts on week-ends this summer clearly show that there is not maximum usage of travel lanes. The counts show that only the passing lane along the mall is being used fully; the center lane is used at about 85 per cent of capacity while the outside (extreme right) lane operates mostly at 65 per cent of capacity at peak periods.

The average motorist apparently is reluctant to drive in the outside lane where he might be delayed by slow-moving vehicles. He therefore shifts to the center or inside lane where he assumes he will find vehicles traveling at the maximum legal rate of speed. Trucks and buses normally use the outside lane, which is undoubtedly a factor in the reluctance of passenger car operators to use that lane. The problems of the Thruway are common to all expressways and there is little that traffic experts can do to speed things up.

"As motorists gain experience and adapt to the new techniques to get the most out of the high-speed roads, the problems will resolve themselves."

---NERBA

Editor's Note: This supports our experience in Connecticut.



# COMPLIMENTS

Vox-Cop

July, August, 1958

## Town of New Hartford

OFFICE OF SELECTMEN

NEW HARTFORD, CONNECTICUT

August 8, 1958

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

Dear Commissioner Kelly:

I would like to compliment you and your men for the fine work being done in the Town of New Hartford. Last evening August 7, 1958, Officer Donald Grover on patrol discovered a fire at the Underwood Factory around 1:45 a.m. Only because of the coverage given our Town by your Department prevented the Underwood Corporation from being a total loss instead of minor damage.

The traffic over our Bailey Bridge to Route 44 is being expedited at 4:00 and 5:00 p.m. because of the co-operation you have given us. I wish to express the gratitude of the Town of New Hartford to you and your officers working out of Canaan Barracks for the splendid coverage they are giving our Town.

Very truly yours,

*Mubert J Callahan*

First Selectman  
Town of New Hartford

C O M P L I M E N T S

STATE OF CONNECTICUT  
Office of the State's Attorney  
New London County

June 30, 1958

Lieutenant Edward W. Formeister  
Department of State Police  
Station "D"  
Danielson, Connecticut

Re: Wilfred P. Trudelle

Dear Lieutenant Formeister:

On June 10, 1958 Wilfred P. Trudelle, having pleaded guilty to six counts of Setting Fire to a Building, was sentenced by Judge House in Superior Court at New London to serve 3 - 8 years in the State Prison on the first count and 1 year in the State Prison on each of the remaining five counts.

In reviewing the matter at the close of the June Criminal Term, it seemed to me that I should write to you concerning the important part which officers from your station played in the successful

prosecution of this accused. You will recall that the accused ultimately admitted setting hundreds of fires in eastern Connecticut and destroying property thought to have a value in excess of one million dollars. The officers particularly involved who showed excellent judgment and devotion to duty were William B. Pelzer, Paul J. Deschenes and Robert N. Manship. It was only through their patient and thorough interrogation of the accused that the solution of this series of crimes was found. In view of the serious situation created by this accused, these officers at your station deserve congratulations and words of appreciation from this entire area of the state. The file as prepared by your officers is outstanding in its completeness and they are to be highly commended for their excellent work.

Very sincerely yours,

Allyn L. Brown, Jr.  
State's Attorney

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Patrolmen who were the subject of letters of commendation between the period of June 16 to August 22 were:

Raymond F. Andrews, Jr.	Maurice Fitzgerald	Paul F. Lichtenberger
Clifford Bombard, Jr.	Thomas Gauthier	Robert N. Manship
William Braithwaite	Edward P. Gayer	Stanley Nasiatka, Jr.
William Burke	Harold Greenberg	Thomas Nichol
Robert F. Coffey	Eugene B. Griffin	Donald Nurse
Francis Conroy	William T. Griffin	Robert R. Papp
Leonard M. Cusson	Donald E. Grover	William Pelzer
Leo Czajkowski	Joseph M. Hart	John A. Raineault
Morton Denerstein	Arthur Harvey	Lester J. Redican
William E. Douglas	Clifford Herrick	Ernest K. Schrader
Paul Deschenes	Richard J. Hurley	William V. Shaw
Frank M. Dowling	John J. Kenny, Jr.	John Skelly
Leo H. Dymkoski	Leo Konopka	Gail L. Smith
Joseph V. Dynderski	Joseph P. Koss	Stanley M. Teed
Leroy E. Emmerthal	John F. Kozma	Ralph E. Waterman
Donald Ferris	Frank E. LaForge	Harry B. Webster
John Fersch	George M. Lawrence	Stanley J. Wilson

Also the subject of commendatory letters were: Disps. Frank O'Rourke, Paul Smutnick, Aux. Off. Robert Henderson, Inspectors James Duane, Roy Paige and Vincent Searles.

Between



Ourselves

Vox-Cop

July, August, 1958

## "Prosecutors And Police"

Remarks of New York City Police Commissioner Stephen P. Kennedy at the annual convention of the National Association of County and Prosecuting Attorneys, July 29, 1958, Atlantic City, New Jersey.

Mr. Chairman, honored guests, and distinguished members of The National Association of District Attorneys.

It is a great honor to have been invited to address this annual convention.

The functions and duties of a prosecuting attorney are so closely allied to those of the police officer, and we have so many problems in common, that I feel like a member of the family.

Law enforcement functions best when police and prosecutors work in harmony for the public good. In the City of New York, the Police Department works in close knit cooperation with eight prosecutive officers.

Though our spheres of authority in the field of law enforcement are separate and distinct, we still have a common bond: the proper and effective administration of the criminal law.

I would like to think of this assembly as being in the nature of a law enforcement "Summit Conference," aimed at combatting the national upsurge in crime. The common enemy is that small hard core composed of those who refuse to abide by the rules laid down by society and who demand, often by use of force and violence, unconditional surrender of their victims.

The criminal law attempts to prevent socially undesirable behavior that has been labeled crime by providing sanctions against transgressors. In other words, attempts to substitute rules of civilized society for the law of the jungle.

Year by year, we see this concept being thwarted by a growing philosophy that everyone else is responsible for the criminal act but the one who committed it. Its protagonists are highly articulate in decrying individual responsibility for acts of crime, other than those specifically exempted by law. The evil effects of this pervasive theory of guilt transference on good government must be made manifest to all.

In attempting to bring the violator to justice, law enforcement is at a great disadvantage, as it always is in a democracy. The odds are weighted heavily in favor of the criminal. He can, and usually does, make careful plans before executing his criminal schemes. He selects his own time to strike on a battleground of his choice. Invariably the element of surprise is his.

Therefore, as you gentlemen know from bitter experience, few counterattacks can be launched by police or prosecutor until an overt criminal act has been committed. Then the onerous task of tracking down the perpetrator is begun, often without the aid of a witness or a clue. In a large city, such as New York, that might mean any one of some eight million people. Questioning each of them would be a physical impossibility--and even if this were possible, each would have the legal right to refrain from answering questions.

Where we develop information pointing to a suspect, he must and should be accorded the many important legal rights

that safeguard him. Before an arrest can be made, probable cause must be shown. There are also many other restrictions, including those against entrapment and searches and seizures to obtain evidence.

I should like to emphasize that proper investigatory techniques frequently turn on hairline court decisions. It was precisely because of technical procedures and interpretations that the late Mr. Justice Jackson of the Supreme Court was prompted to write, "I do not criticize the officers involved in this case because this court's decisions afforded them no clear guidance", Johnson v. U.S. 333 U.S. 10.

Too often we fail to realize the grave responsibilities and problems that confront the police officer in the daily performance of his duties. He is required by law to preserve public peace, protect life and property, to prevent crime and to arrest those who violate the law. This is a large order.

A recent New York case is indicative of one of the problems encountered by an officer on patrol. In this case a police officer observed a stolen automobile proceeding along the avenue. When the car stopped for a red light, the officer approached the stolen vehicle and ordered the driver out. The driver responded by starting the car in motion and at the same time appeared to be reaching for a weapon at his side. The policeman shot him. The car then veered to the right and struck a pedestrian who subsequently sued the city and the officer for damages. He based his cause of action on the alleged reckless and the alleged unreasonable action of the police officer.

Mr. Justice Coleman of the New York Supreme Court said that "reasonableness is not to be determined in retrospect from the vantage point of the security of a courtroom and with time for taking thought. It must be determined by reference to circumstances almost instantaneous in sequence. And just as 'detached reflection cannot be demanded in the presence of an uplifted knife' so the police officer was not called upon to make nice calculations of the consequence of his act when confronted with an automobile thief attempting to es-

cape who also seemed ready to do him harm. The officer was required to act, and to act quickly, and he cannot be held responsible for all that followed." Engesser v. City of New York, New York Law Journal, November 21, 1956.

Consider another situation. An officer on post on a late tour observed a man who aroused his suspicions. After searching the suspect, the officer found a loaded revolver in his overcoat pocket and arrested him. This officer had no actual legal grounds on which to search the criminal. Had he been wrong in his suspicions, instead of the suspect being a defendant in a criminal action, it might well have developed that the officer would find himself the defendant in a civil or, possibly a criminal, action. On the other hand, if the man were not searched by the policeman (who knew his law) because of the restrictions on search and seizure, and the man murdered one or more persons--what opinion would the community have of that officer? What would you have done?

In the case of The People v. Esposito the court said: "the officer has no judicial amenities for errors in judgment. He must be right or suffer." In other words, the policeman is expected to be infallible.

In reviewing the actions that a police officer takes, it frequently happens that the learned judges of the Supreme Court of The United States divide by a five to four vote in deciding whether he was legally right or wrong. But the policeman must always be right!

In many situations the officer cannot indulge in the luxury of a leisurely consideration of whether or not he is proceeding in accordance with the most minute provisions of the Code of Criminal Procedure and the latest judicial decisions. Should he fail to take prompt, decisive police action, while he deliberates the niceties of the legal problem involved, an innocent person may be maimed or killed. The law officer has no margin of error!

Law enforcement officers abhor dictatorial power and the oppressive methods of the police state. They are dedicated to the preservation of our human liberties and to the basic concept that it is

the duty of government to assure maximum protection, in ordered society, with minimum restrictions on personal freedom. The problem that is presented is how to reconcile the opposing desires of the individual for unlimited liberty on the one hand and, on the other hand, the desire of society for protection from the criminal.

"We all declare for liberty; but in using the same word we do not all mean the same thing. With some the word liberty may mean for each man to do as he pleases...The shepherd drives the wolf from the sheep's throat, for which the sheep thanks the shepherd as his liberator, while the wolf denounces him for the same act as the destroyer of liberty...Plainly the sheep and the wolf are not agreed upon a definition of the word liberty; and precisely the same difference prevails among us man creatures... and all professing to love liberty!" (Abraham Lincoln's address at Baltimore, 1864.)

The position of law enforcement is further complicated because of the dual control stemming from our federal system of government.

Prior to 1923, The United States Supreme Court did not disturb state criminal convictions on constitutional grounds except those involving a denial of equal protection of the law because of discrimination in the selection of jurors. Since that time, there has been a gradual increase in the court's willingness to review state criminal proceeding. This has been particularly noticeable in connection with the use of confessions in state prosecutions.

The conviction in the celebrated Mallory case, Mallory v. U.S., 77 S.C. 1356 was reversed by The Supreme Court solely on the ground that there had been an undue delay in arraignment. Although this case involved a federal prosecution, the handwriting may be on the state courthouse wall.

The language in the Mallory case indicates that when an arrest is made, the police are powerless to do a little more than to arraign the prisoner before the court. He may be taken to the station house for booking, but your case may be in jeopardy if you ask him any question

designed to elicit damaging statements.

Do the courts have implicit faith in the ability of the police and prosecutor to develop sufficient legal proof to obtain a conviction without questioning suspects? The details as to how this clairvoyance shall be accomplished are not readily supplied.

Police and prosecutors welcome guarantees of increasing fairness in the disposition of criminal cases. But police, prosecutors, and courts must recognize their duty to show fairness to the individual whose liberty and, perhaps, his life are endangered by the predatory criminal--the potential victim must also be protected by guarantees of fairness in criminal procedure.

In 1949 The Supreme Court of the United States held that the provisions of the fourth amendment of the Federal constitution, securing privacy against arbitrary intrusion by the police, are basic to a free society and apply to the states by virtue of the due process clause of the fourteenth amendment. The court, however, explicitly left the states free to admit or exclude evidence unlawfully obtained. (Wolf v. Colorado, 338 U.S. 25.) The rationale of the position of the majority of states in admitting illegally seized evidence is perhaps best expressed by Judge Cardozo, writing for The New York Court of Appeals 22 years ago when he said:

"The pettiest peace officer may have it in his power, through overzeal or indiscretion, to confer immunity upon an offender the most flagitious." However, The Supreme Court of California recently overruled long-standing precedent by excluding evidence which was the fruit of an unlawful search and seizure.

In the Benanti case (78 Sup. Ct. 155) decided on December 9, 1957, the petitioner was convicted of the illegal possession and transportation of distilled spirits without tax stamps affixed thereto in violation of the United States code.

A New York City policeman, in the course of another investigation, came upon information disclosing the violation of federal law. Accordingly, he turned this information over to the federal authorities. At the ensuing trial

in Federal Court, he testified that the discovery of the crime was obtained through the use of a wiretap which had been authorized by court order. The petitioner moved to suppress the evidence. The motion was denied and the petitioner was found guilty. The United States Supreme Court saw fit to reverse the judgment of the lower courts. It did not base its decision on constitutional grounds, but, rather, on the fact that Section 605 of the Federal Communications Act had been violated by the officer when he divulged the intercepted communication.

There has been considerable controversy in the press, as well as in legal circles, as to the extent of the Benanti decision.

The court inferred that a police officer, by testifying to the contents of an intercepted communication, commits a crime--a violation of federal law. Thus, though such evidence may be properly obtained by authority of a state statute and admissible in state courts, it might put the police officer in an extremely precarious position in that he may be subject to federal prosecution. Might not this bring about a feeling of reluctance on the part of district attorneys to use wiretap evidence even though permitted to do so by the people of their respective states? This would benefit the underworld at the expense of the people.

These impediments to criminal prosecution have been placed in the path of law enforcement despite the fact that the increase in serious crime remains one of the major challenges to the survival of our democratic form of government.

How can we ever assess the human misery caused by crime in a nation that reports, for example in the year 1957: 12,600 people slain; 21,080 raped; 100,110 wounded or maimed; and where a major crime is committed every 12 seconds?

In 1954, J. Edgar Hoover placed the monetary cost of crime in the United States at \$495 per family, a sum ten times the amount expended for religious worship. For every dollar spent for education, the cost of crime is \$1.46 and the rate in moral, physical and human

wastage is rising!

Does this mean that we are, in truth, losing sight of the fact that one of our basic rights is the right to be secure in our person? If we are not secure in this right, are not the privileges against self-incrimination, search and seizure, and other concomitant privileges of a free society meaningless?

In our modern, complex society, it is so easy to lose sight of high purposes and mistake the form for the substance. We must ever be alert, as prudent men, to prevent the turning of the due process clause from a shield of protection to a sword of destruction of our civil liberties.

As individuals, we do not always think or act instinctively for the collective good. Unfortunately, human nature all too often is selfish and self-centered. Therefore, prosecutors and police must never relax their efforts to maintain the delicate equilibrium between the right of the individual and the rights of the community. Today, this balance is in a precarious state. If the pendulum shifts too far in one direction, it may destroy the very liberties we are seeking to preserve by bringing about an all too drastic shift in public opinion in the reverse direction.

We already have some indication of a trend in this direction. There is a bill pending in the United States Senate, which would curtail the power of the Supreme Court to review certain cases. It appears to me that this proposed curtailment of the power of the court is both unwise and unnecessary.

In my view, one of the results of this most important conference should be to acquaint the members of our respective communities with the vital problems which confront law enforcement officers in preserving the very liberties of our people.

It devolves upon us in law enforcement to translate abstract concepts of rights and duties into practical rules for the survival of our free society by the proper and effective enforcement of the criminal law.

As Thomas Jefferson said, "The execution of the laws is more important than the making of them."

# TEENAGERS

Vox-Cop

July, August, 1958

## Good Word For Shook-Up Youth Comes From U. S. Policemen

By Eugene Gilbert, President  
Gilbert Youth Research Company

A policeman's lot is not a happy one, especially when it means bringing in a teen-ager who has run afoul of the law.

But more and more in recent years the cop on the beat has had to perform this unpleasant task. Many of the teenagers he pursues are wanted for more serious matters than breaking a window with a baseball or playing hookey from school.

In 1957, according to the latest FBI figures, persons under 21 accounted for nearly 20 per cent of all serious crimes committed in the country. They accounted for 34,974 burglaries (twice as many as in 1950), 23,742 auto thefts, (three times as many as in 1950) and 63,993 larcenies (four times as many).

The FBI further reports that 16,245 teen-agers were arrested in 1957 for liquor violations, a shocking jump from 1,330 in 1950 and more than 5,000 were arrested for carrying a weapon, compared with 1,762 in 1950.

Because of this disturbing increase in juvenile crime in recent years, we called on a number of police officials across the country to give their views on the current crop of teen-agers. Are they different from the boys and girls of say 10 or 15 years ago? Why is crime on the increase within their ranks? Has someone or something failed them somewhere along the line and so early in life?

### They're Different

Our police survey, in a way, represented simple justice. Several months ago we asked the teen-agers of the country what they thought of cops. An overwhelming 92 per cent said they respected

the policeman, but only 7 per cent said they wanted his job.

Now it seemed only fair to find out what the men in the blue uniforms thought of the boys and girls in blue jeans.

They're different than they used to be, answered 62.5 per cent of the officials we contacted.

"The main difference," said Capt. Clifford G. Bailey of the Crime Prevention Bureau of Minneapolis, "lies in society itself and the different values, modes and morals. Much of the actions of today's youth are based upon their interpretation of our own standards and values."

Col. O. D. Garton, Chief of Police of Richmond, Va., saw the difference as the result of "educational opportunities, general social trends, worldwide unrest, more money to spend, more freedom and lack of discipline and guidance. While advanced educational and other opportunities today might produce a more intelligent, stable, self-reliant youth, there are negative factors which contribute to delinquency."

Even the 37.5 per cent who thought that today's youth had NOT changed very much recognized changes in society and the world around us. They also put much of the blame for juvenile crime squarely on the shoulders of the parents.

Said Lt. R. P. Racine, commanding officer of the Norfolk, Va., Youth Bureau, "I don't think the youngsters of today are any different than they were 10, 15, 25 or even 50 years ago. I do think their values have changed, because we adults have given them poorer standards

and we have proven poor guides."

Bryson M. Turner, Chief of Police in Royersford, Pa., said he was far more concerned about the "delinquency of parents" than about that of their children and thought that parents should "be arrested for not keeping their children under control."

#### More Chores

Many of the police officials contacted favored laws, already in existence in some states but recently vetoed by New York's Gov. Averill Harriman, that would make parents financially responsible for acts of vandalism, destruction and arson committed by their children.

Police chiefs and other police officials who were convinced that today's youth is different from yesterday's cited such factors as broken homes, working parents, a steadily increasing divorce rate, a lack of moral and religious training at home, a "too soft" attitude on the part of the courts and social agencies, a breakdown in respect for teachers and others in authority, and a tendency, as one chief put it, "to think that somehow a teen-aged murderer doesn't leave his victim quite as dead as a hardened criminal."

Some of the chiefs thought that nothing would be better for today's youth than a revival of "chore time" around the house and farm, or house and garage in the case of city kids. They saw mounting juvenile delinquency as the product of greater leisure time multiplied by more money and aimless "hanging around." Teen-agers now, they felt; have more time and more know how but less responsibility than in an earlier day. Gone are the times when children were given tasks commensurate with their years and abilities to develop both mind and muscle and a sense of duty.

Many teen-agers today, the chiefs complained, do not see themselves as part of the family, with a two-way avenue of privileges and responsibilities. Mom and Dad are more or less proprietors of a very exclusive club devoted solely to the pleasure and whims of their children, who are in no way obligated to help out.

Lt. Lee H. Ballard, assistant super-

intendent of the Louisville, Ky., Crime Prevention Bureau, termed this modern youthful trend "worklessness." Boys and girls from good, bad and indifferent homes became juvenile delinquents because they have "no chores to do, no responsibilities to assume, nothing to burn and absorb their energies in a constructive manner where the family is concerned."

#### Favor Curfew

Other police officials felt that delinquency was on the rise because young people have greater access to sex education without sufficient maturity to cope with it. Several included among the contributing factors to delinquency not present in other years such things as the draft, which faces almost all boys today, and the sudden emergence of the teen-ager as a rebellious and outspoken member of the community.

"Kids used to be just kids," commented one police official who declined use of his name. "Now they set trends in fashion and music, can make or break a singing star and have enough spending money to command attention in the entertainment world, the publishing business and many other areas of our economy. If tripe is what they buy, tripe is what many unscrupulous people will be willing to sell them."

Most of the police officials we contacted (91 per cent) favored a curfew time for teen-agers to be off the streets at night, and 33 of them said their cities and towns already had such a law.

In Minneapolis, Capt. Bailey reported, the curfew law prohibits children under 14 from being out on the street after 9:30 p.m. unaccompanied by an adult and further prohibits teen-agers between 14 and 18 to "loiter, loaf or idle about on any public street after 9:30 p.m." This direct attack on the "candy store clique" has been widely copied by other Minnesota communities and is being considered as the basis of a new state law.

#### Cutoff Point

Parents, not their children, brought about the need for curfew laws, in the



## TEEN-AGERS

opinion of many chiefs. Said Charles V. Main, Chief of Police in Frederick, Md., "A child well disciplined by parents would not need any curfew law."

Nearly 50 per cent of the chiefs thought that curfew laws now in effect in various cities were not strict enough. Col. Garton of the Richmond police complained that "the fines imposed upon parents for violation of the present curfew laws are not stiff enough. The parents do not object nor do they hesitate to pay such fines. Some courts are inclined to be too lenient. Some parents will allow their children to roam the streets at all hours of the night, knowing that they are not in the proper company or environment. The fact that many temptations are presented to these young people does not seem to concern the parents too greatly either."

This double blast against courts and parents was echoed elsewhere in the survey on other matters beside curfew. Lt. Ballard of the Louisville police urged "a more firm handling of violators with the greater certainty of punishment on second or third offense, rather than too much mollicoddling."

Added Chief Tom Clark of the Danville, Ky., Police Department "I think the courts have been too soft on juvenile thugs and lawbreakers." Clark also is a firm believer in making "parents financially responsible for property loss and destruction caused by their children."

Richard Senior, a member of the Hastings, Mich., police force, would carry this a step further. He suggests "a compulsory training school for parents whose youngsters have been delinquent to teach them how to raise their kids."

Finally, Lt. Robert Schaule of the Birmingham, Mich., Police Department had this word of advice on handling modern youth: "Stop regulating the teen-ager's life for him and educate the parents to the fact that they have a responsibility to themselves and the community to teach and guide their children in doing the proper things in life."

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It is the mark of a good man not to know how to do an injury. ---P. Syrus

## J. EDGAR HOOVER COMMENTS ON JUVENILE CRIME

The growing menace of youthful depredation is the core of the crime cancer in America. The avalanche of juvenile crimes increasing not only in numbers but also in viciousness, has brought misery and destruction to communities throughout the land. Almost 46 per cent of the persons arrested for major crimes are under 18 years of age. Since 1952, while population in the 10-17 age group has increased only 14 per cent, arrests in those same age brackets have mounted 42 per cent.

Children are not born bad. Lacking spiritual guidance and moral training in the home during early years, youngsters generally develop badness and mature into teen-age terrors through parental negligence. Such irresponsibility on the part of parents is a crime against society. Certainly, it is only sensible to hold the parents of youthful vandals and hoodlums legally and financially accountable for the crimes of their offspring.

The vast majority of our youngsters are upright, wholesome citizens. Unfortunately, the public reputation of the entire group of American youth is too frequently jeopardized by the vicious acts of the relatively small percentage of youthful hoodlums. Individually and in gangs, however, these teen-age criminals commit some of the most violent crimes of the day.

We can no longer afford to let "tender age" make plunder into a trifling prank, reduce mayhem to a mischievous act, and pass off murder as a boyish misdemeanor. This distorted notion of justice has even permeated our court system. In all too many instances the law has been bent to favor the criminal.

The battle against juvenile violence must be waged by the mothers, fathers, and all adult citizens of America who share responsibilities for youth. The time for theories and test-tube treatment is past. Only fair but stern action against delinquent parents and snarling young thugs can bring a halt to the present plague of youthful lawlessness.

---FBI Law Enforcement Bulletin



## *the Spotlight*

Vox-Cop

July, August, 1958

### SIXTEEN PROMOTIONS ANNOUNCED

Two sergeants were promoted to lieutenant and 14 patrolmen to sergeant in special orders issued by Commissioner Kelly August 8. The series of promotions are designed to strengthen the department's supervisory ranks. They were made on the basis of recently completed competitive examinations.

On the facing page at the top row from left to right are: Sgt. Edward B. O'Brien, transferred from Bethany to the Hartford Barracks; Lieut. Jerome F. Smith, transferred from Westport to command of the Ridgefield station; Lieut. Albert H. Pethick, formerly at the Hartford Barracks, now night supervisor at Westport, and Sgt. Walter P. Stecko, who retains his assignment on the Training School Staff.

Second row, left to right: Sgt. William J. Mathews, transferred from Bethany to Colchester; Sgt. George J. Turrell, transferred from Westport to Hartford; Sgt. Edward F. Giardina, continues assignment at Ridgefield, and Sgt. George A. Boston, who remains at Westport.

Third row: Sgt. Vincent J. O'Brien, who continues assignment in the Special Service Division, Headquarters, Hartford; Sgt. Joseph M. Hart, continues assignment at Danielson; Sgt. Frederick P. Moran, transferred from Special Service Division to the Groton Barracks, and Sgt. Wilfred Bellefleur, former resident officer at Montville, reassigned to Groton Barracks.

Fourth row: Sgt. Jack A. Croce, transfers from Ridgefield to Bethany; Sgt. James McCormick, transfers from Special Service Division to Stafford Springs Barracks; Sgt. Kenneth Tripp, transfers from Bethany to Colchester, and Sgt. Cleveland Fuessenich, who continues assignment at Litchfield.

Vincent J. O'Brien and Edward B. O'Brien are the first brothers in departmental history to receive identical promotions on the same day.

Transferred by the same order were: Sgt. Joseph F. Sullivan, from Litchfield to Westbrook; Off. William E. Douglas, from Groton Barracks to resident officer at Montville; Off. Frank E. LaForge, from Stafford Springs to the Identification Division at Hartford; Off. Richard P. Powers, from Colchester to Stafford Springs; Off. William C. Tomlin, from Stafford Springs to Colchester; Off. George McMahon, from Ridgefield to Westport, and Off. Alfred Kosloffsky, from Westport to Ridgefield.

THE SPOTLIGHT



*Sgt. Edward O'Brien*



*Lt. Jerome Smith*



*Lt. Albert Pethick*



*Sgt. Walter Stecko*



*Sgt. William Mathews*



*Sgt. George Turrell*



*Sgt. Edward Giardina*



*Sgt. George Boston*



*Sgt. Vincent O'Brien*



*Sgt. Joseph Hart*



*Sgt. Frederick Moran*



*Sgt. Wilfred Bellefleur*



*Sgt. Jack Croce*



*Sgt. James McCormick*



*Sgt. Kenneth Tripp*



*Sgt. Cleveland Puessenich*

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# The Bill of Rights

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**I** CONGRESS SHALL MAKE no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press; or the right of the people peaceably to assemble, and to petition the government for a redress of grievances.

be taken for public use without just compensation.

**II** A WELL-REGULATED MILITIA, being necessary to the security of a free state, the right of the people to keep and bear arms shall not be infringed.

**VI** IN ALL CRIMINAL prosecutions the accused shall enjoy the right to a speedy and public trial, by an impartial jury of the state and district wherein the crime shall have been committed, which district shall have been previously ascertained by law, and to be informed of the nature and cause of the accusation; to be confronted with the witnesses against him; to have compulsory proc-

**III** NO SOLDIER SHALL, in time of peace, be quartered in any house without the consent of the owner, nor in time of war, but in a manner to be prescribed by law.

ess for obtaining witnesses in his favor, and to have the assistance of counsel for his defense.

**IV** THE RIGHT of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures shall not be violated, and no warrants shall issue but upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

**VII** IN SUITS at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall be preserved, and no fact tried by a jury shall be otherwise re-examined in any court of the United States, than according to the rules of common law.

**V** NO PERSON SHALL be held to answer for a capital, or otherwise infamous crime, unless on a presentment or indictment of a grand jury, except in cases arising in the land or naval forces, or in the militia, when in actual service in time of war or public danger; nor shall any person be subject for the same offense to be twice put in jeopardy of life or limb; nor shall be compelled in any criminal case to be a witness against himself, nor be deprived of life, liberty, or property, without due process of law; nor shall private property

**VIII** EXCESSIVE BAIL SHALL not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted.

**IX** THE ENUMERATION in the Constitution of certain rights shall not be construed to deny or disparage others retained by the people.

**X** THE POWERS NOT delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.

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# Safety minds

Vox-Cop

July, August, 1958

## Another Line For Safety

By Dorothy Fagerstrom

Most people recognize the problems caused by the glare from on-coming headlights, but shrug off such incidents with a casual "something ought to be done about it." However, this was not the case with Dr. John V. N. Dorr, internationally famous metallurgical engineer and industrialist, who has been doing something about a variety of problems for more than 80 years. As the result of such an experience, he formulated a plan which, because of its simplicity, is a practical and economical safety device.

In a letter to the Connecticut State Highway Commissioner, Dr. Dorr suggested that a white line, similar to the commonly accepted center line, be painted along the outer edge of the road. When no action had been taken more than a year later, a letter was written to the local newspaper explaining the project and even offering to pay for a test strip. Dr. Dorr has done extensive laboratory research work and is a firm believer in practical tests to determine the value of an idea. He has said, "An ounce of intelligent testing is worth a pound of speculation."

In 1954 the first strip was tested along the Merritt Parkway in Connecticut. It proved to be successful and another strip was tested along the Hutchinson River Parkway area in New York known locally as "Death Valley." The first year the accident toll was reduced a dramatic 55%. It was at this time the promotion of this project was turned over to the Dorr Foundation.

The Dorr Foundation is a philanthropic organization designed to promote various worthwhile projects, including a program to provide special training for a group of gifted students with special

interests in science in cooperation with the Loomis Institute and representatives of American industry. The Foundation serves no special interests and does not benefit financially from the advancement of any of its projects.

The natural resistance to any new idea and an attitude of "what good can it do" had to be overcome by a continuing process of providing facts to prove its value. Also to be counteracted was the argument that motorists would mistake the shoulder line for the center line, thereby increasing the accident rate. So well has this campaign succeeded that in January, 1958 the Chief of Research, Bureau of Public Roads, in a report to the Committee on Uniform Traffic Control Devices, Highway Research Board in Washington stated: "It is going forward everywhere. The public is demanding it--is ahead of us--and is now leading us in the matter of road-shoulder edge-lining of highways. Everywhere drivers are saying, 'This is the finest thing we've ever seen.' The time has come for a true evaluation of its usefulness."

At present Ohio is conducting tests on twenty-mile sectors of roads with abnormally high accident rates. Ten miles of each sector are being painted with shoulder lines while the remaining ten miles are left unpainted. Careful records will be kept of all accidents in these sections, and at the end of one year, a comparison will be made to determine the contribution of the shoulder line to highway efficiency and the reduction of driver fatigue.

Currently the shoulder line is being used in some form by twenty-two states. One third of Connecticut's roads are outer-edged in yellow. All of New Jer-

sey's principal toll roads and express highways, as well as all two-lane black-top roads, are edged in white. Oregon is using the shoulder line to protect paved shoulders, while Virginia is using it as a special safety measure on mountainous roads.

Tests have proved a number of interesting facts. The shoulder line on multiple lane highways tends to improve "side-by-side position" of cars, thereby reducing "sideswipe--same direction" accidents. There is less destruction of the common reflectorized guide markers with the shoulder line providing a safety zone. By identifying the obscure edge of pavement, the line moves traffic away from the center line, a fact of particular importance in foggy areas. In these sections, motorists are apt to develop the habit of riding the center line in order to prevent wandering off the road completely. Reflectorized strips, both center and edge, increase effective forward vision at night and help break the monotony of night driving. Outer-edging has also been found to be of value in the prevention of accidents caused by losing control of the car when wheels slip off the pavement onto soft shoulders.

The cost of outer-edging has been estimated at from \$50-\$90 per mile, depending on factors such as whether the work is to be done by the state or local authorities, or by local contractors and upon the quality of the paint used. Some states specify a highly reflective paint, which of course increases the total cost, while others reduce the cost by using a "skip" line. Connecticut has pioneered in the use of yellow paint, feeling that this gives greater visibility and prevents any possible confusion with the white center line.

Although most of the painting has been done by state authorities, there are instances where a municipality has continued the line through the center of the business district. One example of this is Newtown, Conn. The shoulder line has been used in a rather different manner by Oakland, Calif. The accident rate in the newly opened Broadway Tunnel was unusually high. Oakland engineers determined that improper lighting caused

cars to crash into abutments and were appalled at estimated costs of correction. It was suggested that the roadway be outer-edged, and this proved to be an economical and practical solution to the problem.

The shoulder line is a simple idea, and yet Dr. Dorr considers it one of the most satisfying achievements in a long and productive career. Dr. Dorr told me a little tale about a grandfather amusing a small boy with a story about a turtle enjoying a walk through the woods. Suddenly a bear began to chase the turtle who, at the last possible moment, climbed a tree. "But, Grandfather," the boy protested, "turtles don't climb trees." Grandfather admitted this was usually true, but added, "this one had to." This is Dr. Dorr's explanation of how ideas are created. Because he "had to" find the solution to this problem, and then was willing to spend both time and effort to see it become an accomplished fact, the lives of many people have been saved. ---Law and Order

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### BE THE BOSS

A motor vacation can be a happy one only if the driver is absolute and dictator.

Family democracy has no place in the auto. Everyone in the car should understand this before the trip starts--lest the trip be miserable, exhausting--or even fatal.

Make strict rules about sticking arms or heads out the window. The same goes for children playing with dashboard instruments, door handles or rear cigaret lighters. You are the boss. Lay down the word on distracting shouting, jumping or any sudden movement.

Driving is difficult enough when the car is full of adults. Heated conversations--either unfriendly or hilarious--are big contributors to sloppy driving.

Absolute silence isn't necessary, either. Calm pleasant chats help steady most drivers. If you must quarrel or harangue, pull off the road, stop, and have it out.

---Fleet Supervisor

## ACCIDENT FACTORS IN CAR DESIGN

The suggestion that modern automobile design may play a considerable part in causing traffic accidents has been advanced by the celebrated industrial designer, Henry Dreyfuss.

Writing in the publication *Consumer Reports*, Dreyfuss notes that the National Safety Council says 80 per cent of all motor accidents stem from human failure. Without questioning the figures, he makes the point that the "human failures" may be connected with features of design. And he does not refer to the tremendous speed potentials built into present-day cars.

Dr. Janet Travell of Cornell University says that comfort in automobile seating requires angles of greater than 90 degrees at the hips and knees of the driver. This means a quite open angle at the point where seat back and seat cushion meet, in addition to lots of leg room. Dreyfuss questions whether this is commonly found today. He mentions the prevalence of a new complaint, "auto legs," a combination of stiffness and fatigue which can eventually result in a slowing of critical responses that govern the muscles which operate the brake, accelerator and steering wheel.

Manufacturers claim to have given a good deal of attention to such features of design -- especially seating position -- yet those familiar with older cars know that the driver's seating position was more likely to favor easy operation of the controls than the seating positions afforded by modern cars.

The old gear shifts were standardized in their location, and the pattern of shifting was standard, too. Brake and clutch pedals were about the same on all cars, and the emergency brake was always a simple lever, where a driver's hand fell upon it automatically. But modern cars offer an almost infinite variety of control patterns. The instruments are numerous and complicated, also.

In these days, when Americans switch cars so rapidly, Dreyfuss sees peril in the confusion that flows from un-standardized controls. A driver who steps from one car into another has a lot of control problems to solve. Uncertainty

at the wheel is a likely accident cause.

Yet manufacturers have learned that the public cares little about built-in safety factors. When safety in car design was stressed by one large manufacturer a few years ago, sales dropped off. Another manufacturer, stressing peppy performance, grabbed the ball and ran with it to a touchdown. Safety belts, available in nearly all cars, have never proved a popular item.

Automobile makers should not become discouraged, however, by public indifference to safety features as manifested in the past. The public should be saved from the effect of its own apathy, regardless of the promotional aspects of changes in design.

Unfortunately, the manufacturers seem to be unaware of certain faults which should be obvious. The glass area in cars has been increased enormously, but curved windshields and wrap-around windows, while eliminating the blind spots caused by wide corner posts, have created sets of reflections which interfere with driver vision and are most annoying.

Shiny instruments on the dash are reflected in the great expanse of glass. So are door handles and other things. Meanwhile, the rear view mirrors used are the same size as the mirrors of 20 or 30 years ago. With all that glass in the back of the car, the driver's view of the road and traffic behind him has not been improved. Windshield wipers are also far behind the times. They do not begin to clear the whole expanse which should be cleared.

We think that Mr. Dreyfuss has made a good case, although he has barely touched on the possibilities for improvements in design which could help to reduce traffic accidents. Errors of human judgment and control bulk large in the accident picture. Car design should minimize the chances of such mistakes instead of doing just the reverse.

---Meriden Journal

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Accidents are caused even more by mental attitudes than by mental capacities.

HOLIDAY DEATHS

It hardly seems likely now that we shall establish a new world's record for killing people over the long week-end of the Fourth. But as the traffic death rate climbs toward 400, nobody can say that we didn't try. When one adds 168 deaths from drowning, and others from miscellaneous causes like fireworks and guns, the grim total will be well over 600.

Several factors helped keep the carnage lower than it might have been. In the first place the more populous East, where one might have expected most of the killings to take place, did not enjoy good weather. Many sped home from the beach early, thus avoiding the crushing last-minute traffic that usually yields a few lives. It discouraged swimming and boating and other activities. But one of the great deterrents beyond these natural ones was hard work by vigilant police.

We take the work of state and local police for granted over these long holidays. They are the ones on whom the heavy burdens fall every holiday. Not only do they have to keep up the nerve-racking work of trying to get people not to do things that will kill them, but they have the macabre job of seeing that the pieces are picked up when they fail.

If the average policeman patrolling a state highway has a low opinion of the human race in general, he can be pardoned. For every holiday he sees a repetition of nitwit activities and bird-brain foolishness that he knows from experience will spill human blood on the highways. And he must smile ironically when he hears the indignant protests of those who resent any police patrol work that is not sporting i.e., well advertised in advance. To the police then, in the post-holiday period, both state and nation may say "Well done."

---Hartford Courant

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They say you can't take it with you--but have you ever tried to travel very far without it?  
---AAMVA Bulletin

TURNPIKE SAFETY

An enviable safety record, marred by a single fatality, has marked the almost six-months' operation of the Connecticut Turnpike. This one death was that of a motorcyclist in the Norwalk area who was killed when his motorbike was struck from behind by a car. This lone death, out of the customary category of highway fatalities, perhaps underscores rather than lessens the significance of an otherwise perfect record.

This super-road extending all the way across the state from the New York state line to Rhode Island and linking New England to the south and west, has handled nearly 10,000,000 motor vehicles since its opening January 2. This has included most of the heavy trailer truck freight traffic in and out of this region.

The encouraging safety record shapes up well with other toll roads and pay turnpikes of the nation which are proving generally to be safer in every way than the older public highway system.

Observers say that these fine records of the toll roads are due largely to three reasons -- built-in engineering safeguards, high-level maintenance and intelligent law enforcement. But that is not the whole story. The turnpike accident rates have been steadily dropping as more and more drivers are getting the knack of operating on high-speed roads.

The most annoying fly-in-the-ointment so far as the Connecticut Turnpike is concerned is the continued leap-frogging of toll stations by operators of trailer trucks. This practice, which has added to the traffic hazards along access roads and U. S. Route 1, has become a headache to town and police officials along the turnpike route. The State Highway Department is presently exploring ways and means of keeping the heavy trailer truck on the pike, but without too much success thus far, a fact that has also had its painful impact upon the road's financing.

---New Haven Journal-Courier

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The real character of a man is found out by his amusements. ---Joshua Reynolds



## VERSATILITY NEEDED

Traffic is a group movement, and one of the important factors in coping with it is the ability to keep in step with the traffic flow -- to share the road cooperatively with other drivers.

This is no cinch. The traffic pattern is variable, and sometimes changes abruptly. Today's driving requires versatility. In a routine drive to the grocery store the driver may be exposed to a variety of traffic situations. A traffic jam...a careless pedestrian...an unsafe action of another driver...these are a few of the things that may suddenly touch off a dangerous situation.

On a trip of any considerable length he will probably encounter a variety of traffic patterns. Each shift in environment will require a shift in driving techniques. In cities he will be confronted with congestion and the dangers arising from cross traffic and the prevalence of pedestrians.

On rural roads he will meet fewer of everything -- pedestrians, intersections and other cars. But there will be more drivers traveling at high speeds and driving in the middle of the road.

But the biggest test of versatility comes in making a transition from average driving to superhighway driving and back again. There is a radical difference between the two. In the latter, the danger of pedestrian accidents, head-on collisions, and the conflict of cross traffic is virtually eliminated, but the danger of side swipes and rear-end collisions is intensified. The higher speeds at which traffic travels on superhighways lessens the time the driver has to think and react in an emergency and increase the severity of any crash that may occur. Shifting back to average driving requires mental gear-shifting again. These are the conditions the driver faces in today's traffic. Under these conditions he has a greater responsibility to share the road and to keep in step with the traffic flow.

In the varied pattern of modern traffic, in which one false move can result in a serious accident, the driver who has learned to anticipate the actions of other drivers stands a better chance of

staying safe.

---Traffic Safety

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LET'S HEAR NO MORE  
ABOUT RADAR "TRAPS"

We think a State Police Sergeant should be credited with a rather devastating answer to that oft-heard criticism of radar speed-detecting devices which characterizes them as "speed traps."

Radar devices, says the officer, constitute no more of a "trap" than would a police stakeout at a spot where a robbery attempt is suspected, or anticipated.

So, let's hear no more of this nonsense about the injustices to the motorist that is done by the use of this "sneaky" device.

It might be pointed out that radar has never been the means of bringing about the arrest of a motorist who was operating within the legal speed limits.

Plus another little point that needs making: Radar plays no favorites.

This, of course, is to say nothing of the admitted psychological benefit. The mere knowledge, through posted warnings, that radar is--or might be--in use in a certain highway sector admittedly promotes an interest in within-the-limits driving.

So, we would think, the law-respecting motorists will be all for it.

As for the others, apparently they are going to have to take it and like it as regards radar use on the Connecticut Turnpike.

At any rate court officials of seven East Shore communities through which the Turnpike passes were given a recent radar demonstration--to prepare them to handle court cases where radar speed evidence is presented.

It appears that the officials liked what they saw--and respected it.

Speed boys--and girls, too--should take note and be guided accordingly in their future motoring conduct along the Turnpike.

---New Haven Evening Register

ARE DRIVERS FAILING OUR NATIONAL SAFETY MOVEMENT?

By Arthur S. Johnson

Vice President and Manager, Engineering Dept.,  
American Mutual Liability Insurance Co., Boston

Unfortunately, the answer to this vital question is both yes and no. From a standpoint of statistical analysis, remarkable improvement in accident control has been effected through better law enforcement, better highway engineering, better automobiles and better drivers.

In 1941 the number of persons killed in highway accidents per one hundred million miles driven was 12.1. In 1956 the figure was 6.4. If there had been no improvement in accidents and controls, if the 12.1 death rate had held true in 1956, more than 76,000 people would have been killed on the highways. On this basis the National safety movement has been successful.

But, the fact still remains that the National death toll from highway accidents is holding at the 40,000 level, the injury rate at close to one and a half million and the number of accidents per year in the vicinity of ten million. On this basis our National safety movement is falling short of success.

In a special investigation of violators made by Massachusetts state police, out of 212 drivers stopped, 160 were exceeding the speed laws. One-half of these had received previous warnings for speed violation and 91 per cent admitted that they deliberately exceeded the speed limit.

How do drivers behave in regard to passing on curves? Only 60 out of 100 said they never passed under any conditions--40 out of 100 said that if traffic were light, they would and did pass on curves. Just about the same relationship held true in regard to attitude about passing on hills--60 per cent always stayed in line, 40 per cent would pass if conditions seem right.

How does the average driver behave in regard to "stop street" intersections? Seventy out of 100 drivers stated they always came to a complete stop, but 30 per cent said no--They only "slowed down enough to make sure that cross traffic

was not coming."

On the question of drinking, respondents were asked, "How many drinks do you estimate you can take before your driving skill and judgment are affected?" Only seven out of 100 drivers said they never drink if they are going to drive; 32 out of 100 felt they could have two drinks; 18 saw no problem in driving after three drinks; and 13 felt that four drinks were safe enough and three could take more.

The investigation took a look at driver attitudes toward highway law enforcement. This is what it showed--75 per cent of the drivers felt that not only were there not enough highway police, but that they were too easy on violators. As for attitude toward courts, 88 drivers out of 100 felt that the courts were too easy on violators.

There is much evidence here and, in all other available statistics, to indicate a regular, continuing violating of highway regulations and safe driving practices. It is most interesting to consider why this is so. Alfred L. Moseley, consulting psychologist, for the Institute for Safer Living, who has been conducting parallel research on the subject with drivers already involved in serious accidents and with police who handled them, attributed this widespread attitude to three factors:

1. Widespread unconcern about being "pinched" on the highway.
2. A lack of fear of being in an accident.
3. A conviction that being required to drive safely or obey the law is an infringement on their personal rights.

These conclusions are not superficial thinking or academic theorizing, but rather are based on roadside interviews with drivers involved in fatal accidents. Such would come closer to representing the truth than if it were secured after "advice and counsel."

As background for the attitude of no

fear of the law, Moseley concluded that it exists because drivers find it relatively easy to get a violation fixed, or because they know that the local police and courts tolerate reasonable excesses, or because they have attained either a social or a job status in life which makes them feel they are bigger than the law, or they deliberately take a calculated risk of being caught.

On the attitude of having no fear of being in an accident, Moseley found much evidence that drivers, unless they had previously been involved, could not visualize the possibility "that I could have an accident" or its impact on them and others. He found that drivers who were stopped for a violation had no notion that their actions were unsafe.

A certain percentage of the drivers included in Moseley's investigation made it quite clear that they resented being told by sign, by control light, by police, how they should drive their automobiles.

It may be that the big job to be done in understanding the causes of accidents lies in the psychological and psychiatric fields. Surely these three conclusions seem quite common sense.

Equally important in finding out why drivers do the things they do to create accident situations is to find out effective answers of control. While driving behavior has not been explored psychologically, and needs a great deal to be done, it is sufficiently clear to indicate some measures that can be taken along with improvement in older safe driving controls.

I do not believe that the answer lies solely in more enforcement. Safe driving is essentially a right behavior that lies between free uncontrolled exercise of one's rights and obedience to exact law. Since no one can possibly do as he pleases on the highway, there is little free choice beyond where to go, when, and in what vehicle. How one behaves getting there has to be very much controlled.

Where statutes apply, such as all are familiar with or must be in the motor vehicle law and traffic ordinances, enforcement must be made sure. This may be unlikely so long as people seek privi-

lege. I will not crusade this point, except to say that serious accidents will not be stopped until drunken driving is stopped.

But most of the answer lies in everlasting hammering through educational processes the rightness of safe driving practice and that safety lies in obedience to safe driving practice.

It is not funny to pass a red light, on a hill, or fail to bring one's car under control at an intersection. Neither should these regulations be difficult to accept as self-imposed control.

In considering the vast strides forward of the past few years in highway engineering and building, and in automobile engineering and manufacturing, we may well ask, "What is wrong with our National highway safety movement?" The answer appears to be: "Nothing that cannot be fixed by the drivers themselves."

---Maryland Highway Safety Bulletin

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#### RESPECTING TRAFFIC SIGNALS

With the increasing complexity of modern city traffic there is an increasing possibility of accidents to pedestrians. In an attempt to protect pedestrians from their own careless walking habits we have erected Stop and Go lights for use by motorists and pedestrians alike and have painted white signs and markings on the street to guide pedestrians along the safest route. Yet in spite of all these precautions, there are still many people who continue to walk as they please. They step off the curbs against the lights, disregard painted pedestrian lanes, cross streets in the middle of the block, and ignore completely the signs that warn of dangers. Strangely enough many of these people are simply vehicle operators out of their cars. If nothing more this seems to endorse the theory that disregard for the other man is a fundamental weakness of our society. If we insist on being individuals where a common good is concerned we will render totally useless the controls we expect to work.

---Fleet Supervisor

## FALLACY OF THE "OTHER FELLOW"

The Connecticut Safety Commission at the end of June reported, with evident pride, that only 86 persons had been killed on the state's highways during the first six months of the year. Compared with 134 highway deaths during the same period of 1957, the figures showed a 36 per cent reduction in the number of fatalities.

Before the end of the summer, the record may not look so good. In fact, a close examination of the statistics on highway accidents shows that it is not safe to measure safety progress by the death toll alone.

In 1957, in the first six months of the year, Connecticut drivers were involved in 17,641 accidents. This year, the number of accidents has not been reduced: it has actually been increased. According to preliminary estimated figures, there were 18,932 accidents on state highways during the first six months of 1958, representing an increase of 1,281 above the corresponding period of the previous year. The number of persons injured in these accidents was approximately the same: 9,733 in the first six months of 1958; 9,854 in the like period of 1957.

The number of deaths is not an accurate yardstick: the number of accidents is a better guide to what has or has not been accomplished by safety education and better law enforcement. By this standard, we'd say that little if any improvement can be noted in driving conduct.

Disregard for the moment all the misery and the suffering which went with these highway accidents in Connecticut, and look at the financial side of the picture. Every insured automobile owner is paying heavily for the carelessness of Connecticut drivers. Insurance rates are fixed on the basis of experience; when accidents decrease, rates go down; when they go up, the rates go up with them. But this is only one side of it: the cost of mending broken bodies has risen enormously; the cost of repairing smashed automobiles and other accident-damaged property is also on the rise.

Insurance companies are wrestling

with another condition which serves to drive up insurance rates: exaggerated and false damage claims in automobile accident cases. William Leslie, Jr., manager of the National Bureau of Casualty Underwriters, disclosed recently that member companies suffered an aggregate countrywide underwriting loss of \$147 million on their automobile liability insurance business in 1957. The year previous, the loss was \$64 million for the same companies. It is easy to understand why automobile insurance costs so much more today than it cost a few years ago.

The troubles of the insurance companies, of course, are secondary to the human factors involved in highway accidents, which bring so much grief to so many homes.

The real question is how can people be influenced to drive more carefully, and no one seems to know the answer to that question.

The individual automobile driver seems to believe that all safety propaganda is aimed at "the other fellow," not himself. He is so confident of his own driving skills that he is sure he can't go wrong.

To another driver you are the "other fellow." He views your driving with at least as much suspicion as you entertain with regard to his ability to operate a car safely. You and he are equal in your distrust of each other. Your safety depends on him, and his safety depends on you. You are responsible for your own conduct on the road, and he is responsible in the same way for his conduct. Look at it that way, and you should see the fallacy of the "other fellow" explanation for accidents. Safety campaigns ARE aimed at you as much as at other drivers. Perhaps you have never been involved in an accident. If so, you are not immune.

Examine your own driving habits, and as you do so try to put yourself in the "other fellow's" place. Would he be willing to mark you as a hundred per cent safe driver? Can you give yourself that rating?

Honestly now, can you?

# IN-SERVICE STUDIES

Vox-Cop

July, August, 1958

## ENTRAPMENT

### A Legal Limitation On Police Techniques

By Lieut. JOHN B. WILLIAMS  
Los Angeles Police Department

Entrapment is a defense to a criminal act when a person is incited, induced, inveigled or lured into the commission of a crime not contemplated by him, for the purpose of prosecuting him, by a law enforcement officer or his agent. "It is recognized as a defense only in the Federal Courts and a few states. In the other states, the instigation of the crime is immaterial; the competency of evidence showing criminal conduct depends only upon its inherent probative value rather than on other circumstances."

Semantically speaking, there is slight difference in the dictionary definitions between entrapping a criminal and catching one. The terms have been used synonymously in the sense that they are nearly alike in meaning and significance. The police have the duty imposed upon them to catch criminals, and if the term entrapment is used in the ordinary dictionary sense, then this "catching" of criminals means the same thing as entrapping a criminal, but this is not so under the court decisions. Since officers of the law are bound by legal enactments and court decisions, it is suggested that officers ignore the fine lines drawn by the semanticists and abide by the considered judicial decisions as applied to police work.

One of the earliest Federal cases was *Sorrells v. United States*, 287 U.S. 435, where a Federal agent visited some war buddies and after some reminiscing, the Federal agent asked the friend (accused) to purchase some liquor in violation of the National Prohibition Act. The accused stated that he "didn't bother with

the stuff." But after repeated requests by the agent, the accused left and returned with some liquor about a half hour later. After his arrest, conviction, and appeal, it was shown that the accused was of good character, a steady worker, and had no record of either possessing or selling liquor prior to this transaction. The court held that the accused was "entrapped" into the commission of the crime, and therefore, he had a valid defense. The court pointed out that this was an abuse of authority.

#### SETTING TRAPS

A somewhat better illustration of the difference between catching and creating criminals is contained in the case of *People v. Hanselman* (76 Cal., 460) where a constable in a small town was concerned with a number of thefts involving drunk rollers. In order to detect the offender, the constable disguised himself, feigned drunkenness, and lay down in an alley with marked money on his person. When a suspect approached him, the constable made no effort to prevent the theft from his person, but remained passive until the suspect had removed the marked money from him, at which time the constable jumped to his feet and placed the suspect under arrest. The court said that there is no entrapment where an officer disguises himself, feigns drunkenness, and makes no objection when money is taken from his person. The court then quoted from *Bishop*, under the head of "Plans to Entrap," where the authorities on the subject hold: "If a man suspects that an offense is to be committed, and, instead

of taking precautions against it, sets a watch and detects and arrests the offenders, he does not thereby consent to their conduct, or furnish them any excuse. And in general terms, exposing property or neglecting to watch it, or furnishing any other facilities or temptations to such or any other wrongdoer, is not a consent in law." (1 Bishop on Criminal Law, 262.)

Thus, it would seem that officers may set traps for suspects, and such traps do not constitute entrapment. At this point it should be noted that there is no requirement for officers to take steps to prevent the commission of a crime except in those cases where the general obligation of an officer to protect life and property would compel him to act, as, for example, to stop a time bomb from going off, if he knew of its existence prior to the contemplated explosion. In California, for example, there is a law which requires officers to prevent duels if they have prior information regarding it. But generally speaking, if officers learn beforehand that a crime will be committed at a certain time at a particular place, they may stakeout and wait until some criminal act has been committed before making an arrest.

#### PUBLIC POLICY

On grounds of public policy, the courts have refused to participate in an indirect commission of a crime by being a party to its punishment. The judiciary will not punish a crime which was instigated, developed, and culminated by another branch of our Government. If the executive branch of Government, represented by law enforcement officers, by an over-zealous and superinducement, or over-persuasion, plants a criminal intent in an apparently innocent mind with the intent to arrest the person who was "lured into its commission," the courts permit the use of the claim of entrapment as a complete defense. More aptly put by Judge Marston in a Michigan case, "human nature is frail enough at best and requires no encouragement in wrong doing. If we cannot assist another, and prevent him from committing crime, we should at least ab-

stain from any active efforts in the way of leading him into temptation."

#### TEST OF INTENT

Our problem then becomes one of interpreting what is meant by "over-zealous and super-inducement, or over-persuasion." Generally, "if the accused entertained a criminal intent before he was afforded the opportunity to violate the law, he is not improperly entrapped because he is not led into the commission of the crime by the officer. In other words, the defense of entrapment presents the issue of whether intent to commit the crime was furnished by the officer or the defendant. It is a question of fact whether the criminal intent was first conceived by the law enforcement officers or whether they simply encouraged defendant's boldness. There must be factual evidence introduced that a defendant was inveigled into the commission of the crime or that the officers were the procuring cause or instigators of the criminal intent. In a narcotics case a special employee of the Federal Narcotics Bureau introduced a United States Treasury Enforcement Agent to Finn. The Federal narcotics man told Finn that the "T" man had some girls who needed narcotics. To an inquiry as to whether he was still doing business, Finn answered, "Yes". Finn then asked the "T" man (who was using the assumed name of Nate) if he was "the law", and the "T" man reassured him by an evasive answer. Finn asked that he be paid, departed and returned in fifteen or twenty minutes with narcotics which he delivered to "Nate." He then asked "Nate" to drive him to another location as he had other people to take care of. No arrest was made at this time. The next day "Nate," called Finn and stated that he would like to get twelve papers of the "stuff." No arrest was made at this time. Several days later "Nate" made other buys from Finn and placed him under arrest. At the trial Finn argued that the criminal intent did not originate with him and testified that the only reason he secured narcotics for the "T" man was because of the statements that the "T" man had "girls" who were sick and that the other sales were made

because the "T" man told him he was taking the girls to Reno and would need sufficient until he returned to San Francisco. The court held that there was no entrapment because "no persuasion was offered for the sale other than the ordinary conversation that would take place between a willing seller of narcotics and a willing buyer."

#### USE OF DECOY

A closer question of fact is sometimes encountered when officers use informers or decoys in securing evidence against a criminal. It now seems to be the prevailing attitude of the courts that "it is not the entrapment of a criminal upon which the law frowns, but the seduction of innocent people into a criminal career by its officers is what is condemned and will not be tolerated. When an accused has a pre-existing criminal intent the fact that when solicited by a decoy he committed a crime raises no inference of unlawful entrapment."

An interesting application of the permissive use of decoys involved a situation where "A" decided to kill his wife and enlisted the services of "B" a friend of his, to make a bomb for him. "B" agreed to do this but told the District Attorney's office about the scheme. The District Attorney's office brought two Deputy Sheriffs in who instructed "B" to go ahead and prepare a dynamite bomb and instructed "B" to let them know when "A" was going to plant the bomb. The officers were informed by "B" of "A's" intentions, and pursuant to a pre-arranged plan, to which "B" was a party, they had concealed themselves nearby where they could observe the planting of the bomb by "A" and "B". The officers watched "A" and "B" approach the place where his wife was supposed to be and as the bomb was being readied, the officers rushed in and arrested "A". "A" was convicted of attempted murder of his wife and on appeal argued that his conviction was the result of an "entrapment" as that term is understood in the criminal law. The court held that there was no entrapment and affirmed conviction. In so doing the court expounded on the principles governing the use of decoys by law en-

forcement officers in these words: "When officers of the law are informed that a person intends to commit a crime against the property or person of another, the law permits them to afford opportunities for its commission and to lay traps which may result in the detection of the offender. To this end a person may be engaged to act with the one who is suspected and to be present with him at the time the crime is to be committed; and if the accused having himself originally conceived the criminal intent, commits such of the overt acts as are necessary to complete the offense, he will not be protected from punishment by reason of the fact that when the acts were done by him the person who was present, with the acknowledgement and approval of the authorities, aided in and encouraged their perpetration. It is of course necessary that the defendant should have directly participated in so much of the entire transaction that the acts which he himself personally committed shall alone be sufficient to make out a complete offense against the law; for no act done by his feigned accomplice may be imputed to him, and if, in order to constitute the offense, it is necessary that something done by the supposed confederate shall be imputed to the accused, then the prosecution will fail. Or if it appear that the intent to commit the crime did not originate with the accused but was suggested by the person present with him, and that he was not intentionally carrying out his own criminal purpose, the prosecution will likewise fail."

#### USE OF DECEPTION

Sometimes law enforcement officers will pretend to cooperate by furnishing opportunities in order to facilitate the consummation of a crime. In one case a special investigator for the Police Department of Bakersfield was assigned the duty of frequenting pool halls and similar places to pick up information about crimes that were contemplated or that had been committed. The investigator struck up an acquaintance with two characters who confided in the investigator that they were going to burglarize a store and wished to borrow a truck from the investigator. The investigator

loaned the truck to the two characters and then reported these facts to his superior officer which resulted in a number of police officers staking out. After observing the two suspects backing the truck to the rear of the store, breaking into the store, loading on the truck an iron safe, some tires, and various other articles, the officers then placed them under arrest. After having been convicted of burglary, the two characters then appealed the case on grounds of entrapment. The appellate court held that there was no entrapment and stated that "the loaning of the truck to these appellants, even if the officer knew from his conversation with appellants what they intended to do with it, was not such an inducement to commit the crime as will relieve the appellants from responsibility."

In another case an officer was approached by "F" who wished to pay to the officer's Chief of Police some money for protection against laws that inhibit gambling and prostitution. The original offer was \$750 a month for the Chief. The officer told "F" that he had made some mention of the matter to his superior but was very doubtful whether he would allow houses of prostitution and as to the crap game, he did not believe the Chief would let his reputation go for \$750 a month. To this "F" replied, "Well, I can raise that ante a \$1,000 with the extra bonus when I have a good month and am making money. He is to have some of it too." A few days later the officer arranged for "F" to meet his chief. At this meeting "F" offered the Chief \$500 immediately to open one house of prostitution. The Chief stated that "I don't think we can talk any business; I am not interested in your \$500 proposition." "F" then said, "Maybe I can put \$3,000 on the line but I will have to have some time to think it over." Two days later the officer walked into "F's" pawnshop and was told "I have the money, where can I locate the Chief?" The officer took "F" to the Chief's office where "F" paid the Chief the \$3,000 at which time "F" was placed under arrest for bribery. After having been convicted of bribery, "F" appealed on grounds of entrapment. The Appellate Court stated:

"Appellant wholly misconceives the doctrine of entrapment. He asserts that the conduct of the officers was against public policy in that they led him on to unfold his plans and to increase the amount of his offer for protection against laws that inhibit gambling and prostitution and actually to pay the money. On the contrary, such behavior was designed to uphold the public policy of the state as expressed in its statutes and court decisions. Had the officers gone in search of a bribe giver, placed decoys to attract corruptionists and led the tempted one to commit the final act, they would thereby have lowered the standards of honorable and decent official conduct, would have violated the ethics of good citizenship and would have lost the prey they aimed to conquer. But they did no such thing. Appellant conceived the crime in his own brain, opened the negotiations without the slightest inducement, and took the initiative at every meeting. To seduce the constabulary of his adopted city was with him a passion. To effect the nullification of laws and ordinances against the most loathsome social vices was the prelude to the realization of his dream of vast riches. He set about the achievement of his purpose without hesitance or timidity.....After a bribe giver has told a patrolman the amount he will pay to the head of the police department and asks for the privilege of communicating directly with the Chief it would be injurious to the public welfare for either official to "fade out," leaving the rascal at large. To meet with him and obtain indisputable evidence of his offer was a duty the Chief owed the State. That he did so is a stimulus to honesty in public service and an unforgettable lesson to lurking corruptionists. ENTRAPMENT EXISTS ONLY WHERE THE OFFICIAL HAS CONCEIVED AND PLANNED THE CRIME FOR ONE WHO WOULD NOT HAVE DONE IT BUT FOR THE ALLUREMENT, DECEPTION, OR PERSUASION OF THE OFFICER. If the doing of an act is a crime and the criminal intent originated in the mind of the accused and the offense is completed, the fact that an officer appeared to cooperate by furnishing opportunity or otherwise aiding the offender in order to



facilitate the consummation of the act is not a defense. When police officers are informed that a person intends to offer a bribe to an official of the state they may afford opportunities for him to negotiate, to bargain and pay the money and may act with the offender, and if after originating the criminal intent, he takes such steps as are necessary to complete the offense he is nonetheless guilty of the crime because the officers had encouraged him to divulge his plans and to enlarge his offers and were present at the final scene. One who commits a crime induced thereto by an officer can escape punishment only when the criminal intent was first conceived by the minions of the law, and it is a question of fact whether they were the authors of the criminal scheme or merely encouraged his boldness."

#### CONCLUSIONS

Many courts have taken the bold step of establishing a judicially inspired defense of entrapment as being against sound public policy to woo or lure an apparently innocent person into the commission of a crime, not contemplated by him, for the purpose of prosecuting him. At the same time, the judiciary has recognized the perfectly legitimate and proper devices, decoys, and traps for the purpose of detecting crime and securing evidence. In short, officers are paid to catch criminals and not create them.

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#### AMPHETAMINE

Dr. Eugene P. Owen, President of the Northwest Association of Occupational Physicians, Portland, Oregon says "accidents from use of amphetamine are assuming serious proportions."

Amphetamine, or related drugs, can be even more dangerous than mixing alcohol and gasoline.

"The dangers of amphetamine lie in the elimination of the warning signal of fatigue in individuals who are overdoing, the possibility of habit formation on continued use, and undesirable circulatory effects." ---Fleet Supervisor

#### ANNUAL CONFERENCE OF I. A. I.

Detective Sergeant Walter E. Perkins of the "Bureau" recently enjoyed the opportunity of representing the Connecticut State Police, at Miami, Florida, where the 43rd annual conference of the International Association for Identification was held, from July 27th to August 1st. Members of this Organization gathered from all over the United States, Canada, Mexico and Cuba, with one delegate travelling all the way from Japan to be present.

The Sergeant reports that an extremely interesting program was presented on the various phases of the field of Identification: Fingerprints, Firearm Identification, Police Photography, Handwriting and Questioned Document Examination. The use and relative value of a Lie Detector was discussed in connection with the fine art of interrogation by a well-trained expert in that field. This was followed by an excellent demonstration, put on by personnel from the Identification Bureau of the Miami Police Department, of the tremendous saving in man-hours made possible by the use of modern punch card systems such as the IBM represents. At a rate of 450 cards per minute, it was shown that by merely making slight adjustments on the machine instantaneous searches could be conducted to produce any type of statistic that was desired by the operator.

This resulted not only in the proper cards being segregated, but also in having a printed report turned out simultaneously, if needed. The Miami Police Department records on punch cards all legitimate complaints received, a breakdown on types of crimes occurring in the city by districts and the number of solved cases. All stolen property is recorded with a special code number being assigned to identify the type of stolen article, i.e., car, watch, camera, etc., together with the item's serial number. Another card is kept on each officer of the Department to record his activity, education, background, abilities, special talents, awards, languages spoken, etc.

One particular type of information that has been found to be of great help

to their Detective Bureau when recorded on punch cards for ready reference, is a so-called "PA" or Personal Appearance File. A card is punched for each person arrested for a major crime, with a very thorough personal description of the individual being recorded, including height, weight, build, color of hair, eyes, complexion, description of features, including scars, marks, tattoos, etc. Consequently, when a fairly good witness is located in connection with a major crime, hundreds of inapplicable suspects can thus readily be eliminated in the ID Bureau Files when the IBM Machine is set to separate only those cards which come very close to the individuals, as described by the witness. This or similar type systems and equipment have recently been adopted in Canada, New York State, Virginia and Miami, as well as several other states and cities and presently being contemplated by many others, including our neighboring State of Massachusetts.

In police photography, the accent on color is getting stronger all the time and it is being accepted willingly by more and more courts each year. Within the past few months, the International Association for Identification has taken a big step forward in attempting to establish a uniform film size, to be recommended for use by all police departments throughout the country, especially where mug shots are concerned. This would make for uniformity of filing systems plus the great ease of exchanging photos between various departments, when similar type facilities are in use.

Over 600 questionnaires were sent out to police agencies, nation-wide, and from the replies it was ascertained that the majority favored the use of a 35mm film, utilizing the split image arrangement, i.e., both front and side views being contained on each frame. These could then be viewed either by means of a small hand-sized viewer or shown on a large screen, depending on the situation and the equipment available at the moment. Some departments have already devised portable viewers for daytime use in court rooms, Coroner's hearings, etc., where the Judge, Jury or Coroner can readily scan the photographic evi-

dence without the usual trouble of darkening the room.

On the final day, what with the complete program planned by the Organization, plus the wonderful cooperation, assistance and hospitality of the Miami Police Department, the Conference was declared by all in attendance, to be a complete success.

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#### PURSUIT IN TRAFFIC LAW ENFORCEMENT

"61.530--The greatest dangers involved in pursuit come from surrounding traffic or the violator. That is why you must be very conscious of other vehicles, especially on high speed roads. Make certain there is sufficient maneuvering distance between your vehicle and those immediately in front, to the side, and behind you. Some drivers, either because of nervousness or fear, easily become excited and unpredictable. When he realizes a police car is pursuing him, the violator may cause an accident by running off the road or into approaching traffic. He may also endanger other traffic, himself, and the pursuing officer by trying to elude apprehension."

---Pursuit in Traffic Law Enforcement

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#### WASTEFUL ACCIDENTS

Accidents Are wasteful. There's no argument about that. But consider for a moment the ways in which they are wasteful.

- Wasteful of the human body.
- Wasteful of human emotions.
- Wasteful of time.
- Wasteful of money.
- Wasteful in spoiled material.
- Wasteful in idle and damaged equipment.
- Wasteful of time spent in training men to replace injured workers.
- Wasteful of others' safety efforts.
- What may seem like a little wasted time in being safe, saves plenty of time by preventing many more wasteful things later on.

---Fleet Supervisor

# AROUND THE CIRCUIT

Vox-Cop

July, August, 1958

## STATION "B", CANAAN

### YOUTHS HELP SOLVE CRIME

A New Britain resident made an excursion to a popular reservoir bathing area in New Hartford recently and enticed a 15-year-old boy to his car and eventually into the nearby woods. There he committed a particularly offensive indecent assault and a loaded revolver played a prominent part in the affair. The victim supplied a good description of the car involved and a foreign make camera which was the "bait" in the original propositioning. Res. Off. McGurk did some missionary work in the area and several youths were given the description. Our friend returned to the same area a few days later and some sharp-eyed lads spotted the car and camera AND obtained the registration number. The operator sought to get out of the area but fast. Officer Ringlib trod on the gas pedal of his trusty cruiser and had him in custody shortly. Gun, camera and all were in his possession. High bail was furnished but our friend will pay a visit to Superior Court soon. Maybe Off. Ringlib can consider his new 1958 cruiser just delivered at this writing his reward for a job well done.

### ACCIDENT INVESTIGATED -- BREAKS CRACKED

Off. Fred Rebillard made the shift from Station H to Station B a few weeks back and has been on the go ever since. He had heard things were quiet in the country, he says, but does not believe it now. Investigated an accident on the midnight shift recently. Said accident was routine except for the fact that the operator was a lady whom he arrested for "Under The Influence." The lady had been given a lift to a pay phone by four youths and Fred had taken the name and car registration of the operator. Later upon return to the station he noted an entry which stated a luncheonette in the area had been broken into for the second

time in as many weeks. Consulting his notes a quick call was made to New Milford and Chief Nearing made a fast check of the car. Candy wrappers, etc. from the luncheonette resulted in more intensive investigation on the part of the Chief and Officers Riley, Pennington, Brennan and Adams from Station B and Officer Northcott of Station A. Breaks in Cornwall and New Milford were solved.

### MRS. MCGURK HOSPITALIZED

At this writing Res. Off. McGurk of New Hartford had to take emergency leave in order to care for his five children while Mrs. McGurk undergoes surgery at Torrington hospital. All hope for her speedy recovery.

### CHANGING TIMES

Canaan barracks has hit an all time personnel high - 24 people exclusive of civilians. Some officers remember when there were but seven and nine troopers here and with the present bulk of Station L's territory to work as well B's own area.

### SPORTS CAR EVENTS GOOD DRAW

Lime Rock Sports car events are old hat now to us. They draw big crowds but with three gates and as many main routes leading away from the area the biggest crowds empty out in three-quarters of an hour. A fatal accident in each of the two years the track has been in operation has marred the track's safety record and given us additional investigation of motor vehicle fatalities off the highway.

### SHORT CHANGE ARTISTS NAILED

Two colored lads from Hartford had a scheme to make a fast \$10 or \$20 with the old "short change" scheme at a local gas station. A quick call to our Massachusetts' neighbors at Lee barracks brought about their apprehension - return to this state - and subsequent arrest. Out on bond, West Hartford P.D. grabbed them again for the same offense

and our warrants pursue them. Lee has now found a couple of complainants in their area and are interested. Off. John Bonolo is keeping tabs on this one.

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TOLLAND COUNTY TALES

VACATION TIME

Off to the mountains, off to the seashore, off on camping trips, off on a boat trip, others just at home, we can't keep up with the roamings of so many. Some have returned to the fold and others are looking forward to leaving for a few days.

EX-CONS TAKEN BY SURPRISE

While on patrol, late in the evening of July 25, "The Bureau" (Bill Tomlin) was assigned to take a post on Route 15, Vernon, and be on the look-out for a certain car that had been involved earlier in a housebreak in Newington. Word soon came to him that the car had been spotted by Officers Dwyer and Massey of the Vernon Police on Route 30, Vernon. The three officers stopped the car in Tolland and took the subjects at gun point. In the car were household articles, clothing and jewelry, later identified as being taken from a Newington home. At the station, Stanley Solesky, of Enfield, and Alexander Dziadowicz and Joyce Fusari of New Britain, were questioned by our officers and others from Newington and West Hartford. They were turned over to the Newington Police. Both men have previous prison records and Solesky is wanted by several other departments. The apprehension of these criminals has solved cases for several other departments.

VERMONT ABANDONS BABY

A middle aged man, whose whereabouts had been unknown to his family for years, one day arrived at the home of his aged mother, accompanied by a young woman and a baby. He stated that the woman was his wife and the baby was his also. A week later, the mother left the home and was not located. It was dis-

covered that some money had been taken the day she left. A nephew and his wife took the baby. The State Welfare Department was making arrangements for the care of the baby when a young man appeared at the place where the baby was and identified himself as the father of the baby. His wife had returned to Vermont but had refused to tell him where to find the baby until after a week had passed. Before allowing him to take the baby, Lud Kolodziej and Marge Jacobson checked with the Vermont authorities, who know the family well. What problems an innocent little baby presents when abandoned.

BATS AND BATS

We have had several requests from frightened women to have an officer go to their home and remove those flying rats, known as bats. It doesn't take much to frighten some people.

NOISE - CONFUSION

Ever tried to do a good job when a state of confusion exists? With the old heating system being removed and a new one being installed in the barracks and garage, there have been times it has been almost impossible to find a quiet or clean spot in which to work. Thinking ahead to those cold blustering winter days, we can take it now to be sure of heat then.

WEDDING BELLS RING FOR AUXILIARY

A double ring ceremony was performed on 26th of July at the Rocky Hill Congregational Church when Miss Joyce Griggs, daughter of Mr. and Mrs. Elmer Griggs of Rocky Hill became the bride of Frederick Nowsch, son of Mr. William Nowsch of Vernon. Freddie is one of our most faithful and active auxiliaries. We wish the couple a happy life together.

CASES SOLVED - JUVENILES INVOLVED

While on routine patrol in the Town of Mansfield on the 4th of July, Lennie Wielock noticed a car being operated at a fast rate of speed with a rather young appearing operator. The car led him on a merry chase about the University of Connecticut, then through Mansfield to

the outskirts of Willimantic and then back into Mansfield to come to a stop in a cloud of dust at Puddin Lane, the occupants taking off into the woods. One young man returned to the scene and admitted that the car and marker plates had been taken from two different parking lots in Willimantic. He identified the other fellow, also a juvenile, who was later apprehended.

Joe Bangasser had a break in a store under investigation when he received information from a New York Police Department that one of our local parolees from the Meriden School for Boys had been picked up for breaks in their area. Questioning the boy, he was able to solve several cases for the Stafford Borough Police and one for the Massachusetts State Police, all breaks and one the theft of a car. The boy was then returned to the Meriden School. It seems as tho a good share of our investigation time is spent on cases that turn out to be ones in which juveniles are involved, many of them repeaters. Some officers say, "It sure looks as tho we haven't done anything, no criminal arrests to show for our work." However, the cases can be closed marked solved.

THE FOX CATCHES THE RABBIT

In his own words, as reported by "The Fox" (Walt Smiegel) one dark night, a passing pedestrian on Main Street, Stafford Borough, reported to Borough Officer Beaulieu and State Police Officer Smiegel a suspicious noise in the alley between two stores on the same street. Thinking it was burglars, both officers went to check at each end to box in the suspect. Off. Smiegel advanced in the dark and hearing again the noise, leaped at a shadow and came up with a live rabbit. Bunny was given the in-service training interrogation and would not talk but indicated by grunts and struggles that he stood pat on his constitutional rights as provided by the Fifth Amendment. Bunny was released for lack of cooperation.

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"Many a poor boob merely gargles instead of drinking at the fountain of knowledge."

STATION "D", DANIELSON

WAITING--

LIEUT. FORMEISTER: for some work to be done now that exams are really over.

SGT. MARIKLE: to move from his summer estate at exclusive Groton Long Point directly to the city with no stops in Moosup.

SGT. O'BRIEN: hoping that four Sergeants will be promoted

DET. MURPHY: for Merrill Johnson to reach his stage of hirsute adornment so he'll have company.

OFF. BARSALEAU: for the transfers--to be sure he doesn't leave "D".

OFF. DESCHENES: for all the new fathers to hear the midnight wails as he does now--his is several months old and he's giving free advice to all except O'Brien and Smith.

OFF. MERRIL JOHNSON: for news from his bride--and bigger meals.

OFF. TEED: to be assigned more and bigger cases now that he is not the newest rookie.

OFF. McSWEENEY: for fewer cases now that he's gaining seniority again.

OFF. HART: for a girl next time--has another new boy.

OFF. MARCUS JOHNSON: for the fall--will he be picking political plums in the city or apples in the country?

OFF. JANKOWSKI: for a break in the conversation so he can break his golden silence--it's longstanding.

OFF. SANGA: for a certain jinx to get off his shift so the midnights will be quieter.

OFF. PELZER: for the legislature to increase the residencies.

OFF. GOODEN: to see if the country air is really so invigorating.

OFF. MICHONSKI: for a "D" case number--has used "E"s so far.

OFF. KELLY: and hoping for a girl this time.

OFF. NURSE: for his new baby girl to catch up to Deschenes'.

OFF. FITZGIBBONS: for more of the big ones to bite.

OFF. CUSSON: for "Man in the Net" to be released--costars Alan Ladd.

OFF. SMITH: to see how much of "Man in the Net" ends in the cutting room.

OFF. DONAHUE: for the right girl (peach season is at its height here too).

OFF. DONOVAN: for his West Indian friends to arrive--another party.

OFF. HARKINS: for retirement--wants to legislate (19½ years to go).

OFF. HETHERMAN: for a boy to keep his new baby girl company.

OFF. KNEELAND: for his addition and hoping for twins.

OFF. MANSHIP: for his next one in the fall.

OFF. HAFERSAT: for what? he had a gala retirement party.

SPW KENYON: for another child too. (Grand, that is).

CLERK BROWNE: just.

DISPATCHER GALLICHANT: to see another one of those shows in New York.

DISPATCHER SMUTNICK: for a chance to dial Moscow for a signal 4.

GARAGEMAN WEIGEL: for a helper--the Chef has one so they all want one.

CHEF LARIVIERE: for the midnight flight to California--go west, young man.

ASSISTANT PESTER: for Off. Donahue to get married--has some beautiful daughters who want to inspect the barracks.

HOUSEMAN WYOK: for a helper too--claims he's custodian now and should have a janitor.

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THESE COMMANDMENTS

Keep You Out of Traffic Trouble

- I Thou Shalt Not Speed
- II Thou Shalt Not Follow Too Closely
- III Thou Shalt Not Insist on the Right-of-Way
- IV Thou Shalt Not Overdrive Thy Headlights
- V Thou Shalt Not Back Without Looking
- VI Thou Shalt Not Cheat at Traffic Signals
- VII Thou Shalt Not Disobey Stop Signals
- VIII Thou Shalt Not Race the Train
- IX Thou Shalt Not Drink and Drive
- X Thou Shalt Not Pass at Curves, Hills, or Intersections

STATION "E", GROTON

TOLL EVASION PROVES COSTLY

The papers have been carrying many articles concerning motor vehicle operators evading the tolls on the new turnpike. Off. McCue reports one operator just before reaching a toll station attempted to head back by making a U turn across the esplanade. His car bogged down in mud and instead of a twenty five cent toll he paid a twenty five dollar tow charge. He still had court charges to pay for disregarding the law.

"SPEEDSTER" OUTRUNS CRUISER

--THEN CONFESSES

Off. Piezzo while patrolling the turnpike had a new sports car, loaded with power, zoom by him at a ridiculous speed. Unable to catch the car he radioed an alert to other cars. Off. Papp noticed the car in question parked at an eating place. Off. Piezzo was notified and it was an easy matter to get the operator to confess he was guilty. Guess he was proud of his so-called accomplishment.

RADAR DEMONSTRATION GIVEN AT ROAD-E-O

Off. Jacques demonstrated the radar speed meter at a Road-E-O. All contestants had been chosen in local contests in the State finals of the Teen-age safe driving Road-E-O held in New London.

REJECTED SUITOR TURNS ARSONIST

A two year investigation into a series of fires in the Taftville and Lisbon area ended when a 24 year old man admitted to the State Police at the Danielson barracks that he was responsible. The culprit had set innumerable fires including a number of barns and also touched off a number of grass and brush fires in the area. Interrogation by Off. Greenberg and Off. Boenig, the latter of the Norwich PD, disclosed the culprit also smashed a number of plate glass windows in our area and broke windshields and windows in twenty cars. The arsonist had a "falling out" with his girl friend which caused all this pent up emotion to surge into destruc-

## AROUND THE CIRCUIT

tive acts. Ironically he even broke the windows of his own car.

### ROBBERY LIKE TV SCRIPT

Road blocks were set up for a robbery. A package store had been entered and two bandits made the proprietor lie on the floor after he was ordered to give them the money from the cash register. It was all like a story come true. "There I was peacefully watching a TV show and in they came." Both men claimed to have guns although none were displayed. And the program he was watching--Natch, Colt 45.

### ARRESTING OFFICER COMPLIMENTED

Off. Beckwith made an arrest for speeding on the Connecticut Turnpike. However, turning the other cheek, the speeder complimented the officer for his fine handling of the case saying, "his behavior was beyond reproach in the performance of his duty."

### CONGRATULATIONS

Frank Losacano's wife presented him with a baby girl. Frank is our barracks mechanic.

### SKELLY WINS MEDAL IN LOCAL TOURNAMENT

Off. Skelly, our golf enthusiast, and a former title holder, won a medal in the qualifying round of the annual Norwich Golf Club championship tournament.

### FUGITIVE RETURNED TO STATE

Off. Cable made a trip to the State of New Hampshire and returned with a prisoner. An ideal time of the year for such a trip.

### PERSONNEL CHANGES

Off. Larizzo has been transferred from our barracks to Hartford. Officers DeCamp and Spencer are new on our roll call. Off. DeCamp is a transfer from Stafford while Off. Spencer just came from training school.

### REVERIE

The Yale-Harvard boat race held here annually was recently brought to mind, Off. Elton reports, when working on a complaint in which he was chasing sheep off the highway. "All I could think of

was Yale's Whiffenpoof song but the squirrel that stayed on the complainant's head while I interrogated her sure was baffling."

### GOODALES HAVE NEW BOAT

Det. Sgt. Goodale is the proud owner of a 20 foot inboard boat. His wife and 3 daughters, who usually accompany him, have proved to be better fishermen. In fact, one of the first times out, of all the luck, the Sgt. got a flat. Oh well, not as bad as it sounds, the flat was a fish.

### WISHFUL THINKING

We have often heard the proud boast of some of our male friends that they are indeed the boss in their own homes. We wonder always just how truthful they are? Also does the old saying about never biting the hand that feeds you also apply to handcuffing the hand that feeds you? One can get awfully hungry this way.

### VACATIONS

Vacation time is upon us: many are enjoying same--with some it's just memories--others are anticipating--but Sgt. Leighton is content just staying "put" at his lovely home.

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We've just heard about the recently nabbed prisoner who was chatting with his cellmate. "I was making big money," he said ruefully. "Just about an eighth of an inch too big."

---Fleet Supervisor

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On Highway 90 a man in a low-slung sports car was cruising along at 90 miles per hour. A motorcycle policeman stopped him, asking, "Didn't you see the speed sign back there?"

"Why, yes," was the reply. "I thought it said 90 miles an hour."

"Brother," remarked the policeman, "I'm sure glad I caught you before you turned into Highway 301."

---Fleet Supervisor

STATION "F", WESTBROOK

CONVERSATION TOPICS

Kipling may have said, "You may talk of gin and beer, when you're stationed safe out here" but when you're at Westbrook, and Officers Ken Hall, John Maroney, Joseph Dynderski, Michael Griffin, George Roche and Alfred Hull are present, the topic of conversation is GOLF!

While our two "Dons" - Officers Donald Waite and Donald Johnson speak of nothing but their flying lessons. But our two Sergeants, Ralph Boyington and Thomas Leonard speak fondly of their boats.

AL YUKNAT KEEPS ACTIVE

All necessary details prior to the building of his home at Old Lyme have been attended by Off. Alan A. Yuknat. During Off. Thomas Nichol's vacation, Off. Yuknat was assigned as resident officer.

INVESTIGATION HAS GOOD SIDE

Off. David Goldner is spending a good portion of his duty hours conducting an investigation in the neighboring town of Clinton. A refreshing aspect of this case is that Sergt. Frank Pavelka of the Clinton Police calls frequently at the barracks while working this case with Off. Goldner. Frank served as a radio dispatcher here some years ago. Off. Goldner's appearance in civilian clothes just exudes savoir-faire, and he could well be the envy of all plain clothesmen on television programs.

PROUD DAD

If Off. John F. O'Brien is beaming with paternal pride, there is ample justification for it. His boy, John F. O'Brien, Jr. recently graduated from the New Haven Teacher's college, and has been commissioned a 2nd Lieutenant in the United States Marines, stationed at Camp LeJeune, South Carolina.

RET. OFF. CONNOLLY MEMBER OF LOCAL TRAFFIC COMMISSION

Off. William H. Connolly, retired, has been appointed a member of the Advi-

sory Board for the Traffic Commission for the town of Old Saybrook. "Bill" with some twenty-five years service as a state policeman behind him will furnish valued advice to the commission.

CONNECTICUT TURNPIKE DIALOGUE

"Officer, can't you give my boy a break?" pleaded the mother of a young motorist whom Officer Morton Denerstein had just apprehended for speeding on the turnpike.

"Madam, I won't attempt to place a value on the love and affection you have lavished on your boy, but how much has it cost you in dollars and cents to raise him from infancy up to the time he graduated from high school?" Asked the officer.

"Why, thousands and thousands of dollars," said the woman uneasily. "And how much more will you spend until he graduates from college?" further queried the officer. "Several thousands more," replied the mother, now visibly confused. "Well," Officer Denerstein went on, "I feel that sometimes I am doing work similar to an insurance salesman. When I issue a summons, especially to a youth of your boy's age, I like to think I am selling insurance -- a guarantee that he will be with us in the future. The next time he is tempted to speed, or drive recklessly, perhaps he will remember this arrest. That is good insurance that he will not become involved in an accident, and become injured, or maimed, or killed, causing you infinite misery and grief, not to mention the loss of the considerable amount of money you have spent on him." "Officer," the woman almost gratefully said, "I have never thought of it in that light, but after hearing you talk of this arrest, I'm almost tempted to ask for another ticket!"

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"Did you give your nickel to the Sunday school?" asked the mother.

"No, Ma, I lost it."

"That makes three Sundays in a row you've lost your money."

"I know, Ma, but that kid's luck can't hold out forever." ---Fleet Supv.



STATION "I", BETHANY

VACATION REVERBERATIONS

Now that the summer vacation season has set in, it can be observed that when some of our more athletically inclined officers return from same, they are sporting good coats of tan and others, who we thought were more on the conservative side, actually have their hair cut in the collegiate style. For some this is ok but for those who are inclined to have corners on their craniums, it would have been much better for the decorum of the station if they had never let us know of these protrusions. Oh well you can't please everyone.

NEW PERSONNEL

It is with open arms that we welcome into our midst, the following five officers from the last class: Officers William Martin, James Quilty, Herbert Osberg, Bernard Leighton and William Taylor. We all wish them well in their new venture and remind them that they are now members of one of the finest police enforcement groups in the world and should govern themselves accordingly.

BROTHERS SERVE HERE

It is not very often that brothers are assigned to the same station in this department and in the case of Officers William Taylor and John Taylor it will be interesting to note their progress in the coming years, coming on the department as they did, following each other in succeeding classes.

RAMP INSTALLED

It was called to our attention just recently, while the state highway dept. was installing the new ramp alongside the garage, that Sgt. "Bilko" Panciera had many worthwhile ideas but being the cantankerous sort of person he is would not tell "Lippy-Lou" Menard about them until such time as the project was completed. Our guess is that the "Sarge" felt that "Lip" would run to the foreman on the project and tell him of these momentous ideas thereby cheating him out of one of those "I told you so" deals he

is famous for. What's the matter "Sarge", you know "Lippy" can't beat your time these days.

NEW CLASS AT ACADEMY

There is a new class now in training at the State Police Academy under the capable tutelage of Capt. L. Williams, Sgt. V. Gedney, Sgt. W. Stecko and Off. E. Courtney. We wish good luck to all the recruits in their new work.

S.S. SQUAD NEWS

Sgt. "Zorro" Paige of our Special Service Squad has obtained an astute investigator to replace Det. Warren French, who recently retired, in the person of Off. "Odds" Wayne Bishop. Place this combination together with Det. (Sgt. Garcia) Jasonis in the field and the gambling element of this area will certainly run for the woods. Keep up the good work men.

GOLFERS' DELIGHT

There is a rumor going about these days that our old golf pro, Off. "Slice" Reardon, has a new gadget that he carries around the golf course in his club bag. When he manages to get off a tremendous drive and in the process of doing so tears up a yard or so of turf, he then, we presume, when no one is watching brings out this gadget, calmly feeds the divot into it, and lo and behold, out spews grass seed which is then directed into the trench previously excavated. Wonder where he got this invention???? Would like to get one for Off. "Tulips" Zonas, for his horticulturist inclined soul must writhe every time he becomes a divot digger, which we understand is often.

EXAMS OVER

Now that the examinations for Sergeant have finally been completed and the moaning and groaning of those left by the wayside has somewhat tapered off, we wish those who did finally manage to attain their chevrons all the luck and good wishes that can be offered.

LIEUT. CONTEMPLATES PAINTING PROJECT

We note with interest the keen and observing way that Lt. O'Brien has been

watching the antics of fellows who are painting their homes these days. A little discreet checking revealed the fact that he is contemplating painting his own home this fall. We wish to go on record at this time as having warned the good Lieutenant that in some places his home is 50 feet off the ground. With three very active youngsters running around the house he should be careful and not leave any saws or axes about loose, for they may get the idea to cut his ladder out from under him and as we all know, he has not quite attained his "Wings" as yet. A word to the cautious should be sufficient Lieut.

ACCURATE PROGNOSIS

We understand that our Bill Mathews went to the doctor the other day to check with him on the cause of his overweight and suggested to the doctor that he might have an overactive thyroid gland. They tell us that after a very thorough check-up, the doctor informed "Bill" that he did not have an overactive thyroid gland, but an overactive fork and to use a fork with only one tine on same and he would lose considerable weight fast.

BACHELOR'S PASTIME

We are noting with interest the new hobby that our bachelor perennial, Off. "Bowling Ball" Puester, has taken up. It is rumored that if you will bake him a cake he will "Baby Sit" for you while you take the "Missus" out for a lobster. The bigger the cake the longer the "Sit". Good luck "ED" on your new safari into the outskirts of the marital jungle.

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Farmer, plowing with one mule: "Giddap, Pete! Giddap, Barney! Giddap, Johnny! Giddap, Tom!"

Stranger: "How many names does that mule have?"

Farmer: "Only one. His name is Pete, but he doesn't know his own strength, so I put blinders on 'im, yell a lot of names and he thinks three other mules are helping 'im."

---Fleet Supervisor

STATION "L", LITCHFIELD

TRAINEES BECOME ACCLIMATIZED

We extend greetings to our two newest members of the Barracks Family, Officers Robert Geoghan from Shelton and Frederick Holcombe from East Hartland, members of the latest class of graduates from the State Police Training School. After several weeks of learning the territory and the "proper" Station "L" "M.O." from the "old hands" they are now on their own and doing a good job. Good luck fellows.

EXAM STANDINGS RELEASED

Now that the "Ratings" on the recent Sergeant's exams have been released, the tension has slackened and now all concerned can again devote their minds fully again to "Officering". May you have better luck next time "officers."

OFF. WILKERSON BOATING ENTHUSIAST

Charles "Skipper" Wilkerson recently acquired a used motor boat and has spent many off duty hours scraping, caulking, painting and "sweating it out". On July 12th the "USS NEVERSINK" was launched with proper ceremonies at Bantam Lake. It has been reliably reported that the "Usual" christening supplies were on hand but were not wasted on the boat. The launching crew in addition to "Skip" Wilkerson included "Commodore" Kenny, "Lieut. J. G." Waltz and "Bo'sun" Nelson. Talk is already being heard of transferring operations to the Connecticut River where the "scenery" is reported to be much better. Happy boating "Skip".

VACATIONISTS

Off. Paul Falzone is back in harness after vacationing at the "Cape."

Disp. Marge Grohs is back on the job again after a two week vacation at Rainbow Lake, Spartansburg, South Carolina. Marge says the swimming there is just like here. "Wet."

ANTICIPATING TRIP NORTH

Off. Alden "You can't beat those Maine lobsters" Thompson is anxiously

awaiting his chance to beat it up to lobster country. Trying to get Wilke to accompany him. Claims the beaches and "scenery" can't be beat. Watch your step "Skip", you know what happened to Tommy up there.

**CLUE FIZZLES**

Off. "Bring'em Back Alive" Kenny, while working on one of many recent area "Breaks", this particular one at a restaurant at Lake Waramaug, found quite a bit of red hair at the scene. Sure that the evidence would point to a local suspect the hair was sent to the State Lab. for analysis. Report came back pointing to the "guilt" of a red squirrel. Kenny was issued instructions to apprehend and appropriately process (mug, print and interrogate) the culprit. The furry criminal, at this writing, is still at large.

**NEW MAINTENANCE EQUIPMENT**

"Specs" Tobin, Station "yardbird", is the proud, if not happy operator of a new power lawn mower. "Specs' complaint is that this one has to be pushed where the old one drove itself. He doesn't think too much of these old fashioned mowers. Good for the "shape" though John.

**PROCESSING ROOM UNDER CONSTRUCTION**

Off. "Chips n' Sparks" Hurlburt has been spending many hours here at Station "L" remodeling the old storage room at the rear of the barracks into a new Photography & Fingerprint room for the processing of "Guests" of the barracks "Hurb" has done a good job, and with his talent is in the process of building his own house. Maybe you are in the wrong business Hurb.

**AUXILIARY NEWS**

Station "L" recently lost another of its "Old Time" Auxiliaries when Aux. Leonard Halliwell died June 13th while on a trip to Canada. Len was one of the regulars at this station, attending meetings and reporting in on his regularly appointed shifts.

Twenty-five new Auxiliaries "Graduated" June 14th in ceremonies held at the Connecticut Junior Republic audito-

rium, bringing up the strength of the Station Auxiliary force, which recently has diminished due to deaths and resignations. Many hours of classroom instruction were provided through the services of Sgt. Frank Duren and Officers Hurley and Kenny. Welcome to the Station fellows.

The new Auxiliaries and many of the old timers have been getting a great deal of traffic handling experience recently with all the area carnivals and parades taking place. With the Litchfield and Southbury affairs now a thing of the past they still have the doings in Bantam and Woodbury to look forward to, plus a "Husking Bee" in Kent.

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**HEADQUARTERS**

**VACATIONS**

Annual vacation time has rolled around again and Hdqs. personnel have taken their long-awaited trips. Among the vacationing in New Hampshire were Dot Haggerty, Betty D'Ambrosio, Alice Byers and Jim Feery. Cape Cod visitors included Alice Davis, Jean Porter and Isabelle Murray. Estelle Greentree and Irene Higgins spent a week at the shore.

**NATIONAL CONFERENCE I. A. I.**

Sergeant Walter Perkins recently attended a 5-day national conference of the I.A.I. at Miami, Florida. The weather was very warm but "Perky" sweat it out and had an enjoyable time.

**SUMMER ENCAMPMENT OVER**

Frank Virelli, Harry Garmat and Bill Manion have completed their annual two weeks training with the U. S. Army for another year.

**PERSONNEL**

Three new permanent employees have joined us this summer--Phylliss Krist, a graduate of Windsor High School is employed in the Accounting Division; Gloria Willey who works in Accounting and Diane Winarski, working in Traffic Division, both are recent graduates of Hart-

ford High School.

Sue Hansen, Joan McAuliffe and Barry Kimball have been working in Headquarters for the summer months prior to entering their senior years at East Hartford, Bulkeley and Wethersfield High Schools, respectively.

MRS. GOULD RETIRES

Marion "Billie" Gould was recently tendered a farewell party upon the occasion of her retirement from State service. Billie has spent 25 years with the State Police Department. Twenty-three of those years were spent in the Bureau of Identification. Billie, and Captain Chamero were the original staff when the Bureau was first organized in 1935.

CONGRATULATIONS

We extend our congratulations to

Elaine (Bishop) Thibodeau, who became "Mrs." on July 26, and Lois (Bennett) Schnurman, who was wed on August 9. Best wishes to both of you.

PROUD PARENTS

Two former employees have recently added to our increasing population. Lenny and Helen Burke became the proud parents of 6 lb. 7 oz. Karen on August 17. Timothy Allen Belcher first saw the light of day on July 26 weighing in at 8 lb. 12 oz. His happy folks are Nancy Jane (Howard) and Bob Belcher.

FAREWELL

We had to bid farewell to Paula Lichanec who was transferred from the Traffic Division to Station C. We hope she enjoys her new job. She will be missed at HQ.

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## Receive 10-Year Reserve Medals



The Armed Forces Reserve Medal, signifying 10 consecutive years of military reserve activity, was awarded to two members of this department during field training of the 326th Military Police Detachment at Fort Dix, New Jersey, recently.

Recipients of the medal were Officer Ernest L. Angell at left in photo above, and at right, Officer George H. Bunnell, Jr., (both chief warrant officers); in center, Capt. Louis J. Esposito, commanding officer of the detachment.

Bunnell is assigned to the Westbrook barracks while Angell is a member of the Communications Division staff at Headquarters.

RETIREMENTS



Lt. William Sullivan



Off. Otto Hafersat

Lt. William A. Sullivan, of Bridgeport, retired from active service August 19.

Lieutenant Sullivan entered the State Police Department March 7, 1938, and after training at Ridgefield served at the Hartford, Westport, Ridgefield, and Bethany Stations prior to his promotion to detective sergeant and transfer to the Special Service Division at Groton on October 16, 1945.

On September 16, 1946, he was sent to the Westport Station and assigned as supervisor of Merritt Parkway Patrols. After a year on the latter assignment, he was transferred to the Fire Marshal's Division at Headquarters, in Hartford, and retained that assignment until retirement. He was promoted to rank of lieutenant December 8, 1951.

Lieutenant Sullivan attended a seminar in Legal Medicine at Harvard University in 1946, and an Arson Investi-

gator's Seminar at Purdue University, Lafayette, Indiana, in 1949.

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Officer Otto W. Hafersat, of Groton, retired August 22, after 20 years of service with the State Police Department.

Officer Hafersat was a resident of Meriden at the time he entered the State Police Training School at Ridgefield on August 22, 1938.

His original assignment after graduation was to the Hartford Barracks. He was given military leave in 1942, for service in the U. S. Coast Guard, and returned to duty in 1945, with an assignment to the Groton Barracks.

In 1950, Officer Hafersat was transferred to the Stafford Springs Station, and in 1953 was assigned to Danielson. He was serving at Danielson at the time his request for retirement was submitted.

TRAINING SCHOOL REOPENS

The Training School was once again reopened on July 21, 1958 when twenty-eight recruits reported for their four-month course in the State Police Patrolman Trainee program. One of the chosen few did not report, and he was replaced by another. At this time the class totals twenty-eight members who are scheduled for an extensive training period under the able direction of Capt. Leslie Williams and his staff composed of Sgts. Vernon Gedney and Walter Stecko and Officer Edward Courtney.

STATE POLICE TRAINEES

ACCOUSTI, Julio Angelo  
Waterbury, Conn.  
Age: 25  
Supply Clerk, U.S. Govt.  
Single, living with parents.

BOURQUE, Richard Raymond  
Jewett City, Conn.  
Age: 28  
Printing pressman, National Folding Box Company.  
Married, wife Ann Marie, one daughter.

BRUNO, Louis Santino Jr.  
Bridgeport, Conn.  
Age: 26  
Truck salesman, Snow Crop Company.  
Married, wife Joyce, 1 daughter.

CARPENTER, Charles Carlton  
Thomaston, Conn.  
Age: 31  
Toolmaker, Scovill Mfg. Company.  
Married, wife Louise, no children.

COLLINS, Warren Frederick  
Stony Creek, Conn.  
Age: 31  
Patrolman, Branford Police Dept.  
Single.

COMP, David William  
East Hartford, Conn.  
Age: 25  
Sheet Metal Mech., Pratt & Whitney Aircraft Corp.  
Married, wife Mary Beth, 1 son, 1 daughter

DEVINE, Martin James  
New Haven, Conn.  
Age: 30  
Millwright, Pratt & Whitney Aircraft Corp.  
Married, wife Joan, 1 son.

DRAPER, Ernest Leonard  
Bridgeport, Conn.  
Age: 30  
Clerk, Remington Arms Company.  
Married, wife Rose, 2 daughters, 1 son.

GARITY, John Henry  
Noank, Conn.  
Age: 27  
Groton Town Police  
Single, living with parents

GAUNYA, Neil F.  
New Haven, Conn.  
Age: 27  
Assistance signal maintainer,  
N.Y. N.H. & H. RR.  
Married, wife Ann, no children.

GILLOOLY, Thomas Francis  
Wallingford, Conn.  
Age: 25  
Business Mgr., Meadowview Convalescent Hospital.  
Married, wife Joan Carol, no children.

GRINOLD, Russell Lester  
Hartford, Conn.  
Age: 27  
Patrolman, Hartford Police Dept.  
Married, wife Pauline, 1 son.

HARRIS, Donald Wilbur  
Lisbon, Conn.  
Age: 33  
Carpenter, Benjamin F. Holden  
Married, wife Angeline, 2 daughters.

HICKEY, Thomas Edward  
Bridgeport, Conn.  
Age: 24  
Route salesman, American Bottling Co.  
Married, wife Fay Ann, 1 daughter.

JANCO, Joseph John Jr.  
Torrington, Conn.  
Age: 27  
I.B.M. Oper., Torrington Co.  
Single, living with parents.

A R O U N D   T H E   C I R C U I T

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MALESKY, Robert George  
 Shelton, Conn.  
 Age: 27  
 Tool & Die Maker-American Brass Company  
 Married, wife Irene, no children.

McCARTHY, Francis William  
 Waterbury, Conn.  
 Age: 25  
 Tool Maker Apprentice  
 Married, wife Theresa, 1 son.

MIKOSZ, Casmir John  
 Plantsville, Conn.  
 Age: 25  
 Insurance Investigator  
 Single, living with mother.

NEIL, Royce Elliot  
 Norwich, Conn.  
 Age: 25  
 Loader-Dow Chemical Corp.  
 Married, wife Joan, 1 son.

NORRIE, William David  
 Southington, Conn.  
 Age: 26  
 Laboratory Tech. American Cyanamid Corp.  
 Married, wife Shirely, no children.

O'HARA, John Jean  
 Branford, Conn.  
 Age: 24  
 Lathe Oper., Pratt & Whitney Aircraft  
 Corp.  
 Married, wife Joan, 1 son.

OHRADAN, Martin Albert  
 Bridgeport, Conn.  
 Age: 25  
 Radio Dispatcher, Conn. State Police  
 Married, wife Theresa, 1 daughter.

RADGOWSKI, Stanley John Jr.  
 Montville, Conn.  
 Age: 24  
 Grocery Store Mgr.  
 Married, wife Patricia Anne, no children

RANKIN, Robert Richard  
 Deep River, Conn.  
 Age: 31  
 Painter, paperhanger, self employed  
 Married, wife Helen, 2 daughters.

SCIANNA, Thomas Francis

Bridgeport, Conn.  
 Age: 28  
 Truck driver, Hartford Despatch Co.  
 Married, wife Joan, no children.

SOUCIE, Norman Alden  
 Torrington, Conn.  
 Age: 24  
 Truck driver, Benvenuti & Favali  
 Married, wife Lucille, no children.

TUCKER, John Albert  
 Canterbury, Conn.  
 Age: 25  
 Prison Guard, Conn. State Prison  
 Married, wife Louise Ann, 1 son, 2  
 daughters.

ZIEL, Richard Anthony  
 New Haven, Conn.  
 Age: 31  
 Polisher-Winchester Repeating Arms  
 Married, wife Lorraine Mary, 2 sons, 1  
 daughter.

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REV. DOUGLAS KENNEDY, CHAPLAIN,  
 NOW TOURING WESTERN EUROPE

Rev. Douglas Kennedy, of West Hart-  
 ford for many years one of the State Po-  
 lice Department's chaplains, recently  
 wrote us from Europe.

Reverend Kennedy, during his tour,  
 visited Belgium and Holland, where he  
 visited war-time friends and was at  
 Canterbury, England, when he took time  
 out to write us.

The genial Reverend Kennedy is known  
 to most active state policemen. He has  
 not missed attending training school  
 graduation exercises for many years.

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PARENTS RESPONSIBLE

The new Wisconsin Vehicle Code makes  
 parents responsible if they permit their  
 children to play with wagons, tricycles  
 or other toy vehicles in the roadway.  
 Parents are also held responsible under  
 the law if they permit their children to  
 violate bicycle rules and regulations.

---Fleet Supervisor

RECENT RETIREMENT



A farewell party was recently given for Mrs. Marion Gould who retired from the department after 25 years of service. Shown in above photo, left to right, are: Jean Redente, Grace McCann, Capt. Frank Chameroy, Officer in Charge of the Bureau, Mrs. Marion Gould, Jean Porter, Alice Davis, Sylvia Turzo; top row, Anthony Liberi, Det. Sgt. Walter Perkins, Joan McAuliffe, Mary Whalen, and Nellie Yankaska.

OFFICER FRANK LaFORGE  
GIVEN NEW ASSIGNMENT

Officer Frank LaForge was recently transferred to duty in the State Bureau of Identification at State Police Headquarters in Hartford, and has been given a special assignment. He will travel throughout the state concerned with a Connecticut law passed in 1951 which makes it mandatory that laundries and dry cleaning establishments send sample tags to the state bureau.

Officer LaForge, a resident of Rockville, has been a member of the State Police force for twenty-eight years. Prior to his assignment to the Identification Bureau at State Police Headquarters, he saw service in the Westbrook, Colchester and Stafford Springs Stations.

"Many operators," according to Capt.

Frank V. Chameroy, head of the State Bureau of Identification, "are apparently unaware of the law which provides a maximum penalty of a \$100 fine and a three-month jail sentence for non-compliance."

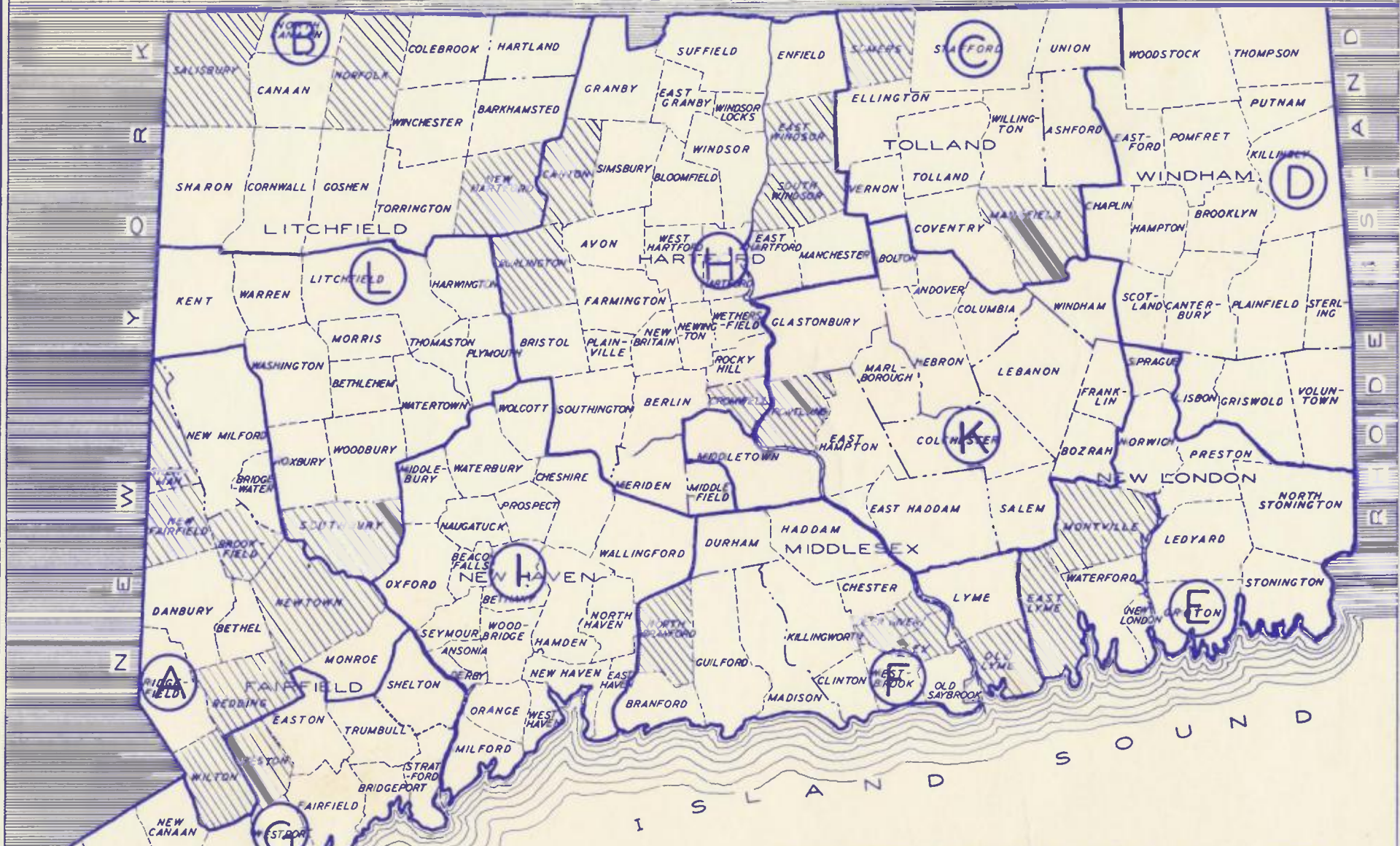
Laundry and dry cleaning marks are a valued aid in non-criminal cases like accidental drownings, amnesia and suicides as well as in criminal cases according to the identification expert. He recalls several cases solved with the assistance of laundry marks which might otherwise have taken months to crack.



"Two ex-convicts, now serving long prison terms for an \$11,000 bank holdup at Woodbury, were caught after laundry tags were found on trousers they left in a getaway car," Chameroy said.

In another case, the victim of a bullet-slaying at Bridgeport, was identified through a shirt tag, the only clue to his identity.



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