

# VOX-COP



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## **CONNECTICUT STATE POLICE DEPARTMENT**

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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

September-October, 1958

## Distinguished Expert

By  
RICHARD KALTHOFF  
Retired, Los Angeles Police Department

Reprinted from The Los Angeles Police Beat

The call came over the hotshot system: an emergency, directed to all-units-in-the vicinity. It announced a leaper on the south side, center, of the Mason Avenue bridge.

Sergeant Dan Savage heard the initial broadcast while cruising a mere two blocks away, and he swung his vehicle sharply onto an approach ramp, using his siren gently to penetrate the traffic that was beginning to back up from the center of the span.

Such a call did not seem unusual to the veteran officer, though it was not one to be heard every day. He recalled a hundred similar broadcasts, and automatically he envisioned the circumstances of this one.

The subject would be a tremulous, frightened young man, who would be quivering against the cold links of the protective fence, poised to jump but holding fast, staring downward into the deepening canyon, his face a mask of fear and resignation; a mental case perhaps, whose psychic health may suddenly improve when he looks long enough into the depths of the valley below, and death looks back. "A leaper, eh?" the sergeant mused.

Near the midpoint of the concrete structure he abandoned the radio car, leaving his red light oscillating to mark his location, and pressed through the tight, pedestrian group that was staring in self-conscious apprehension at a small figure poised on the other side of the fence.

The dramatic tableau, now in clear

view forced the policeman, abruptly, to pause.

Just a boy, he remarked in a voice he himself, could hear, maybe ten or eleven--just a freckled kid! What was he doing beyond the fence--a mere child?

The thought of the child plunging purposely to his death stiffened that experienced officer, and he turned brusquely to the curious lookers-on. "You can help him more by dispersing--by leaving him alone," he advised, authoritatively; then he wasted no more precious time on them, but turned toward the youngster.

The heavy fence made it impossible to reach him, the officer noted; the built-in impassibility of the structure would thwart a physical rescue attempt, though it had not hindered the determined boy. Not even the barbed wire at the top had stopped him. To the police officer, paradoxically, the fence seemed more powerful now, after the boy had conquered it so easily. Savage struggled against familiar bonds of helplessness as he realized there was one way, alone, in which he could save the child's life: he must induce him to re-climb the barrier, back to the sidewalk and safety.

Over his shoulder, dimly, the officer heard piercing sirens of Fire Department RESCUE units as they approached the scene. They seemed far away, bound for another location. The sergeant knew that other police units had arrived, that an ambulance was standing by, the Juvenile Division would be notified; but he knew also that all this personnel and equip-

ment would be little help to him. Immediately they would understand his position; they would control the traffic and the crowd and carry out major rescue efforts of their own--like attempts to rig a net beneath the threatening youth; they would be there, Savage knew, to help, if he were to call them; otherwise, they would leave him--and the youngster--alone.

He stepped closer to the fence. The boy was facing him, holding tight with both hands, the fingers looped through the wire links, white and bloodless from the prolonged pressure. His head was turned sideways so that, though he was facing the officer, he had not yet seen him, but remained staring outward into space. Then suddenly aware of someone near, he turned quickly to ward off the attack; but when he saw that the figure did not move toward him, he merely stared in defiance, breathing in little gasps, his jaw set, his mouth straight and hard, but quivering slightly at the edges.

Savage noticed that the boy's face was dry, that no tears issued to belie the determined set of his features, nor was there evidence that tears had already come and gone. If there were tears, the officer's task might be less difficult. He returned the boy's bold look, using care that he did not startle or antagonize him, yet establishing for himself a position from which to direct his program of persuasion. For a few more seconds the boy continued to stare at him, then, deciding that he had nothing to fear from the uniformed official, he turned his head back to its original position in a negative gesture of contempt.

So that's the way it would be, the policeman thought. The hard way. Why must it always be the hard way? For fifteen years he had been doing these things, and it seemed always to be the same. The hard way.

The sergeant had no exact idea what course to follow, but he knew he must do something definite, and do it immediately. He reached to his side, pressed a button, and the black leather holster that held his service revolver opened like a clamshell, leaving the weapon

neatly in his hand. He emptied the shells into his palm and pocketed them.

"Ever learn to use one of these?" he said to the youth. He kneeled to the sidewalk, holding the gun in front of him, as if to lay it on the ground for examination in the manner of a schoolboy showing a newly captured reptile to a friend. "I haven't had this very long," the policeman continued, casually, "it's a new model." He fingered the weapon. "Adjustable, ramp sights; heavy barrel and perfect balance; .38 Target Special on a .41 frame. Anyone could shoot this gun; it's near perfect." He looked at the boy.

There was no response.

The officer thumbed the hammer backward, slowly cocking the weapon.

Click. Click.

The boy looked around. He presented the same impassive countenance to the officer, then directed his attention to the revolver, "You a good shot?" he said, cautiously, his eyes still fixed upon the shiny weapon.

"Distinguished Expert," Savage said, "I teach other policemen to shoot. Ever shoot a revolver?"

The boy stared reluctantly at the gleaming blue steel. "No--but I shot a .22; I'm not bad with a .22," he offered.

"Good!" the officer replied, "any shooting is fun--gives you something to do. A fellow needs something to think about, something to do, don't you think?"

"That's what they don't understand," the boy answered, "that's why they wouldn't give me--." He caught himself and stopped. "Mom and Pop, they don't understand," he said, his tone sullen, conclusive. Once more he turned toward the beckoning canyon.

Prompted by this sudden adverseness, the officer moved to retain the advantage. "Any time you want to try out this new .38 just let me know. We can go to the Academy and shoot the approved course, maybe even the combat course." He kept talking, "You have to squeeze five shots in three seconds and get all hits," then paused.

But the boy refused to look at him. "I don't care nothin' about shooting,"

he said, his voice an instrument of reaffirmed defiance and contempt.

Savage sighed inwardly. Talk, he commanded himself, keep talking! Isn't that what he had to do? Isn't that what he always did? Talk. Talk a drunk into the wagon. Talk a woman out of arresting her husband. Talk a bandit out of his gun. Talk a mental case into a padded cell--talk a murderer into confessing. Talk...

But how do you talk to a child? Is it always necessary to lie to him? And if the lies fail...? Inwardly, in desperation, Savage felt the strength of the stubborn youth. I'm glad he's no boy of mine, he thought.

As he started to return the revolver to its holster, the youngster turned again. "Will you really let me shoot that?" he asked, his gaze suddenly locked to the impressive weapon.

Savage brightened. "Sure!"

The kid eyed the officer skeptically. "Let's see how good you are," he challenged. He looked down the length of chain-link fence. "Let's see you hit the top--the knob--on the tenth post down. Okay?"

Savage sighted along the fence until he could see the top of the tenth post. A hundred feet at least, he judged, a tough shot. Even for a Distinguished Expert it was a tough shot. The boy was watching him closely. The officer looked over his shoulder at the bystanders, who now had been moved to the other side of the roadway. Other officers had stopped traffic over the bridge and were holding the crowd in position while RESCUE tried desperately to sling a net beneath the span--while Dan Savage talked.

They'll never rig that net under him, the sergeant concluded; he was out too far, too near the middle of the bridge where the span was too wide. He looked at the proposed target again. If he missed, the bullet would sail harmlessly into the remote area of the canyon. If he scored, the missile would ricochet violently, but impotently, in the same direction.

He decided to risk the shot.

Inserting one shell into the cylinder, Savage returned the boy's earnest look and leveled the revolver on the

distant sphere. Holding the weapon lightly, steadily, using all his self-control to relax the tense muscles of his forearm, he took a deep breath, released part of it, and exerted steady pressure on the trigger. The faint breeze, rising from the depths of the canyon, calmly brushed the hand that held the weapon, as the officer waited for it to discharge.

Savage felt his hand leap with the recoil almost before he heard the crack! as the gun fired and the zing-n-g! as the bullet ricocheted violently, in a little gray puff, off the steel target. For an instant he continued to hold his breath; then slowly he released it, trying to withhold from the boy his immense relief at having completed the shot successfully.

The youth glanced alternately at the gun in the officer's hand and at the distant target and exclaimed, "Say! You are good, aren't you?"

Shut the door, Savage told himself. Now is the time. Stop talking, and shut the door, and your job will be done...

"What do you say we shoot tomorrow?" he asked the youngster, "I'll pick you up in the radio car, right after school, and we'll bust a few targets. What do you say--tomorrow okay?"

Puzzled now, the boy considered. "Tomorrow?" he replied, glancing beyond the officer in the direction of the police car, "Why, yessir, tomorrow would be okay!"

A few more words, just a few. "Come over to the car," the officer said, off-handedly, "and I'll give you a lift home. Almost dinnertime. I'd guess you're expected." He was through talking now. He had done all he knew how to do. He turned and walked slowly and deliberately toward the police car, without waiting to see if the boy would follow.

He had reached the door of the car, had started to open it, before he heard the exclamation that came suddenly from the bystanders across the street. He turned quickly.

The boy was safely on the sidewalk, walking briskly to the waiting car.

Nearby, Savage heard a huge engine thunder to life, as a Truck Company, its services no longer needed, rumbled off

the bridge. The voices that came from the crowd were louder now, and the officer realized that some of the words that he had heard were shouted compliments directed to him. Suddenly he did not mind the presence of all these people; they had been quiet, and now they were complimenting him. He shut the youth securely in the front seat.

He climbed in beside the youngster, who was admiring the shotgun, neatly racked, the radio, the emergency flares, all the exciting, official equipment. "What's your name, son?" the policeman asked.

"Tommy Breckenridge."

"Mine's Dan Savage. Where do you live, Tommy?"

"Six-thirteen Marshal Place."

Savage started the car. They had moved a short distance when the boy shouted, "Hey! Wait a minute, stop! Stop right here!" The officer, surprised at the outburst, complied and the youngster bounded from the seat, back in the direction of the steel fence. For an instant panic gripped the policeman and he cursed himself for having stopped the vehicle. But the boy had paused on the near side of the barrier, and when Savage reached him, he was staring upward, peering critically at a bright fresh mark that marred the surface of one of the stanchions supporting the fence. There was a knob--a steel sphere--on the top of the stanchion, but the mark--the bright, gray streak--was nearly a foot below the oval, which was clearly untouched.

"You missed it!" the boy said, incredibly, "you missed it!" He glared at the officer's chest. "You sure you're a 'Stinguished Expert?" he challenged, "that medal you're wearing says 'Marksman--that's all it says, 'Marksman.'"

"That's right, Tommy. I'm not a Distinguished Expert. I'm just a Marksman."

"And I'll bet that gun you shot isn't new, either."

"Two years old."

For a moment the boy looked hard into the policeman's face, an accusatory look that burdened the officer, like bad publicity on the front page. Savage wanted desperately to force his eyes away, thus

quickly to escape the simple judgment of the child.

Then, miraculously, the boy's demeanor changed. He flipped his shoulders in a careless shrug, his face broke into a childlike grin, and he said, brightly, "Well, that's okay. I didn't really want to jump, anyway." Abruptly he turned away and marched indifferently toward the waiting black and white limousine.

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#### ST. CHRISTOPHER'S COMPLAINT

I'm very tired. Poor fools, they look to me

For help. They cruise along at eighty-three,

Trusting my medal, like a potent charm. To keep their foolish selves secure from harm.

Did they not know I lived at slower pace And Hubert was the patron of the chase? Yet they try to outrun his swiftest arrow,

They drive at turnpike speed on crooked, narrow

Country lanes where little children play,

These gentle ones who hesitate to slay A small black fly. They place their children's lives

In danger, risk to outrun the secret, still,

Small voice that whispers, "Man, thou shalt not kill."

I'm weary, Lord, watching Thy careless sons,

Please send me back where the deep torrent runs

And I can ford it in my own slow way, Tell them, in voice of thunder, not to say,

"Saint Christopher, protect me," and go mad

With speed. It's hard to face a grieving Dad.

I'll help them all--hot rod or Cadillac--

For love of Him I bore upon my back. I'll try to get them home unhurt, alive--

If they but hold it under fifty-five.

---By Margaret M. Hickey

## Maerz Says Truck Drivers

## LEAVING TURNPIKE AT TOLL BARRIERS ARE NOT, NECESSARILY, TOLL DODGERS

Irked by references in the press to truck operators, using the Connecticut Turnpike, as "toll dodgers" when drivers leave the tollroad for convenience of movement, as well as economy in not passing through a toll barrier which requires a high fee for a few miles, Executive Vice President John F. Maerz of the Motor Transport Association of Conn. Inc., has spoken before several groups in towns along the Turnpike in defense of the right of truck drivers to enter and leave the artery on same basis as passenger car operators.

He has emphasized that truck drivers who leave the Turnpike at certain points and continue travel along U.S. Route 1 are not, necessarily, "toll dodgers" any more than passenger car drivers who use the Turnpike as far as convenient and then shift to a toll-free road for remainder of their trip.

Mr. Maerz has quoted at such meetings the latest statistics from the State Highway Department, Turnpike administrator, to substantiate his statements. He has emphasized the high volume of trucks moving in and out of Connecticut daily, pointing out that official counts at Greenwich have listed 6,000 trucks in a 24-hour period.

## Lower Rates Needed

"While a substantial number of east-bound trucks have destinations at or north of New Haven," he has stated, "many trucks stopped at points along Route U.S. 1 before the turnpike was available and still do; so they leave the facility at a convenient point to reach such destinations."

The trucking association executive has referred to trucks headed for terminals located in towns along the shore road from Bridgeport to New Haven. "These vehicles will never find it profitable to continue on the Turnpike" he said, "and pay 75 cents to use it for a few miles." What is needed to gain increasingly heavy patronage of the Turnpike is lower rates, particularly at

Stratford where the 75 cent fee is exorbitant and offer discount allowances for high-frequency use, in Mr. Maerz' opinion.

He believes commercial traffic is responding very well to the availability of the Turnpike. Recent counts at Orange show that U.S. Route 1 commercial traffic flow dropped fifty per cent after the Turnpike opened. When the artery is fully completed and more equitable rates are established according to mileage between toll barriers, along with price concessions for trip frequency, more motor carriers will use the Turnpike in his opinion, "because it will be good business to do so."

## Many States Discount Rates

Mr. Maerz has emphasized that operating any toll road is just as much a "business" proposition today as in colonial days when individuals were granted the right to improve roads and establish toll-gates to collect revenue to pay for such improvements.

"And not only is toll road operation a business but it is highly competitive" he says, "when there are alternate free roads from which traffic must be attracted. Other states have found that out already. Indiana offers discounts as high as 50 percent to frequent users of the Northern Indiana Toll Road. Other states with discount inducements are New York, Pennsylvania, Oklahoma, Kansas and Ohio. Florida has shown the way in merchandising its "Sunshine State Highway" by cutting the toll practically in half from 10 o'clock at night to six in the morning. Result has been a spectacular increase in vehicles, both commercial and passenger, leaving the alternate free roads to use the tollway," according to Mr. Maerz.

He deprecated branding truck drivers, leaving the Connecticut Turnpike, as "toll dodgers." He would classify a "toll dodger", either truck or passenger car driver, as one who left the Turnpike at the last ramp before the toll barrier, circled around latter, and re-entered the Turnpike at the first ramp beyond the toll station. But drivers, whether of trucks or passenger cars, who leave the Turnpike because it has ceased

to serve them advantageously are not dodging tolls in his opinion.

Mr. Maerz believes that it is ironic that trucks should be expected to leave a free road in high volume and patronize the Turnpike because the state needs increasing revenue to meet financing obligations. "Existing ramps, affording frequent access and egress to the Turnpike were provided because of popular demand when the Turnpike was planned," he said, "surely every Turnpike traveler, whether truck or passenger car, is free to use those ramps when it best suits their purpose and purse to do so."

Not A "Limited Access" Facility

Unlike other toll roads with limited number of interchanges, restricting access and egress, the Connecticut Turnpike has 90 interchanges in its 129-mile length. More than half of these are in the congested urban western section, the 49-mile part between Greenwich and New Haven.

In a newspaper release when the Turnpike opened the State Highway Department said: "This large number of interchanges provides maximum relief from the overcrowded Route U.S. 1 and maximum convenience for those making short local trips." This "convenience", of course, also included vehicles, the drivers of which chose to use the Turnpike for convenience and economy of operating cost in moving between towns on U.S. Route 1.

Entrance and exit ramps were established not only to permit "short trips", some of which would, obviously, be between Turnpike toll barriers--as on the Merritt or Cross Parkways, where passenger cars enter and leave between barriers without paying any toll--but also to allow drivers of passenger cars or trucks to leave the Turnpike when the artery had served its purpose for their convenience.

The problem of securing sufficient revenue to meet bond obligations would seem to be a "selling" job for the Turnpike administrator; certainly not involving a moral obligation for either passenger cars or trucks to use the artery mainly to provide needed revenue.

---Conn. Motor Truck News

WOULD I HIRE ME?

I seated myself in the boss' chair  
To take a close look at me,  
And as I study the chap he hired  
Do I like the things I see?  
Am I the fellow I would hire  
If I sat here all day?  
Am I on the level - honest - square  
Worth all my weekly pay?

As I study me at the boss' desk  
Knowing me through and through  
Would I choose myself to work for me  
If I had a job to do?  
Do I think I owe myself a raise?  
Have I done my job that well?  
As I question myself about myself  
What do my answers tell?

Am I really doing a real good job  
For my boss, who's really me?  
Or must I admit down deep inside  
I'm not all that I might be?  
I'm only fooling myself that's sure --  
And being far from wise  
If I don't study the real me  
As if through the boss's eyes.

When I do, be sure I'll work to please  
My boss who's really me.  
And do my very best at my job  
Whatever it may be.  
When I do less than my very best  
I cheat two men, you see,  
First my boss who signs my weekly check  
Then my real boss who's me.

---Florida

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The husband is head of the house, and the pedestrian has the right-of-way. Both are fairly safe if they don't try to exercise their rights.

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Driving up to the house to deliver the family's ninth baby, the doctor almost ran over a duck.

"Is that your duck out front?" asked the M. D.

"Yes, it's ours," replied the father, "but it ain't no duck. It's a stork with its legs worn down."



DISCIPLINE

Discipline may be regarded from two standpoints:

1. MORALE OR ESPRIT DE CORPS.
2. TRAINING OR MEANS OF PUNISHMENT.

Discipline or spirit in a police force is based on mutual respect between officers and men and on understanding and acceptance of the rules laid down for administration of the force. The normal requirement is for sensible rules, sensibly, firmly and evenly enforced. The one who receives the order should be impelled to follow it because he understands its need and purpose just as well as the one who gives it.

In its alternative sense, discipline originally meant training, but a punitive concept has grown up around the work because of the need to enforce obedience in the training process. In the past, the punitive aspect of discipline had primary emphasis, on the basis that the superiors knew what they were doing and the men had no right to question their orders. This concept is giving way to the more constructive idea of discipline as training or retraining.

Practical considerations point to the necessity for disciplinary provisions. When a policeman acts in such a manner as to damage the prestige of the force, or fails to perform his duties so as to fulfill the objects of the department, something must be done by way of correction. In the field of criminal justice the concept of "punishment to fit the crime" has evolved to the concept of "punishment to fit the individual offender." This concept can also be applied to the disciplining of a policeman.

OBJECTIVES OF DISCIPLINARY ACTION:

1. To train or retrain the individual officer, whose work has not been in conformance with department standards, by bringing about a change in his thinking and actions.
2. To improve and preserve the morale of the group by dissuading other potential miscreants in the force from similar derelictions.
3. To raise and maintain the prestige of the department in the public eye

by informing the public that compliance is uniformly insisted upon from all members of the force.

GUIDES IN TAKING OF DISCIPLINARY ACTION:

1. Be sure of the facts of the case. Check on subordinate's explanation.
2. Be sure that the facts demand discipline.
3. Take extenuating circumstances into consideration.
4. Be sure not to humiliate the man publicly.
5. Be frank, direct and tactful.
6. Endeavor to discover and change the man's attitudes.
7. Be firm and positive, but even-tempered.
8. Explain the serious consequences of the infraction.
9. Point out that excusing the infraction encourages others to offend also.
10. Be judicious at all times.

(Municipal Police Administration; Fundamentals of Supervision as published in Police Academy Bulletin for Superior Officers.)

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THE GREAT LAND

The door to Alaskan statehood was opened when President Eisenhower signed into law on July 7 a bill to admit the Territory as the 49th and largest State. Alaska, which means "The Great Land," covers 586,400 square miles and is 1½ times as large as Texas. Its coast line of 33,904 miles exceeds the combined coastlines of the United States. Transposed on a map of the United States, the Alaska outline stretches from Canada almost to Mexico, and, with its chain of islands, spreads from Florida to California. Present population is estimated at 220,000.

There were 67,385 motor vehicles registered in Alaska in 1957. Of these 49,115 were private automobiles; 384 taxicabs; 17,233 "freight vehicles"--trucks, buses, and trailers; and 653 motorcycles, scooters, and motorbikes.

---AAMVA BULLETIN

DRIVER SAYS HE'S PERPLEXED  
BY NATION'S HIGHWAY SIGNS

By Hugh A. Mulligan

If I live to be 100, I doubt if I'll ever fully comprehend the highway signs erected in our so-called English speaking country. Who writes them, anyway? Gertrude Stein? Casey Stengel in the off season? Sam Goldwyn's old English teacher?

I've tried. Honest, officer, I've tried, but I just don't get the roadside message. The argot of the asphalt escapes me completely.

"Fallen rock zone," for instance.

How does one decently comport one's self in a fallen rock zone?"

Look up, then duck. Look down and cringe? "Drive slow" (it should be slowly but the roads' scholars decree otherwise) and give the fallen rock a sporting chance to conk me? Should I "resume speed" to avoid pulverization or hie to the nearest "roadside rest" until the rocks have had their fill of falling?

Nonsense. Let the rocks fall where they may, this sign has no place in a free society. Why should a fallen rock, which pays no taxes much less than gathers any moss, be given the right of way over a sober, properly licensed, law abiding, sign watching, meter feeding, tax paying motorist?

And "end speed zone," what does that mean? Do I start to stop speeding or start to speed to stop from stopping?

Man and hot rodder, I've been tooling along the nation's highways and byways, up "hill" and down "grade," through "thickly populated" (one barn, two sheds) and "densely populated" (one house, two barns, three chickens) areas for close to nearly 15 years now and I have yet to encounter the stag at eve or at any other time at a "deer crossing" and wouldn't have the vaguest notion of what to do if I did.

Do the rules differ in season and out of season? What is the bag limit for a breech loading 1953 Ford?

Come to think of it, I've never seen any eggs on the road in a "bird nesting area" or any cows at a "cattle crossing"

or any backward moppets in a "slow children" sector, although several did seem a bit unstrung farther up the pike and a subsequent "slow school" sign informed me that their deficiencies were being remedied.

And please don't ask me to "beware low flying aircraft," because the old buggy doesn't have an ejection seat or to "watch low trees," no matter how pretty in autumn, when I should be watching the road; or to "drive off bridge in event of enemy attack," as a sign on the George Washington Bridge so boldly bids me. Fellows, it's a 136-foot drop into the Hudson. Let the enemy watch out for itself.

I'll "merge," I'll "yield," I'll even "squeeze," though it always makes me blush in mixed company, but I'll be darned if I'll "bump" just because a sign says so. The guy up front might be from out of state and not appreciate this legalized horseplay.

There are signs like "court quiet" and "alternate feed" which confuse and amuse me; signs like "road closed, proceed at own risk," which terrify and demoralize me, but of all sad signs that try my soul, the saddest are these:

"One mile, pay toll."

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TAKEN FROM A PLACE MAT USED IN A  
RESTAURANT IN PENNSYLVANIA  
The Roost - Route 22

How Do You Like Your Eggs?

IF

- |                  |                 |
|------------------|-----------------|
| 1. Hard boiled   | 6. Turned over  |
| 2. Soft boiled   | 7. Sunnyside up |
| 3. Medium boiled | 8. Shirred      |
| 4. Poached       | 9. Omelet       |
| 5. Scrambled     |                 |

YOU ARE

1. Persistent, dynamic, sincere
2. Gentle, patient, kind
3. Calm, cool, collected
4. Speedy, peppy, intelligent
5. Artistic, nervous, passionate
6. Versatile, magnetic, dominant
7. Happy, healthy, wise
8. Fastidious, romantic, sensitive
9. Sturdy, reliable, conservative

# - JUVENILES -

Vox-Cop

September-October, 1958

## THE PENDULUM SWINGS

by Chief LeRoy C. Jenkins  
Racine, Wisconsin

Like a giant pendulum the handling of the juvenile problem in the United States has swung far to one side, and the pendulum must swing back toward a more realistic approach if we are to curb the ever-increasing viciousness attendant to present day juvenile crime.

Daily we read of heinous crimes committed by teenagers--murders, rapes, armed assaults, robberies and other offenses--crimes, that until a few years ago were committed mainly by adult, hardened criminals. The time has come for all agencies concerned with the handling of juveniles to stand off a bit and review what has been done in the past few years towards correcting the situation and to then re-evaluate the results.

The first step in the re-evaluating should be to establish a marked distinction between the juvenile "delinquent" and the juvenile "criminal". It is a sad commentary to the citizens of this country when such crimes as the assaulting of school teachers, raping of women on the streets, and the killing of strangers for "the thrill of it" can be explained away as the work of "juvenile delinquents".

Under the present laws of many states the word "delinquent" means any child who commits any offense against the laws and ordinances of any state, county or city. The youngster who breaks a garage window or tramples down the neighbor's garden is thus automatically, if not intentionally, categorized with the killer or mugger.

The word "delinquent" has taken on a far more ominous meaning in its juvenile association than Webster ever interpreted. Used in its true meaning it would pertain to those children who had become delinquent in their behavior through

some minor mis-conduct. The word "criminal" fits the offenses described above far better than the word "delinquent".

We will always be confronted by the delinquent, who takes a car for a joy ride, burglarizes neighborhood stores, or steals something he thinks he wants and can't afford to buy. We will always have the boy who is the scourge of the neighborhood--breaking windows, pushing over fences, (in my time it was a small wooden structure 25 yards "out back"), and making a general nuisance of himself. This is the boy who, when he reaches 18, very often becomes the honor student in school and goes on to make a good citizen. Even the boy who takes a car for a joy ride or the young thief stands a better than even chance of becoming a good citizen. It is true that a boy 16 years of age knows the difference between right and wrong, but the age of realization, the putting together of the cause and effect, does not come until the age of 18.

Perhaps this is partially due to the huge umbrella of protection the child has been given in recent years; we as policemen have all heard it--"you can't do anything to me, I'm a juvenile." When the child approaches 18, he suddenly becomes aware that he no longer has this protective shield around him; that now he must face reality. Now a crime can cause him some real trouble.

The child delinquent is certainly entitled to all the consideration he can get from the police, courts, probation and welfare organizations. To that end my department, consisting of 129 men, has begun to approach the delinquent problem from a street level. If, in the judgment of an officer on a "juvenile call," the case can be handled between the complainant, the child's parents and

## JUVENILES

the officer in a satisfactory manner, it is done. The child does not become a "statistic" in our files. His first contact with the police is then likely to be less distasteful. The first impression when a child gets into trouble must be a good one if we are to gain his respect. IF A YOUNG FIRST OR SECOND OFFENDER IS REFERRED TO A COURT OR PROBATION OFFICER BY THE POLICE AND IS THEN GIVEN PROBATION OR LET OFF WITH A REPRIMAND, THE POLICE SUFFER, BECAUSE IN THE MIND OF THAT CHILD, THE POLICE COULD HAVE DONE THE SAME BUT INSTEAD CHOSE TO TREAT HIM SEVERELY. I feel certain that level handling of minor offenses will in the long run create a better relationship between the police and the juvenile offender.

The problem of the juvenile criminal is somewhat more serious. In the juvenile criminals we have youths who have a disregard for human life, a disdain for property rights, and disrespect for law and those who enforce it. Here is the class of miscreants who use the protection designed for the petty offender. They rely on the fact that the laws of most states do not distinguish between the juvenile mischief-maker, and the real criminal. The juvenile criminals know that when their record is posted, it will merely classify them as "juvenile delinquents" along with the boy who turned in a false fire alarm or who picked the neighbor's tulips. This is the group who committed 47 per cent of all serious crimes in the last year; this is the group who committed almost 68 per cent of the car thefts, 55 per cent of the burglaries and 26 per cent of the robberies.

The problem of the juvenile criminal is not yet too alarming in the smaller communities, but we in law enforcement well know that whatever happens in the large cities sooner or later becomes a problem in the middle-size towns. We must be prepared for it.

There is a growing feeling in police circles, expressed with ever-increasing frequency in recent months, that the police must take a much firmer stand with regards to the juvenile criminal, particularly to those who commit offenses against the person. The return of the

night stick and the authority to use it is being advocated in many cities. Good government decays any time the police join forces with those who advocate lawlessness under whatever guise it may be.

Waiting for changes in our social order may be desirable, and some day they may bring about an idyllic existence for all of us, but to the school teacher who was assaulted in her classroom, the child who was molested in a public park, the filling station operator with five kids who was left to die by a gun-toting teenage bandit, the time for action is right now, today. THESE PEOPLE HAVE NO TIME TO WAIT FOR US TO BUILD THE FOUNDATION OF A PARADISE, THEY WANT POLICE ACTION--NOW.

It is agreed by law enforcement officers the country over that the greatest majority of American youth is clean, wholesome, law-abiding, and will grow up to be good citizens. The general public will agree that this is true. This is certainly true in my community. We have more than our share of good teenagers--as well as our share of juvenile delinquents--and less than the allotted number of juvenile criminals. We hope to keep it that way.

The police must commend and help our teenagers who travel the trouble-free route. We must give every consideration to our juvenile delinquent along his path to adulthood, knowing we can be of help to him at some of the hurdles. But to the juvenile criminal, the youth without regard for the life or property of others, the killer, the robber, the rapist and the vicious mugger, the time has come for "the reading of the lesson". We can only hope that the teacher gets the attention of the class.

---Law and Order

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The trouble with juveniles seems to be that society can't be adjusted to them.

---Cincinnati Enquirer

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Then there's the guy who was so conceited that he joined the Navy so the world could see him!

*Between*



*Ourselves*

## Written Warnings Frowned On By Police

The Traffic Committee of the International Association of Chiefs of Police, headed by Commissioner B. R. Caldwell of the California Highway Patrol, took the following position regarding written warnings at its 1956 mid-year meeting and reaffirmed this position in June, 1958:

"The issuance by law enforcement officers of written warnings to violators of the motor vehicle laws is of doubtful value and places the officer and his department in the position of condoning or minimizing law violations. The better rule would seem to be to make an arrest whenever a definite, clearcut, substantial violation of law is detected and to resolve the doubt in favor of the motorist where borderline, technical or trivial violations are involved."

---AAMVA Bulletin

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## WRITTEN WARNINGS POINT THE WAY

By Captain William A. Gruber

Arrest enforcement is a punitive action from which it is hoped that the transgressor will learn by experience and the observer will learn by example. In short, it is deterrent effect that is sought. Just how much is learned in the process is a matter of question. The only measure of success which can be made is from the records of repeaters.

Since the offense committed must be particularly grave or even include accident involvement to warrant arrest, the bad driver, intentional violator, or experienced transgressor need only - (1) Be certain that his action goes unobserved by the police, or, (2) Confine his violation to the borderline, technical, or trivial violations. Since the latter might not be sustained by the courts following arrest, the way is open for similar continued operation. The officer's hands are tied and he must daily witness potentially grave offenses go by the board.

The result, therefore, can only be an unchecked continuation of so-called minor or trivial offenses until a complete disregard of all motor vehicle law is attained. The daily example of contempt for traffic regulations then overrides the deterrent effect or arrest. What is worse is the general resentment against arrest and full sympathy for those arrested.

Connecticut authorities and principally a Connecticut Motor Vehicle Commissioner are responsible for the Point System of operator control now used by many states. Many years ago the problem as outlined was given full recognition when it was realized that arrests alone were not the answer to highway slaughter.

It is just as clear today that all of our accident and fatality experience is not the fault of only the deliberate violator or the fault only of those violators who disregarded laws governing

the most serious offenses. It is a commonly accepted fact that the casually disregarded stop sign at five miles per hour can cause the most serious of collisions.

These facts bore out the need for a stop gap that would restrain those violators slipping through the net as well as those potential violators in need of an educational instrument not merely a punitive deterrent. The written warning was the answer - and it still is!

State Police written warnings are supplied in pad form, in triplicate. The original goes to the offender, the duplicate to the Commissioner of Motor Vehicles, and the third copy to the station file. Motor Vehicle Department, Division of Operator Control copies are recorded in State Police Traffic Division and forwarded for inclusion in the operator's file with point assessment against his record.

The five mile per hour stop sign violator or defective taillight violator whose offense is so minor as to be unworthy of consideration by the courts now has his death, injury and damage potential measured by his record. The frequent perpetrator of minor offenses, the highway pest with danger potentials, the inexperienced, the aged, the overconfident, the unfit, in fact all of those operators who don't, can't or won't perform safely are brought to official notice.

#### Best Answer

Perhaps the best answer to the myriad of offenders - real and potential - is the written warning. It enables officers to maintain a closer and more frequent personal contact with offenders normally beyond reach. It establishes a workable and effective public relations without loss of control. The frequent offender or habitual highway criminal is on record for each offense. License suspensions are clearly substantiated on the basis of an accumulated record without waiting for a major highway crime to be perpetrated. The written warning represents educational enforcement at its best and when supported by arrest enforcement broadens the scope of influence and effectiveness of the police.

#### CODE FOR MUNICIPAL COURTS

Judge William A. Jacobs, in examining the new "Code of Criminal Procedure" for the municipal courts of the state was impressed by the added work load it will probably impose upon the clerk of the court and the State Motor Vehicle Department.

The code specifies that the court prosecutor shall examine each defendant's motor vehicle record, even in minor violations. This information is available only through the Motor Vehicles Department. Presumably the clerk will have to seek the record and the department will have to produce it. A tremendous mass of detail is bound to be involved in these duties. If the load became too great, the state might have to add more employees in its motor vehicles records department, or the system would bog down. There are 66 courts in the state which will be seeking these records continuously.

The purpose of the code is excellent: to codify existing law on court procedures and to clarify courtroom practices, so that all the municipal courts will operate on the same basis.

There has been considerable controversy throughout the state with respect to the rules of courtroom procedure in motor vehicles cases, which probably constitute the largest proportion of cases brought before municipal courts. The separation of traffic cases from other cases is a most desirable objective. In Meriden an effort is already being made to accomplish this result, and it seems to be working well.

The principal reason for the examination of the state records by the local prosecutor is that certain offenders will be allowed to plead guilty and waive trial, thus avoiding appearance in court. If an offender has built up a shady record, the prosecutor will discover it when he digs into the records, and may decide that the defendant must appear. If the defendant happens to reside outside the state, it will be difficult, if not actually impossible to force an appearance, provided the state of residence will not cooperate. But no code, however strict, could solve this

problem.

The new code, of course, constitutes only one aspect of the court reform which has been sought for a long time in this state. But it should bring about a definite improvement over prevailing practices.

Municipal court judges, however, have decided to go slowly in ratifying the code. They have voted to delay submitting it to the rulemaking Supreme Court of Errors until they have had a chance to conduct a secret poll among themselves as to its merits. To us it seems that they would have done better to open the subject for frank discussion and full reports on what they find right and wrong with the code as drawn. It is already known that some object to the role assigned to prosecutors in calling upon them to produce motor vehicle arrest records. It is also known that fault has been found with the pre-established schedule of fines to by-pass court appearances in minor traffic violations. The arguments on both sides of these questions would be of great interest to the general public and to all members of the bar.

--Meriden Journal

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#### ALCOHOL AND DRUGS

An old, old plea of drivers who are accused of driving while intoxicated has been, and probably ever will be, that they were taking certain medicines or drugs and these, not the two beers they drank, caused the abnormality.

The plea often goes very well but the Supreme Court of Virginia and those of several other states have ruled it should not. It is an established medical fact that certain modern drugs drastically heighten adverse effects of alcohol. Thus the point really should not be how much alcohol was consumed but how great was the effect on the driver. If an individual places himself knowingly in the position in which he is more susceptible to alcohol, he should not be permitted to plead he consumed an amount which would not have incapacitated him under normal conditions. This would appear as ridiculous as the plea an empty stom-

ach or exhausted condition aggravated the action of alcohol.

In a Virginia case, the Supreme Court said (Harrell v. City of Norfolk, 180 Va. 27), ". . . if defendant was under the influence of both whisky and the pills, he undoubtedly was under the influence of whisky."

Paralleling this, the Texas Supreme Court ruled, "A person who gets himself in a condition whereby he may become intoxicated from a lesser quantity of whisky than it would ordinarily take to produce intoxication is nevertheless intoxicated from the use of whisky."

New Jersey's Supreme Court noted that a defendant would have the statute read, "A person who operates a motor vehicle while exclusively under the influence of intoxicating liquor etc."

All of this gives rise to two points which bear consideration. We note in both the Virginia and Texas cases that the physicians of the accused testified as to having prescribed medicines which could heighten the effects of alcohol or produce similar symptoms. Almost everyone drives automobiles these days and it would seem a physician has a moral obligation to warn anyone for whom he prescribes such drugs that he should not attempt to drive within a certain period after administration. This information should further be typed on the label by the pharmacist or printed by the manufacturer. The possibility might also exist as to whether the doctor might be liable in civil court if he fails to do so and the patient drives and causes damage.

The other point we raise concerns the result of a chemical test. What happens if a driver is in bad condition from a combination of alcohol and drugs, but submits to a test and doesn't hit the .15 deadline? Despite the clear directions of our statute, courts here and elsewhere are most reluctant to convict if the level of alcohol is not as high as the generous .15. The Virginia decision was handed down in 1942 when we did not have test legislation.

With the increasing popularity of new drug combinations, the entire situation merits thought.

---Virginia Traffic Safety News

STATISTICS ARE REVEALING

POINT OF LAW

A recent bulletin received from the National Foundation for Highway Safety, Inc., a temperance organization, states:

"Life Magazine, conspicuous for liquor advertising, recently featured a swank party for a 19-year-old debutante, and 240 guests. Refreshments included 20 cases of champagne and liquor. To their elders' surprise, the guests, all college students except four chaperones, in 6½ hours consumed 43 cases of soft drinks and countless banana splits -- sent back 13 cases of liquor unopened.

"Why can't all society and college parties give young people a choice. They might find a lot of young people PREFER to remain sober."

Statistics when analyzed are always interesting:

240 guests drank 7 cases of liquor or...  
 84 quarts or...  
 168 pints or...  
 8, 1½ oz. drinks EACH...  
 (Including possible non-drinkers)

Assuming 10% did not drink and...  
 Assuming 10% drank the proverbial 2 drinks, then...  
 80% drank the rest and...  
 192 people drank 1,958 drinks or...  
 10 drinks apiece!

By the way, don't forget the "soft" drinks or "mixers."  
 240 guests drank 43 cases  
 (at 12 quarts per case)  
 516 quarts or 2 quarts per person.

Of course there were those who drank liquor and no soda, and those who drank soda, and no liquor, and those who drank neither.

Banana splits anyone?

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"Withdrawal of driver licenses from motorists who prove themselves unfit offers the most direct way of making highways safer for all."

---A. E. Spottke

Vice President, Allstate Insurance Companies

Insurance policies usually state under their B.I. and P.D. sections: "Will pay on behalf of the insured all sums which the insured shall become legally obligated to pay." The key words in this phrase are "legally obligated." In plain language this means the amount of money a judge or jury orders you to pay.

The doctrine of contributory negligence lets innocent victims sue and collect from the people who hurt them or damage their property. But to be an innocent victim you must be free of all blame for the accident.

If an accident is partly your fault, you are regarded as having contributed to the happening. If you contribute to the cause of the accident, you shouldn't expect the other fellow to be held legally liable.

If you have an accident, you can't decide that your company should pay the other fellow. He can't decide that his company should pay you. Only a court can decide whether someone or no one is guilty of negligence and legally liable.

For example, who is legally liable for an accident at an unmarked intersection? Usually no one. The fact that one driver claims he arrived at the intersection first doesn't hold much weight. Chances are that the court would say both cars were to blame. No one had a clear right of way. The doctrine of contributory negligence applies. No one collects under anyone's B.I. or P.D.L. coverage.

---Fleet Supervisor

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CAMPAIGNS CUT CAR THEFTS IN HALF

Big reductions in auto thefts have resulted in two cities which conducted campaigns against motorists leaving keys in parked cars, the American Municipal Association reports. In Milwaukee, Wis., automobile thefts were reduced 50 percent; and in Decatur, Ill., where motorists were ticketed and fined as much as \$300 per violation for leaving keys in cars, the rate dropped 80 percent in a year.

---AAMVA BULLETIN



# COMPLIMENTS

Vox-Cop

September-October, 1958

October 17, 1958  
New York 3, N. Y.

Dear Commissioner:

For some time past, I have wanted to sit down and express my appreciation to you as head of the State Police for the efficient, courteous and thoughtful services different members of your staff have rendered me and my family over the past several years.

On one occasion, my son, through an oversight, left valuable papers behind him in our home in Lyme, Connecticut. Because of the nature of these papers, it was necessary that we get in touch with him before he arrived at his destination in Syracuse. By effective work of the Westbrook and Middletown Police, his car was identified just outside Middletown and we were able to return the papers to him in sufficient time to avoid what might have been rather serious complications.

On another occasion, we were involved in an accident on Route 22, when an irresponsible youngster, trying to cut from behind us across a double line, clipped our left bumper and pushed our car off the road. Luckily, a very serious accident was averted. Again, the Police showed every possible consideration, and were of great help to us after this shocking experience. This was in the Northport area, and I think again it was the police around the Westbrook section who took charge.

Finally, two months ago, when my car boiled and burst the radiator at Branford, another of your men came to my rescue, was extremely resourceful and had many suggestions which helped me to get out of a very difficult situation. Your officer, Joseph Dynderski, again of Westbrook, came through with suggestions which enabled me to proceed on to New York that evening.

It just happens that all these services were rendered in or about the same area, but on other occasions throughout Connecticut, my contacts and associa-

tions with the State Police have made me extremely proud of Connecticut and the high morale of our State Police, which stems from good leadership and largely accounts for the exemplary and noteworthy job they are doing with the automobile public.

Sincerely yours,

Alexander Reid Martin, MD

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City of Rockville  
POLICE DEPARTMENT  
Rockville, Connecticut

September 24, 1958

Dear Commissioner Kelly:

I wish to express my sincere thanks and appreciation for the very able assistance rendered by you and your department, at the Vernon Sesquicentennial Parade, on September 20, 1958, which was held in the City of Rockville. The Officers and Auxiliaries, also deserve credit for the splendid manner in which they carried out their duties. The cooperation received from Captain Robert N. Rundle and Lieutenant Harry Taylor, was indeed a credit to you and the entire State Police Department.

Many favorable comments have been received concerning the conduct of your Officers during the parade. The assistance rendered by your department certainly eased our tremendous task of policing such large crowds to witness this parade.

I have always enjoyed the splendid cooperation from your department and trust that this will always remain so.

Sincerely yours,

Peter Dowgewicz  
Captain

C O M P L I M E N T S

October 18, 1958  
Higganum, Conn.

WINDSOR'S 325th ANNIVERSARY COMMITTEE  
Windsor, Connecticut

Dear Sir:

October 1, 1958

On October 3 my life depended upon getting blood and a special drug and your State Police accomplished this in the fastest time. I was a patient at the Middlesex Hospital in Middletown and everything else was at Manchester. Dr. Kirschbaum told me that 45 minutes after he requested the blood and drug he was using it for me.

Commissioner Kelly, I know you must be busy with more important matters but I wish you would let the man or men involved know that I am so very glad to be alive and am thankful for the big part that they did. I just hope that this will make up in a small way for some of the complaining letters you probably receive. I have always been proud of our State Troopers and now I think you are all wonderful.

Thank you -- I have so much to live for!

Sincerely,  
Lillian Abelhauser

Dear Commissioner:

Please accept the sincere thanks and appreciation of the Anniversary Parade Committee for the fine job done by the members of the State Police Department on Sunday September 28, 1958.

The color guard of your department did a splended job, as was indicated by the many fine remarks heard along the line of march concerning this one outfit.

We also cannot overlook the fine work which was done by the traffic officers under Officer Waterman which consisted of the two jeeps, the sound car, and both regular and auxiliary police officers. Their work made the event the huge success that it was. Would appreciate if this message could be conveyed to these officers, and also to Lieutenant Kimball, who did every thing possible to assist us in this great event.

Very truly yours,  
Lieut. James B. Murray, Jr.  
Parade Chairman

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Patrolmen who were the subject of letters of commendation between the period of August 25, to October 23, were:

Frederick Avery  
Frank Barbieri  
Joseph Ciecierski  
Edward Collins  
Francis Conroy  
James Costello  
Edward Courtney  
Paul Deschenes  
William Douglas  
Joseph Dynderski  
Stanley Elton  
Maurice Fitzgerald  
William Goodu

Ernest Harris  
William Hickey  
Alfred Hull  
Donald Hurst  
James Jacob  
Joseph Jankowski, Jr.  
Alfred Kosloffsky  
John Kozma  
Louis Leitkowski, Jr.  
Oscar Lopes  
Thomas McDonnell  
Edmund Michonski  
Stanley Nasiatka, Jr.

Robert Papp  
Gerald Pennington  
George Potter  
James Quilty  
Robert Riemer  
Charles Rust  
Robert Seres  
Walter Smiegel  
Gail Smith  
Stanley Sobieski  
William Taylor  
William Tomlin  
Ralph Waterman

Also the subject of a commendatory letter was Auxiliary Off. Harold Barrett.

C O M P L I M E N T S

FREDERICK T. MCGUIRE, JR.  
PRESIDENT  
CLEVELAND, OHIO

DANIEL W. BELL  
TREASURER  
WASHINGTON, D. C.

WILLIAM B. SPENCER  
SECRETARY  
PROVIDENCE, R. I.



AMERICAN AUTOMOBILE ASSOCIATION

ORGANIZED 1902  
HEADQUARTERS  
1712 G STREET N. W.

WASHINGTON 6, D. C.

June 6, 1958

RUSSELL E. SINGER  
EXECUTIVE VICE-PRESIDENT  
WASHINGTON, D. C.

MERRITT L. SMITH  
ASST. SECRETARY  
WASHINGTON, D. C.

TELEPHONE  
METROPOLITAN 8-4000

CABLE ADDRESS  
AMERAUTO  
WASHINGTON, D. C.

Honorable Abraham Ribicoff  
Governor of Connecticut  
State House  
Hartford, Connecticut

Dear Governor Ribicoff:

It is a real pleasure to advise you that the National Board of Judges of the 1957 AAA Pedestrian Program Appraisal unanimously voted that the Connecticut State Police receive a "special letter of commendation" for pedestrian safety activities.

Members of the Board were deeply impressed with the plan of assigning the responsibilities for public safety education to a safety officer for each barracks throughout the State. The work of this organization, in coordinating pedestrian safety activities in some 100 unincorporated areas, has undoubtedly made a substantial contribution to the outstanding traffic safety record of Connecticut.

The American Automobile Association extends sincere congratulations for this outstanding effort with the hope that it will make your citizens even more safety conscious and bring a further reduction in traffic accidents involving pedestrians.

I am confident that our affiliates, The Automobile Club of Hartford and the Connecticut Motor Club, will be pleased to continue to work with your Pedestrian Program Representatives who have acted so capable in preparing 1957 reports for all cities in the State of Connecticut.

Sincerely yours,

Harry I. Kirk  
President



## LT. MICHAEL SMITH RETIRES; SERVED MORE THAN 37 YEARS

Retirement from active service by Lt. Michael D. Smith after more than 37 years of state police duty, has been announced by Commissioner Kelly. At the time of his retirement, Lieutenant Smith was serving as commanding officer of the Emergency Services Division of this department with his base office at Wallingford.

Mike, a year-round resident of the Lake Beseck community at Rockfall, entered the department July 21, 1921 during the reorganization period. His home at that time was at East Windsor Hill.

On June 1, 1931 he was appointed sergeant and served at the Stafford Springs and Colchester stations prior to assuming command of the Bethany Barracks as lieutenant on May 16, 1942.

Lieutenant Smith was designated departmental firearms instructor on October 16, 1945 and retained this designation when he was named head of the Emergency Services Division in December, 1946. For a period of time the Division was located at Bethany and then took up quarters in Westbrook in July 1948. It is presently located at Wallingford.

One of the outstanding individual marksmen in the state, Lieutenant Smith during his years of revolver competition has won about 60 medals. (He himself doesn't know the exact number.)

As coach and captain of the state police revolver team he has led the team



LIEUT. MICHAEL D. SMITH

to outstanding success in matches conducted along the Atlantic Seaboard. Smith-led teams have returned with a fair share of honors after participating in the sectional matches held at Camp Curtis Guild, Wakefield, Mass.; Sparrow's Point, Maryland; Hempstead, L.I. Rocky Hill, Connecticut, and many others.

Under his direction the department has built and maintained special vehicles such as the field office, mobile kitchen, and transport bus now in service.

DORIS P. SMITH RETIRES;  
WIFE OF LT. MIKE SMITH

With 36 years of service to the state behind her, Doris Smith decided to call it "a day" and join her husband, Lt. Michael Smith, in retirement.

Doris, who for the past decade or so has been in charge of the General Office at Headquarters, reported for work with the State Police Department at the Old Headquarters building on Capitol Avenue on June 10, 1922. She was one of the "old guard" of female civilian employees who demonstrated her loyalty to the department through many years of faithful service.

She takes with her the best wishes of her friends throughout the state as she makes plans to leave Connecticut and take up her residence in Dunedin, Florida, with the recently retired Lieutenant Smith.

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PATSY LIGNELLI,  
HEADQUARTERS GARAGE, RETIRES

Patsy Lignelli, of Avon, mechanic at the departmental garage in Hartford since February 1, 1942, recently bid his buddies "take it easy" as he left duty at 100 Washington Street for a life of comparative ease in retirement at Avon.

He accumulated 30 years of service to the state, having originally been employed as a mechanic by the State Highway department in 1927. His assignment with the State Highway Department was at the garage in Newington.

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SGT. QUINTILIANO PROMOTED; NOW CHIEF AT ROCKY HILL

Rocky Hill got a new police chief September 29, when Judge Francis J. McVane administered the oath of office to former Sgt. Alfred Quintiliano.

While Mrs. Quintiliano, and other officers looked on, Police Commission Chairman Alfred Bacon pinned the chief's badge to make it official.

Judge McVane complimented the Police Commission on its "excellent choice" of

PROMOTED TO LIEUTENANT  
JOSEPH P. McAULIFFE



LIEUT. JOSEPH P. McAULIFFE

Joseph P. McAuliffe, of Middletown, was promoted to Lieutenant in orders issued September 4, by Commissioner Kelly. He was assigned to the Westbrook barracks as night supervisor.

Lieutenant McAuliffe entered the department March 7, 1938 and following training at Ridgefield was assigned to the Stafford Springs Barracks. From 1938 to 1947 he served at Hartford barracks and was promoted to Sergeant October 15, 1945.

He was transferred to Colchester on October 29, 1947 and remained at that station until his recent advancement.

a man "I have found to be of excellent character, integrity and capabilities."

After the ceremonies, the Police Mutual Benefit Assn. honored Chief Quintiliano at a dinner at the Wagon Wheel. Officer John Catania, president, presented an initialed brief case to the new chief in behalf of the association. The groups had attended the ceremonies in uniform.

## DEPUTY CHIEF ANDERSON RETIRES AFTER 40 YEARS

Hartford lost the services of one of the city's most popular cops when Deputy Chief Peter A. Anderson retired.

On Oct. 15, the Hedges Restaurant was packed with law enforcement men from all parts of the state, on hand to honor Pete and to sing his praises.

Toastmaster for the event was Edward N. Allen, former lieutenant governor and mayor of Hartford and a close friend of Pete Anderson.

Peter Anderson joined the police force in 1918, after knocking about from job to job in Texas. Included in his Texas sojourn was a spot with the Kingsville, Texas Town Band.

His rise through the ranks reached a high point in 1945, when he was named the No. 2 man in the growing department.

But the happiest time of his career, he recalls, was the 18 years he spent in the Detective Division.

During that time he worked on every type of case, including murders, kidnappings and conspiracies, collaborating with law enforcement people across the state.

One of his closest friends during that period was the then County Det. Edward J. Hickey, who later rose to become the iron-fisted commissioner of the State Police.

Anderson's duties as deputy chief of police put him in charge of all department personnel and he was always ready to give an assist when called upon.

A proficient instructor, he taught classes for the local bluecoats as well as for other departments throughout the state.

His traditional advice: "On or off duty, the policeman is in the eyes of the public and should conduct himself in a manner that will bring credit on himself as well as the community he serves."

Peter Anderson is a living example of that type of cop.

Always interested in youth programs, and in the welfare of youngsters both in and out of trouble, Pete's advice to his subordinates:



DEPUTY CHIEF PETER A. ANDERSON

"Never make a promise to a youthful offender that you do not intend to keep.

"A seed of distrust in a young mind might lead to a lifetime of resentment against police officers and authority in general."

A cop's cop, Chief Anderson cites as the greatest achievement in the police profession "the complete evolution from the rough-and-ready police officer to the scientific investigator of today."

Now he will retire to the life of ease he has earned after 40 colorful and exciting years.

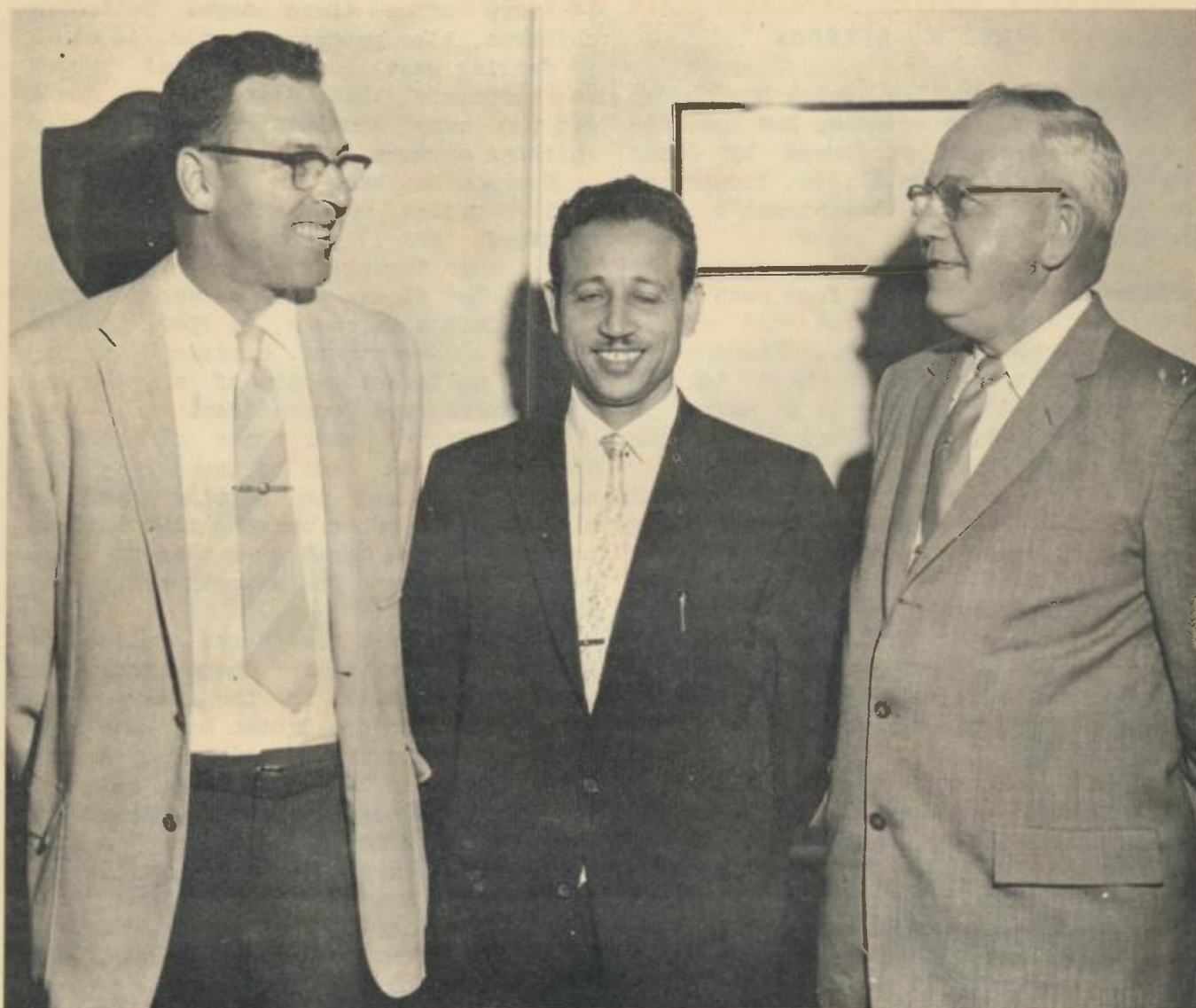
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### THE FUTURE

The future still belongs to those who will work, those who can see ahead, those who are willing and able to lead.

---Omaha World-Herald

LIBYA POLICE DISTRICT COMMISSIONER RECENT VISITOR



Col. Saddick Gelani, district commissioner of police at Benghazi, Libya, in the center of the above photo, is shown in a pleasant discussion with Commissioner Kelly, at right, and departmental business manager Jim Forbes, at left.

Colonel Gelani, who spent a week with this department, was a visitor to the United States by arrangement with the I.C.A. His police itinerary was scheduled by the Training Division of the I.A.C.P.

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Other recent visitors were Lt. Doan Kim Lai and Sub. Lt. Hoang Cao Cac, members of the civil guard of the Free Republic of Vietnam. Their visit to the Connecticut State Police covered a period of two weeks.

After leaving Connecticut their schedule called for four more months of training with other police departments throughout the nation and then return to Vietnam to teach at the civil guard's academy.

You Should Know...

JAMES M. REARDON

The age of missilery, which has added a new dimension to science, has done the same for the job performed by James Reardon, of 75 Benton St., a lieutenant in the State Police Department's Fire Marshal office.

In addition to helping protect the residents of Connecticut from such "conventional" hazards as fires and explosions, among other things, Reardon and 10 other inspectors now have to aid their boss, Capt. Carroll E. Shaw, in keeping an eye on rockets, both the home-made and the toy variety.

The Fire Marshal's office several months ago set a precedent, now being studied by other states, when it turned thumbs down on the launching of a home-made rocket by a group of Wallingford teenagers. And the office is constantly being asked to pass on the sale of toy rockets that come close to falling into the category of fireworks, which are banned in the state.

But as safety supervisor, Reardon, a stocky, iron-gray-haired man of 47 who has been a State Policeman 23 years, is concerned with more than missiles, and more even than fire hazards. In connection with the latter, he helps inspect buildings for fire hazards, conducts investigations of fires and assists in the preparation and enforcement of state fire regulations.

However, the State Fire Marshal's office, a division of the Department of State Police and a sort of catch-all agency, also has a wide variety of other responsibilities. As a result, Reardon finds himself involved in all sorts of things, not all of them directly related to protecting the public from fires.

The office, for instance, licenses all raffles and bazaars and outdoor advertising. It also supervises all public events under tents (this, a result of the disastrous circus fire in Hartford 14 years ago), regulates auto-car racing and checks on the safety of amusement park rides.

The office even keeps a file on tattooed chickens. However, Reardon and

his fellow officers don't have to check it very often these days. Tattooing chickens, like branding cattle, is aimed at foiling rustlers. And it has proved so successful that State Police don't get too many complaints about stolen chickens anymore.

Reardon has been in the Fire Marshal's office on Washington St., in Hartford, for 13 years now, and in that time has investigated his share of fires. But it was while he was serving in the Groton barracks, in 1942, that he earned a department citation for his work in an investigation of a rash of fires in eastern Connecticut.

His efforts and those of another State Policeman led to the arrest of a man who confessed to setting some 40 blazes. And, after serving time in Connecticut, the firebug went on to serve terms for arson in Massachusetts and Rhode Island.

Reardon joined the State Police in 1935 after working for Cheney Bros. and other textile mills in the State, and was assigned to the Groton barracks. In 1942, after winning his citation, he was transferred to headquarters in Hartford for fire investigation and Special Services. Then, after a short tour in the Hartford barracks doing regular patrol duty, he was assigned to the Fire Marshal's division in 1945. He was promoted to motion picture inspector, with the responsibility of supervising theater safety, in 1949, and to lieutenant in 1954.

Reardon spends about 75 per cent of his time in the office, reviewing reports, checking complaints, working on fire regulations, and examining requests for the sale of potentially dangerous merchandise. A quiet, hard-working type, he is also busy keeping abreast of the latest in fire regulations and fire-protection ideas, pouring over safety manuals and participating in the affairs of the National Fire Protection Assn., an educational organization of 17,000 members. Reardon is secretary of the NFPA's fire marshal's division and serves on a number of its committees.

Reardon is a native of Manchester and attended local schools.

---Manchester Evening Herald



# IN-SERVICE STUDIES

Vox-Cop

September-October, 1958

## Know The Law

by

Robert L. Donigan, General Counsel

and

Edward C. Fisher, Associate Counsel

The Traffic Institute

## POLICE LIABILITY IN LINE-OF-DUTY ACCIDENTS

Judging from the frequency with which the question is raised, many police officers are concerned about their liability in connection with accidents incidentally occurring during their pursuit of law violators. Typical of the general anxiety in such matters is the query: "Suppose I am pursuing a speeder who is trying to out-run me. He takes a turn too fast and rolls over, injuring or killing his passenger?" Or, in such a situation, "the speeder collides with another car in an intersection. Can I be held liable for the other driver's damages or injuries?"

The answers to these and similar questions of police liability depend upon a sound understanding of the duties and responsibilities of the officer on the one hand and his corresponding rights and immunities on the other. These are well illustrated by a recent decision of the New York Court of Claims.

In *Wrubel v. State of New York*, 174 N.Y.S.2d 687 (June 2, 1958), the plaintiffs made claim against the state for injuries they suffered when their car was struck head-on by a Buick driven at a high rate of speed by one whose driver was attempting to escape capture by a pursuing state trooper. The facts and the opinion of the court follow:

"About midnight on the night of June 27, 1953, New York State Trooper Anthony Marchione, while patrolling Route 5, saw a 1941 Buick speeding by at an estimated seventy miles an hour. With siren blowing and red lights flashing, the trooper gave chase. On five occasions he was able to pull abreast of the Buick to

signal him over but each time the operator of the Buick swerved his car to the left to force the troop car back or off the road.

"Followed in close pursuit by the trooper's car, the Buick went around a curve, traveled an additional 350 feet to a point opposite pole No. 136, and collided with a car being operated in the opposite direction by claimant, Henry M. Wrubel. His wife, Alice, was a passenger and both suffered damages for which suit is brought.

"After the collision, the trooper heard someone running in the bushes. He gave chase and apprehended one William Coon, who was the operator of the Buick. The trooper returned to his car to call headquarters. He was then alerted to be on the 'lookout' for a stolen Buick car which was headed in his patrol area. The trooper then learned that the Buick he had been pursuing was the stolen Buick. He later learned that said William Coon was a paroled felon.

"Distilled to its essence, the case presents one question--Is the State liable for the damage occasioned by a fleeing lawbreaker while being pursued by a state trooper who was performing his duty?

"We do not believe so under the circumstances here.

"In the presence of a violation of law it is the officer's duty to take steps to suppress the offense and apprehend the offender. At its inception the offense being committed was only a traffic infraction. However, it developed, in the opinion of the court, into reckless driving, a misdemeanor, also into

resisting an officer, and other crimes which could be made out of the incident as it developed.

"Claimants' predication of liability on the State is founded on the novel position that the trooper, in attempting to halt one increasing the danger on the highway, did by his attempt alone increase the danger himself. To extend this position to the ultimate would require a police officer to pursue, at an otherwise lawful rate of speed, a lawbreaker traveling at an unlawful rate of speed, or to ignore him in the first place.

"An operator who is speeding, or who is a reckless driver on the highway, would know that all he had to do was to go faster--and under claimants' theory escape would be possible--there would be no chase. A burglar, bank robber or any other felon could threaten to shoot and under claimants' theory escape would be possible and arrest avoided. It is fantastic to further expand claimants' theory--such thinking would place a police officer in the same category as the Marquis of Queensbury in a pier six brawl.

"In so holding we do not say that it is impossible for an officer to be negligent or reckless in the performance of his duties. That it is possible is amply pointed out by some of the cases cited by claimants. However we do not feel those cases to be applicable or controlling in the present instance.

"A police officer has a right to use whatever means necessary to make an arrest and unless he exceeds proper and rational bounds or acts in a negligent, careless or wanton manner, he is not liable for damages sustained, even by innocent parties, under the circumstances that arose herein. We think the action of the trooper was proper.

The contention of claimants is unsound.

"The proximate cause of the accident was the speeding of the Buick car. It was the reckless manner in which William Coon conducted himself and not the action of Officer Marchione that caused this accident. With an earnestness amounting to almost prescience, Marchione, at the risk of his own life, at-

tempted to curb this hazard. He is to be commended on the manner in which he endeavored to perform his duty as an officer of the law. The evidence in no way indulges the conclusions that he was the cause or contributed thereto.

"If Officer Marchione had abandoned his duty and the Buick car had proceeded unmolested and a serious accident had resulted he would have been subjected to severe criticism for failing to perform his duty to which the public is entitled. (Any automobile on the highway could have been involved in such an accident--even claimants' automobile). It would be most unwise to discourage police officers in time of emergency. Such a course would tend to lessen law enforcement.

"In an emergency a police officer must do his duty. He should not be careless or reckless. He should act in as prudent and in as careful a manner as he possibly can. He should not be hesitant and should act promptly and resolutely. Reluctance to act in an emergency might indeed result, to some extent, in stripping the community of proper and adequate protection against malefactors.

"The action of the trooper must be weighed in the light of the circumstances, as they arose and not measured by subsequent developed facts. Indeed, public policy militates against denying protection to the officer under the circumstances here involved.

"This may seem severe in view of the damages suffered by two innocent people but no other conclusion is possible. To give claimants a judgment herein would mean extending the liability of the State to unrealistic limits. Further discussion is unnecessary.

"The claims herein, and each of them, are dismissed in an accompanying decision."

The fact that Officer Marchione was not made a party to the foregoing case and the plaintiff did not seek to impose personal liability upon him is quite immaterial here, since the liability of the state, as his employer, would necessarily depend upon negligent acts committed by him, if any. Since the court found he was not primarily liable, nei-

ther was his employer. THE MASTER IS NOT LIABLE UNLESS THE SERVANT IS. Under the general rule, in the absence of express statute making the state or municipality liable for the wrongful acts of its officers and agents performing governmental functions, recovery cannot be had against the state or city, although the officer or agent himself may be liable therefor. So, while actions of this sort ordinarily would be brought against the officer personally, the grounds of recovery would be the same as if the city or state were also a party.

Citation of authority for the proposition that an officer of the law must be diligent in detecting and apprehending violators is hardly necessary. In view of such responsibility, in circumstances of emergency he is granted immunity from the operation of many of the regulations and restrictions which govern the conduct of ordinary individuals. It is his duty to act for the protection of persons and property even though such action may result in personal harm to himself. While the officer's immunity from operation of the traffic laws while performing his duty under emergency circumstances is not always clearly spelled out in the law, it has long been recognized that to hold him to strict observance would seriously interfere with the performance of duties imposed upon him by law. Consequently the courts have held that regulations applicable to ordinary situations were not intended to apply to the conduct of officers acting in emergency situations within the scope of their duties, *State v. Swift*, 143 A.2d 114 (R.I.--1958).

In *State v. Gorham*, 110 Wash. 330, 188 P. 457, 9 ALR 365 (1920), Gorham, a deputy sheriff, was in motorcycle pursuit of an automobile driven by one Agnew, upon whom the officer was attempting to serve a warrant on a felony charge. In passing through the Village of Hillyard (a suburb of Spokane), Gorham exceeded the speed limit fixed by its ordinances. Upon appeal from his conviction, the deputy sheriff contended he was exempt from the operation of the ordinance under the circumstances. The Supreme Court of Washington upheld this contention and reversed the conviction.

Calling attention to the fact that the sheriff was charged with the duty of keeping the public peace and serving all process issued by the courts, the court said:

"In the performance of these duties the sheriff has many privileges not accorded to a private individual, and statutes and ordinances directed against the individual do not generally apply to him when so performing them, especially where their enforcement would hamper and hinder performance.... The case in hand affords an illustration. Here the felon was fleeing with a stolen automobile. Naturally he would pay but little regard to the minor offense of exceeding the speed limit. And if the sheriff must confine himself to that limit, pursuit in the manner adopted would have been useless, since the felon could not have been overtaken. The rule contended for would also hinder the public peace of officer in enforcing the statutes regulating traffic upon the state highways. These statutes contain somewhat stringent regulations as to the speed a motor-propelled vehicle may be driven over them, and contain no exception in favor of the peace officers whose duty it is made to enforce them. If these officers may not pursue and overtake one violating the regulations, without themselves becoming amenable to the penalties imposed by them, the old remedy of hue and cry is not available in such instances, and many offenders who are now brought to answer will escape...."

The court goes on to point out that some officers may abuse their privileges in this respect as well as in others, and must answer for such abuses in the same manner in which they must answer for other abuses of privilege. The situation is likened to that of fire apparatus being driven to a fire, to which the courts generally hold the traffic regulations inapplicable. (See note, 9 ALR 367, also *Right of Way in Traffic Law Enforcement*, Edward Fisher, Thomas Law Book Company, St. Louis, Mo., 1956, secs. 8.1 and 8.2, and *Balthasar v. Pacific Elect. Ry. Co.*, 187 Cal. 302, 202 P. 37, 19 ALR 452 (1921).

However, it must not be considered that the driver of an emergency vehicle

is relieved of all restraint in his driving. The rule, whether under statute or common law, requires him "to drive with due regard for the safety of all persons" and his exemption from the operation of the traffic laws does not protect him from the consequences of his reckless disregard for the safety of others. So, even though he may not be subject to the traffic regulations as such, he still may be held liable if he drives (1) negligently or (2) recklessly, so as to cause injury to any person. (See *Montalto v. Fond du Lac County*, 272 Wis. 552, 76 N.W.2d 279 (1956)).

Negligence implies the failure to exercise due care--the care to be expected of an ordinarily prudent and careful person under the CIRCUMSTANCES. An ordinary citizen, doing ordinary driving, is legally held to the standard of care commonly exercised by others--ORDINARY care. Negligence is defined as "the failure to do what reasonable and prudent persons would ordinarily have done under the circumstances and situation, or doing what reasonable and prudent persons, under the existing circumstances, would not have done." *Hilyer v. Farmer's Irr. Dist.*, 156 Nebr. 398, 56 N.W.2d 457, 462 (1952).

The emphasized portions of the foregoing indicate wherein the duties and responsibilities of the police, fire or ambulance driver differ from those of the ordinary person driving his car. THE CIRCUMSTANCES ARE NOT THE SAME. The citizen is under no obligation to do many of the things the law requires of the emergency vehicle driver--to hasten to the fire, to overtake the fleeing criminal, to take injured or sick persons to the hospital--by reason of which the law grants special privileges to the latter. Since his situation and circumstances are extraordinary, the standard of care required of him in the performance of his duties must necessarily contemplate his situation and circumstances. His duties require him to take risks and drive in a manner forbidden to the citizen-motorist.

In *Edberg v. Johnson*, 149 Minn. 395, 184 N.W.12 (1921), the plaintiff (Edberg), while walking across an intersection in Duluth, was struck by a mo-

torcycle driven by a traffic policeman in pursuit of a speeding car. The officer was attempting to come alongside the speeder by moving up on its right side, and in so doing struck the pedestrian. The Municipal Court held the officer liable on the theory that in exceeding the speed limit he was guilty of negligence. In reversing the Municipal Court's judgment, the Supreme Court of Minnesota said:

"It would be an affront to the intelligence of the legislature to hold that, in enacting a statute designed to suppress 'speeding,' it intended to restrict peace officers to the prescribed speed limits when in pursuit of violators of the statute... An officer so engaged is performing a public duty. He cannot successfully perform it unless he is accorded privileges not possessed by private citizens. He would be seriously hampered if statutory provisions limiting the speed of motor vehicles applied to him while in pursuit of a fleeing criminal.

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"We do not hold that an officer, when in pursuit of a lawbreaker, is under no obligation to exercise a reasonable degree of care to avoid injury to others who may be on the public roads and streets. What we do hold is that, while so engaged, he is not to be deemed negligent merely because he fails to observe the requirements of the Motor Vehicle Act. HIS CONDUCT IS TO BE EXAMINED AND TESTED BY ANOTHER STANDARD. HE IS REQUIRED TO OBSERVE THE CARE WHICH A REASONABLY PRUDENT MAN WOULD EXERCISE IN THE DISCHARGE OF OFFICIAL DUTIES OF A LIKE NATURE UNDER LIKE CIRCUMSTANCES." (Emphasis supplied).

In other words, the driver of an emergency vehicle is bound to take reasonable precautions against causing injury or damage, and cannot proceed in reckless disregard for possible consequences. (See *Neil v. Holyoke Street Ry. Co.*, 329 Mass. 578, 100 N.E.2d 831 (1952); *Calvert Fire Ins. Co. v. Hall Funeral Home*, 68 So.2d 626 (La.App.--1953)). But at the same time his conduct is to be judged in the light of what he

must do THEN AND THERE in the performance of his duties and responsibilities toward the protection of life and property. The conduct of a traffic policeman in given circumstances is to be judged by the standard of what a reasonably careful and prudent traffic officer would do or not do under those circumstances.

On this point the Supreme Judicial Court of Maine, in *McCarthy v. Mason*, 132 Me.347, 171 A. 256, 260 (1934), involving the liability of a fire chief for damages resulting from a collision between his car and that of another motorist, said:

"In this case, the fact that there was a fire, and that the defendant as fire chief was acting in performance of a duty with relation to that fire, constituted an elemental part of the situation and were for the consideration of the jury. The test of due care is whether at that time and place, under all the circumstances as they existed then and there, he was operating his car as the ordinarily careful and prudent driver of such a car in the performance of such a duty would have done. If so, he was in the exercise of due care; otherwise, not."

*Chambers v. Ideal Pure Milk Co., et al*, 245 S.W.2d 589 (Ky.--1952), involved liability for destruction of a milk wagon which was cut in two by a speeding car whose driver (Shearer) was attempting to elude a police cruiser which was in hot pursuit. Recovery was sought against Officer Robert Chambers and his partner, Jack Long, on the theory that their pursuit was what caused Shearer to speed and was thus the cause of the accident. The officers had noticed him in his car parked on the street in Owensboro, and knowing him to be of bad reputation, turned the cruiser around to investigate "in order to see what Shearer was doing in the parked car." Shearer immediately "took off" and the chase which followed covered about 13 city blocks before the accident occurred, the cruiser's red lights flashing and its siren screaming.

In reversing a judgment against the two officers, the Kentucky Court of Appeals said:

"In the case at bar, the police officers turned to investigate an automobile parked on a dark street and occupied by a person whose bad reputation had become known to them. This certainly was within the scope of their duties and was also good police practice. The driver of the parked car attempted to avoid the investigation by driving away. When the police tried to catch up with him he drove faster, ultimately attaining seventy to seventy-five miles an hour at the time he crashed into the milk wagon. Certainly, such conduct on his part, though perhaps characteristic of the criminally minded, would not excuse the police from pursuing him. Charged as they were with the obligation to enforce the law, the traffic laws included, they would have been derelict in their duty had they not pursued him. The police were performing their duty when Shearer, in gross violation of his duty to obey the speed laws, crashed into the milk wagon. To argue that the officers' pursuit caused Shearer to speed may be factually true, but it does not follow that the officers are liable at law for the results of Shearer's negligent speed. Police cannot be made insurers of the conduct of the culprits they chase. It is our conclusion that the action of the police was not the legal or proximate cause of the accident, and that the jury should have been instructed to find for the appellants."

In a similar case decided by the California District Court of Appeal in 1949, (*Draper, et al v. City of Los Angeles*, 91 Cal.App. 315, 205 P.2d 46), city police officers were in pursuit of one Pratt, who was driving a stolen car in excess of 60 mph on the street of Los Angeles. The police car stopped at a four-way stop but Pratt failed to stop and collided with the plaintiff's car in the intersection. Recovery was sought against the city on the theory that the police car was not equipped with a siren and was not being driven with due regard for the safety of persons using the highway. The court affirmed a judgment in favor of the city, holding the negligence of Pratt was the sole cause of the accident.

In this case the court held the ab-

sence of the siren was immaterial, since its only purpose was to warn drivers and pedestrians of the approach of the EMERGENCY VEHICLE itself, not that of the vehicle being pursued. Inasmuch as the police car stopped at the intersection there was no occasion for sounding any warning, because its driver was not asserting any privilege or exemption. The court said:

"The officers, of course, were not required to warn pedestrians or other drivers to keep out of the way of the Pratt car. Pratt's actions were distinct from theirs and placed no responsibility upon them. It is true that he was endeavoring to escape from them and for that reason, perhaps, was driving recklessly but that was his affair, not theirs. Although the pursuit no doubt contributed somewhat to his reckless driving, the officers were under no duty to allow him to make a leisurely escape.... They owed no duty to plaintiffs except to operate their car with due care and they fulfilled this duty."

#### Summary

Police officers and firemen are often called upon to perform duties which involve imminent risk of danger to themselves as well as others. The public as well as the courts tend strongly toward giving police and firemen every encouragement to discharge their duties fully and fearlessly. They are not expected to hold back for fear of being subjected to civil liability in case someone gets hurt. They are only expected to use such care and judgment as other reasonably prudent officers charged with the performance of similar duties would use in the same circumstances. They must not be reckless, but on the other hand, they must not be halting and fearful. Society expects firm, aggressive action on the part of its officers and servants and provides them with exemptions and other protective devices, recognizing the tests to which an officer's judgment may be put during the frequent emergencies which enliven his career. Society also expects its servants to act as prudently and carefully as possible, taking into consideration the difficult circumstances

in which they find themselves.

---Traffic Digest and Review

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#### RABIES (Hydrophobia)

Rabies, or hydrophobia, is an acute infectious disease WHICH IS 100-PER CENT FATAL BOTH FOR MAN AND BEAST. It is caused by a virus which attacks the brain and spinal cord. Man and warm-blooded animals are susceptible to it. It is spread to man and healthy animals by the saliva of a rabid animal which contains the virus. The saliva enters the body through a break in the skin, usually through a dog-bite, but it may occur from the bite or scratch of a cat, or from exposing the broken skin to the saliva of any rabid animal, for example, cows, squirrels, coyotes, foxes.

Rabies virus may be present in the saliva from eight to ten days before symptoms of the disease appear. So it is well to be suspicious of any animal bite even though the animal seems to be healthy.

Rabies does not always develop after a rabid animal bite or after wound contact with the saliva of a rabid animal. But no one who has once developed rabies has ever recovered.

It takes, on an average, two to six weeks after a bite for rabies to develop but it may develop in less than 10 days or not for several months. Since the virus reaches the brain by way of the nerves, the closer the wound is to the brain, the more quickly the symptoms of rabies appear.

Even after the virus has entered the body, rabies can usually be prevented with the Pasteur treatment, a series of injections with anti-rabies vaccine. This treatment prevents the disease in most cases if it is started soon enough.

In all cases of animal bite, the wound should be washed thoroughly with running water and soap to remove the animal's saliva. A physician should be visited at once to have the wound more thoroughly cleaned out and other needed treatment given.

This should be followed by the Pas-

teur treatment if the biting animal is found to be rabid, or if it cannot be caught and observed, or if the bite is on the head or neck.

No effort should be spared to catch the offending animal. The animal should not be killed. Killing may make it impossible to find evidence of rabies and thus to decide whether the Pasteur treatment may be needed.

After 14 days of observation, if the animal is still alive, one can be sure it did not have rabies and the Pasteur treatment may be unnecessary.

A dog afflicted with rabies may merely appear sick or it may be unnaturally restless and excited. It may hide and refuse food. As the disease progresses, it becomes vicious, snarls and growls, and bites any person in its way. Any change in the bark or the behavior of an ordinarily friendly dog may be a warning of rabies.

Some of the measures which are helpful in controlling rabies follow:

1. Health authorities agree that the first step in rabies control is to rid the community of stray dogs and to require the annual licensing of all dogs by their owners. During an outbreak it may be necessary to restrict all dogs to a leash or paddock. Some communities require muzzling or leashing routinely.

2. A vaccine which gives dogs a temporary protection to rabies has been developed. Dog owners should have their dogs vaccinated every year.

3. Dogs that are known to have been bitten by a rabid animal should be given Pasteur treatment and confined for six months or else destroyed. The best plan is to call your local health department for advice about what to do with the dog as procedures vary in different communities.

4. Extreme care should be used in handling a sick dog to avoid any possibility of infection in case it is rabid. The safest procedure is to isolate the animal and have it examined by a veterinarian.

5. All cases of rabies, or suspected cases, should be reported to the health department.

---Metropolitan Life Insurance Company  
Bulletin

## Court Decision

### NEGLIGENCE IN HANDLING FIREARMS

A New York City policeman, on the platform of a subway station en route to report for duty, accidentally dropped a paper bag in which he was carrying his off-duty revolver. When it hit the ground the revolver went off, the bullet striking a person about ten feet behind the officer.

The wounded party instituted an action for damages against the City of New York alleging that the injury was sustained because of negligence of the police officer.

Mr. Justice Henry Clay Greenberg, Supreme Court, New York County, found no problem in deciding the officer's liability. "A very high degree of care is required from all persons using firearms in the immediate vicinity of other people, no matter how lawful or even necessary such use may be" he stated. Art. 2, Par. 38.0 of the Rules and Procedures of the Police Department provides that members of the department shall use the utmost care in handling firearms. The carrying of a loaded revolver in a paper bag at arm's length in a crowded city is a clear disregard of basic safety standards and constitutes actionable negligence, he ruled.

The problem was of the liability of the City. The plaintiff argued that the City is liable "under the doctrine of respondeat superior" for injuries resulting from negligent carrying of a revolver by a policeman. The City contended that it was not liable since the officer was not then actually performing police duty within the scope of his employment.

The court pointed out that the law is set in this state that a municipality may be liable for the negligence of an employee performing a governmental function and that the doctrine of respondeat superior--the master is liable in damages for injuries caused by his servant's negligent performance of duties--is applicable in regard to municipal officers.

The issue narrowed down to the question whether the officer was then en-

gaged in acting for the City when he negligently permitted his revolver to be discharged.

A police officer is required to carry a revolver at all times. The basis for this is that an officer is required to be available to perform in his employer's behalf at all times even though technically off duty. Fulfilling this obligation constitutes positive performance of the duties of the policeman's employment. Even negligent performance of duty contrary to the Rules and Procedures does not alter the basic character of the act. The employer is absolved of liability when the employee is not acting in any function beneficial to the employer's interest or where he is clearly acting in his own personal interest. A policeman's employment is divided into active duty (on tour or patrol) and off duty (Available for emergency duty). The circumstances concerned demonstrate that the police officer though technically within the off-duty classification was engaged in the execution of a function specifically prescribed by the employer, the City of New York, and the careless performance of such duty nevertheless constituted performance of a requirement of his employment in furtherance of his employer's interests. The employer is therefore responsible for the consequences of such acts. The court directed judgment in favor of the plaintiff. ---On Guard

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#### DRIVER SIGNALS CAN BACKFIRE

The Minnesota Supreme Court recently upheld a lower court decision which held a trucking company liable for \$58,000 in damages resulting from a head-on-collision between two passenger cars which occurred after the trucker signalled one of the motorists to pass.

The decision was based on the old legal principle that when an individual acts in a situation in which he has no duty to act, he assumes the same responsibility as if he had a duty to act. He thereby makes himself liable for negligence. The same principle could apply in many traffic situations such as: stop-

ping to offer help to a stalled motorist, towing or pushing a distressed vehicle, giving a stranded individual a lift. ---Traffic Safety

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#### ADMINISTRATIVE DISCIPLINE NOT A CRIMINAL PROCEEDING

An interesting decision was recently handed down by a California Superior Court.

An appeal had been taken by an operator, who, due to an accumulated record of violations was given a hearing by California Motor Vehicle Department and placed on probation. While on probation (similar to our limited license) this operator continued to build up his record of violations. Departmental action resulted in the revocation of his license.

The appeal claimed that the Department failed to consider the same principles of probation applied to criminal cases by the courts.

The court stated however that no analogy or comparison could be drawn between the handling of criminal matters of law and the disposition of license by an administrative department and that such administrative discipline is not a criminal proceeding.

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#### BE ABLE TO STOP

Drivers must keep in mind that a safe after-dark speed is determined by how quickly the vehicle's headlights can pick up an object in the roadway and how fast the vehicle can be brought to a stop. If a motorist cannot stop his vehicle in the distance he can see clearly ahead, his speed is too fast for conditions and his vehicle is out of control. This is called "over-driving" one's headlights.

An angle of the pedestrian accident situation which enforcement officials should consider is that intoxicated pedestrians, like the drinking driver, are a serious highway menace. This situation calls for increased attention and precautions, particularly at night.



# Safety minds

Vox-Cop

September-October, 1958

## IT ALL ADDS UP

By Captain William Gruber, Traffic Division

In few of man's efforts is the danger of death so common as in motor vehicle operation but the very exposure to potential death is an uplifting experience for some people. The thrill driver consciously or unconsciously places himself in positions of hazard or actual danger and enjoys the escape which results from his own skillful effort or the special capabilities of his vehicle. Perhaps this is the same reaction felt by the television viewer who observes death, danger and intrigue from the safety of his living room while he imagines personal participation in the physical and emotional struggles he sees.

For many people, driving is a challenge with a decidedly competitive aspect. The skilled attempt to demonstrate their ability--the unskilled attempt to mimic the performance. Whether or not an actual competitor is present, a driver frequently competes against himself, his own reflexes and judgment as well as his knowledge of the ability of his vehicle to perform.

The pride of possession of a vehicle is matched all too frequently by a feeling of exhilaration or challenge to test vehicle fitness against operator skill. Such persons want to know if they can defy the laws of space and avoid potential catastrophe.

Driving, to a certain degree is anonymous. Therefore individuality is achieved by vehicle cost and design, by loud exhausts and even by the use of "fox" tails attached to antennae. As a result of such endeavors a measure of personal identity is regained.

Whereas an athlete owes his success to personal effort alone, the driver

shares his success or lack of it, with his vehicle. The so-called "expert" driver has no need for the physical attributes of an athlete. He has no need for a well developed, powerful physique. He can be overfed or underweight yet behind the wheel of his car, regardless of sex, economic or social position, he is anybody's equal. The anonymity others may seek, he can leave behind. As an individual he can demonstrate his equality. His "right" to drive, his "right of way" are close personal possessions which he jealously guards. His insistence to maintain his right frequently spells collision.

Few operators would admit to the special ability to drive a golf ball yet almost no operator would admit to a status of less than that of "Good driver." Such undeserved self esteem stems from the same dangerous assumption which frequently results in collision due to overestimation of stopping ability, clearances and depth perception. Such self esteem results in inattention, in carelessness, in rear end collisions and ran off the road accidents.

Overconfidence is a common motorists' disease. It is as prevalent as the common cold with complications leading to fatal pneumonia. And this overconfidence is confined not only to personal abilities of the driver. Popular misconceptions as to vehicle efficiency, cornering ability, acceleration, stopping ability and horsepower have lured many to an early grave.

Whether it is cheating death deliberately or using motor vehicles as the highway toys of immature adults; whether it is proving to oneself the equality of

sex, social status or economic position or whether it is unwarranted self esteem or misplaced confidence in vehicle power and ability it all adds up to eventual collision and death.

Death destroys anonymity and makes equal everyone who participates in the experience.

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STATE REVISES POINT SYSTEM  
AS PART OF SAFETY PROGRAM

Connecticut has altered its point penalty system for motor vehicle violations as another step in its traffic safety program.

In announcing the changes, Motor Vehicles Commissioner John J. Tynan said the new point system should "give greater attention to traffic violations that commonly lead to accidents and sometimes death."

Major changes imposed specific point penalties for such violations as: Improper passing, failure to grant right of way, failure to keep to the right, and failure to drive at a reasonable distance behind the car ahead--all given three penalty points, no change. Formerly these violations were broadly categorized only as rules of the road.

Improper turn violation was made a specific point violation with a two-point penalty. Speeding conviction, which draws an automatic 30-day license suspension penalty, was upped from three to four points.

Failure to stop at a stop sign, which two years ago was raised from two to five points, was dropped back to two points.

Under the point penalty system inaugurated more than 10 years ago by then-commissioner Elmer S. Watson, the department keeps a running check on the driving record of Connecticut motorists. Under this, they face conferences, hearings or license suspension as their driving record shows up in an unfavorable light.

When a motorist compiles 10 points he is likely to have his license suspended unless he has a very good reason why the state should not take that step.

"Our point system is designed to reach those drivers who . . . seem to have more than their share of accidents, court convictions or police warnings," the commissioner said.

Commissioner Tynan said his department will take the following actions on point accumulations against a driver's record:

At three to six points the driver will be sent a warning letter informing him of his driving practices and the need for immediate improvement if he wishes to continue driving. Previously a driver was summoned for a conference on his record after five points.

At seven to nine points a driver is invited to attend a conference. Previously he was called in on reaching seven points.

At 10 or more points the motorist will have to show cause, at a hearing, why his license should not be suspended.

In addition to those point penalties mentioned others include: fatal accident involvement, if responsible in any way, 10 points. Operating under the influence of liquor or drugs, 10 points. Evading responsibility, eight points. Racing, eight points.

Operating while license is under suspension, seven points. Reckless driving, six points. Passing a standing school bus, two points.

Failure to give proper signal, driving wrong way on a one way street, failure to drive in proper lane, police or inspector's warning, public complaint after hearing and accident involvement of responsibility in any way, all one point.

All convictions for moving violations not contained in this list, two points.

---Connecticut Motorist

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"There are too many grand juries who treat the law as if it were a set of fraternity rules. If the accused man is known to 'be a good fellow who didn't mean any harm' he gets off light.

"Most of the people killed or maimed for life are 'good fellows,' too."

---Lieutenant John V. Fields  
Tennessee Highway Patrol

## VALIDITY OF ACCIDENT STATISTICS CHALLENGED

WHO'S DOING WHAT--AND TO WHOM--ON THE HIGHWAYS?

DOES ANYBODY KNOW?

The highly publicized traffic accident statistics being released by several national groups and agencies have very little provable basis in fact and their use actually is retarding the Nation's traffic accident prevention efforts, in the opinion of Thomas N. Boate, Accident Prevention Department manager of the Association of Casualty and Surety Companies.

As an example of statistical confusion, Mr. Boate cited traffic accident injury estimates, which range from the National Safety Council's low of 1,400,000 to the U. S. Public Health Service's high of 4,500,000, and, in between, one leading insurance company's estimate of 2,525,000.

Far more in doubt, he declared, is the total number of traffic accidents--those causing only property damage--occurring on streets and highways of the Nation, with estimates ranging from around 9,000,000 to more than 12,000,000.

"There is no way of telling how inaccurate these estimates are," Mr. Boate said in a recent statement, "because records kept by States and cities throughout the country are known to be grossly incomplete. Until accurate State and local records are kept and tabulated, nobody can do more than guess at the total number of traffic accidents, and these guesses invariably are on the very conservative side. The only thing we know for certain is that the accident toll on our streets and roads is shockingly higher than the figures that are published."

As for personal injuries, Mr. Boate said that it should be possible and comparatively simple to compile accurate injury totals because every State now requires full reports to be filed on all accidents in which someone is injured. He firmly pointed out, however, that in spite of this there is a range of more than 3,000,000 human beings between the

high and low estimates for traffic injuries.

The three principle estimates being made of persons injured in traffic accidents, he said, are these:

1. The highest estimate--and the only one on which the margin of error is reasonably known--is made by the U.S. Public Health Service, which interviews people in 20,000 homes representing a cross-section of American citizens. Their survey shows that there are probably 4,500,000 people injured slightly, seriously or fatally in traffic accidents in this country every year. However, the known margin of error in the Health Service's sampling technique is between 15 and 20 percent, which some safety specialists believe is too high to make the survey valid.

2. The next highest figure is given by a leading insurance company, which takes reports from 25 States representing 50 percent of the Nation's population and 56 percent of the registered motor vehicles, and projects this figure for the Nation as a whole. Its figure for total traffic injuries is 2,525,000 per year, with the trend sharply rising.

3. The lowest estimate of all is made by the National Safety Council. Its figure is based on reports from the District of Columbia and from all States except Virginia, which does not now report on nonfatal accidents. However, before this total is reported, all injuries causing only "temporary partial disability" are arbitrarily thrown out. The resultant figure of 1,400,000, which is reported by the Council, represents only injuries causing disability beyond the day of the accident, but is interpreted by the public generally as the sum of all personal injuries, Mr. Boate said.

"This is dangerously deceptive," he declared. "I might get a 6-inch gash in

my arm in an accident, for instance, have it sewed up and bandaged, and still be at my office the next morning. I might then demand that the insurance company of the guilty motorist pay me \$10,000 for medical care, pain and suffering, and what not. Yet, the National Safety Council says that isn't an injury.

"Millions of auto owners are wondering why their insurance rates are going up. If they were given the real facts about the staggering enormity of our traffic accident toll, they would quickly understand why--and promptly demand remedies to reduce these accidents. Insurance companies must pay honest damage claims whether an injury is disabling for one hour, one day, one month, or more. All injuries, regardless of how slight, should be included in the statistical reports in order to give the people the true facts."

Mr. Boate said that the only figure on which safety authorities seem to be in fair agreement is the total number of traffic fatalities occurring each year.

"There can scarcely be much difference of opinion," he said, "as to what constitutes a fatality. And since all States keep a close watch on traffic deaths, these reports are felt to be fairly reliable. At present they seem to indicate that traffic fatalities are leveling off at about 38,000 to 40,000 a year."

But he added that there is very much disagreement as to what the fatality figures really mean. "For instance," he said, "by applying the total figure to the estimated total number of miles being driven each year, the National Safety Council arrives at a 'mileage death rate' that indicates general improvement in the Nation's traffic accident experience. It shows, for instance, that deaths per 100,000,000 vehicle miles driven have dropped from 8.8 in 1947 to 6.4 in 1958.

"This, too, is a dangerously deceptive method and there is considerable opposition to it from safety authorities. They maintain that as long as the death toll remains where it is, the problem is as bad as ever. They argue

that since the number of miles driven each year is nothing more than gross conjecture, there is no way of knowing how accurate or how far off the mileage death rate figures are.

"They also maintain that the use of fatality figures as the yardstick for measuring the effectiveness of traffic safety efforts is dangerously misleading, because traffic deaths represent only a small fraction of traffic accident problems. For instance, for every person killed in a traffic accident, an average of 37 receive injuries disabling them beyond the day of the accident. And the ratio of all accidents to deaths is still greater, although it is impossible at present to say how much so.

"To assure accuracy in measuring the real cost of our traffic accident calamity, there is a crying need for the adoption and use of standard accident report forms and for the prompt compilation of all accident figures by some central group or agency. In the meantime, the continued use of accident figures which are selected and give the impression of a decreasing death or injury rate is actually harmful to accident prevention work because it creates the impression that general progress has been made while, in fact, total experience has been getting progressively worse." ---AAMVA BULLETIN

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#### EARLY AMERICANS SET PATTERN

The American habit of keeping to the right of the road originated during the Colonial period with the Conestoga wagoner, who, when not walking, drove from a "lazy seat" on the left side. By the time the first traffic laws were written the custom of keeping to the right was firmly established in this country.

Left hand steering for automobiles was introduced by the Ford Motor Company in 1908 with the first Model T. This design was planned by Ford since it enabled passengers to enter and leave the car without stepping into the street, although it was in recognition of an already established habit.

---Driver Education News

SAFETY MEASURE

The State of Utah has had nearly a year's experience with a system which has aided greatly in the reporting of motor vehicle accidents and the curbing of hit-and-run drivers--the Damaged Vehicle Release Program. Other states might well copy the system.

In November, 1957, the State Highway Patrol adopted a program of issuing Damaged Vehicle Release stickers to owners of cars involved in accidents, after the circumstances of the accident had been investigated.

Garage and repair shop owners, cooperating to the fullest extent, refused to repair any damaged automobile unless it bore one of the Highway Patrol release stickers. They were happy to cooperate because it obviated the necessity of calling a police officer every time a damaged car was brought into their shops.

The immediate result of the new program showed up as early as January of this year, after only two months of operation, when the number of accident reports had climbed 146 per cent over the previous year's figure.

There was something of a log-jam when the program was first instituted, because cars which had been damaged months before the sticker program was inaugurated had to be checked out by a policeman before garage owners would make the necessary repairs. But the program leveled off shortly thereafter, and seems to be operating efficiently at the moment.

Highway Patrol Supt. Lyle Hyatt reported to the American Association of Motor Vehicle Administration recently that one of the greatest benefits of the program had been the apprehension of a large number of hit-and-run drivers. Some arrests resulted from failure of motor vehicle operators to make accident reports, as required by law.

The system has generally put an end to what Supt. Hyatt calls the "you fix your car and I'll fix mine and we won't call the police" cases. But most valuable of all, of course is the program's

effect in bringing hit-and-run drivers to book.

Sounds like an effective method of accident prevention and control.

--Waterbury Republican

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DUSK IS DANGEROUS

Dusk is the trickiest time of the day for the professional driver. All day long he puts up a good defense against the careless drivers he meets on the street, but at dusk, nature pulls a sneaker play on him.

Other vehicles seem to disappear. Shadows gobble up pedestrians so that you don't see them until it's almost too late. And what hurts most is that your headlights are practically useless as an aid to better vision.

There are two precautions you can adopt for driving in the hours right before dark: (1) slow down and be ready for emergency stops, and (2) turn on your lights. They may not help you to see, but they will enable other drivers to see you.

At this time of the day nearly 30% of the year's traffic fatalities occur. Sundown is the most dangerous time in your driving day. Your visibility is limited, so drive accordingly.

---Fleet Supervisor

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COLOURED ROADS SAFER?

Italian motorists of the future will drive on dazzle-free pastel coloured roads and pilots will land at night on gleaming white tarmac, if an invention being developed comes into general use.

The invention of an Italian chemist, Dr. Egisto Comoda, enables the black content of bitumen to be extracted and substituted by chemical colours arranged in the same molecular structure.

The red asphalt made by this thermo-chemical process, patented in 1955, has been tested for a year and a half on a busy road near Rome and has resisted the wear of 25,000 cars a day better than ordinary black asphalt.

---From Road Safety Newsletter of South Africa

NATIONAL TRAFFIC AWARDS MADE

The city of Hartford received a double national honor at the annual traffic award meeting held at the Hartford Club recently.

One award received by the city at the meeting, sponsored by the Automobile Club of Hartford, the Connecticut Motor Club and the State Safety Commission, was for improvement in its record of traffic deaths, and the other for "noteworthy performance in traffic safety activity."

Hartford also received a special citation for its pedestrian casualty record from the American Automobile Association.

All told, 59 community awards were presented. New Haven received the governor's award, presented annually since 1948, for a city with over 70,000 population having the best traffic record and program. The State Safety Commission award, given on the same basis to cities with 10,000 to 70,000 went to New London.

Among other communities cited for good traffic records were New Britain, West Hartford, Plainville and Putnam.

Pedestrian fatality-free awards went to Mansfield, Portland, Windsor and Windsor Locks (one-year) Berlin (two years); Rockville (three years); Farmington (six years), and Bloomfield (10 years) among 25 communities cited. The Safety Commission also presented certificates for no traffic deaths to Bloomfield, Glastonbury and Portland, among others.

Public interest awards in connection with safety went to the Deep River New Era and Stafford Press, among others, while stations cited included Radio Stations WCCC and WTIC of Hartford and also WNBC-TV, West Hartford.

The state police won special commendation for special studies and activities on safety and the motor vehicles department received an award for driver licensing procedures. The State Highway Department won an award for traffic engineering performance. The State Safety Commission's outstanding achievement award for accident-free troop movement for a three-year period went to the

43rd division, Connecticut National Guard. The governor's award went to New Haven for having the best traffic record and program for cities of over 70,000 population. New London had won a similar award for towns in the 10,000 - 70,000 population class.

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SAFETY AWARDS

Awards, citations and similar recognition for street and highway safety are "old hat" to the State of Connecticut as well as to our cities and towns. We have won a lot of them but that doesn't detract one whit from the latest honors that have come to the State and to some of our municipalities.

In fact, repeated winning of these various awards is substantial evidence that we are keeping everlastingly at the business of safety. It is a daily, around the clock, around the year proposition. Because we do not relax our efforts we are singled out for praise.

Hartford and Waterbury, our fourth largest city, have just received double national honors. They were for improvement in the traffic death record and noteworthy performance in general traffic safety. Both awards were presented by the National Safety Council.

The American Automobile Association gave Hartford a special citation for its casualty record and Waterbury won honorable mention for similar achievement.

Among notable records especially singled out for honors, in this vicinity, was that of Farmington, cited for a six-year fatality-free period for pedestrians, and that of Bloomfield, for going 10 years without a pedestrian death.

We are grateful for these awards but we should not regard them with any measure of complacency. They are a challenge to match and improve upon in the year ahead. Highway safety, or any other type for that matter, is attained only through eternal vigilance.

---The Hartford Times

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The best place to find a helping hand is at the end of your own arm.

## MOTOR TRANSPORT ASSOCIATION IS PRAISED FOR SAFETY

Traffic safety and the men who, in the eyes of the state's transportation industry, did the most to promote it in 1957, played major roles September 25 at the 38th annual convention of the Connecticut Motor Transport Assn.

Transportation officials gathered at a mid-day luncheon at the Statler-Hilton Hotel to hear Gov. Ribicoff, chosen to address the group for his campaign against highway violators, and to reward safe drivers and their companies.

The Governor, taking time from his reelection campaign schedule, reaffirmed his get-tough policy with speeders and other driving violators: "So long as I'm Governor, there will be no let-up."

### Beyond Highways

He cited the industry for its contribution toward the state's nationally regarded safety record. He outlined the breadth of the state's safety effort, which, he said, carries beyond the highways, into homes and factories.

The Governor noted new laws which set up the State Poison Control Center and required special labels for hazardous household substances as major steps. The next step, he said, is to tighten safety and fire precautions in Connecticut factories.

As both a safety and economic advance, he urged the transportation industry to support provisions of the controversial Wilde Report which proposed that an immediate bonding program replace the state's present pay-as-you-go method of financing its highway construction.

"The roads the state needs we ought to have now," he declared, "not 30 years from now."

Then he personally presented the association's plaque for the "Driver of the Year" to Frank Murac, of 23 Highview Ave., New Britain, a 46-year-old driver for First National Stores, Inc. It was Murac's second plaque--he was chosen for the honor in 1950.

Murac, a big, husky man with a soft voice, won the 1957 award for driving more than 1.2 million miles without an

accident or a traffic violation. He has been a professional driver 22 years.

Detailed information is required as to employment period of nominee, for what companies, mileage, type of truck operation and reasons, in addition to accident and violation free experience, why driver is considered outstanding.

A few hours after receiving his latest plaque, he was back on the job, at the wheel of a tandem trailer at First National's East Hartford plant headed for Poughkeepsie, N.Y.

Murac's award was the first of several at the luncheon, the first Safety Award luncheon held during the association's convention.

National Transportation Co. of Bridgeport, with a record of less than one accident for every 100,000 miles its trucks traveled, received the Grand Award. It also took first prize among companies whose fleets covered more than three million miles in the year.

Bryant & Chapman, Hartford milk dealers, received first prize among companies traveling between one and three million miles. The Chase Brass & Copper Co., Waterbury, won first place among companies doing less than a million miles in the year.

The awards were presented by L. F. Craig Jr., eastern division manager for Trailmobile Inc., which donated them.

Award winners were selected by a Special Awards Committee of which Wilbur L. Cross, Jr., Chief, Engineering Division, State Department of Motor Vehicles, was chairman. Committee members were Captain William A. Gruber, Traffic Division State Police Department; John E. Doyle, Chief, Transport Division, State Public Utilities Commission; Earle W. Osterhoudt, Director, Traffic Control Division, State Highway Department; Howard S. Thayer, Supervisor, BMC, Interstate Commerce Commission, Hartford; and James K. Williams, executive director, State Safety Commission.

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"Killing a man with a gun we call murder, but to kill a man with an automobile is called an accident."

---Arthur B. Langlie

DO YOU KNOW HOW TO DRIVE?

Some who specialize in influencing the public say that traffic safety experts waste their breath when they issue general advice like 'drive with caution.'

The argument is that most people simply assume they are good drivers and thus consider that warnings and broadly phrased guidance are intended for somebody else.

Maybe this is so. That wouldn't necessarily mean the warnings shouldn't be issued, for they may sneak into a man's unconscious mind and act as a brake upon him when he's behind the wheel.

But it could mean that there is considerable point in hammering again and again on the specific failures of today's drivers. A man who reads of these may find himself inescapably checking his own performance against the reported bad ones. And he may thus put himself on better guard.

One failure that strikes the eye repeatedly as we read newspaper "loss of control."

There are times when this is a matter beyond the power of the driver. The car fails mechanically, an object falls on the car or into its path, a tire blows.

But on far too many occasions the responsibility is wholly the drivers. He either did not keep control of his car under quite normal circumstances, or he failed to accommodate his driving to special conditions of weather, road surface, road pattern (tight curves, limited sight distance), traffic volume.

If the failure is of the first order, then the driver clearly has not learned well the lessons of how to hold the wheel, how to apply the brakes, how to govern the car on curves, etc. Incredible as it may seem, there are thousands who do not know these fundamentals. From among their ranks will come tomorrow's traffic fatalities.

The man who ignores special conditions on the road is, of course, committing errors of judgment. He needs supreme luck and nearly superhuman physical abilities to get him out of difficulties that arise from such errors. None of us can count upon these offset-

ting factors.

Often the news account says, in kindly manner, that "the car WENT out of control." Most of the time the phrase cloaks the unpleasant fact: the driver let the car get out of control.

How is YOUR performance in this vital department of driving?

Do you drive with a couple of fingers on the wheel, as if you were propelling a toy around the living room, or do you hold the wheel as if you understood the constant peril of propelling 3,500 pounds of metal, glass and rubber along a roadway at speeds up to 70 miles an hour?  
---The Meriden Journal

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RESEARCHERS CLAIM TUNING IN  
ROCK AND ROLL MAY BE COSTLY

Tuning in rock 'n' roll music on a car radio can cost a motorist money, scientists at the Esso Research Center in Linden, N. J., have discovered.

In the course of developing an automatically-controlled "treadmill" for driver-less test cars, the researchers used magnetic tape recordings to detect and reproduce accelerator pedal movements under various driving conditions. (The treadmill is being used to evaluate experimental motor fuels and lubricants.)

As a sidelight to their work, the Esso scientists found that rhythmic music can cause a driver to unconsciously jiggle the accelerator pedal in time with the music. The jiggling, imperceptible to the eye, showed up on the tapes.

This unnecessary working of the pedal, it was reported, wastes fuel and so causes a "significant" decrease in the number of miles a gallon of gasoline ordinarily produces.

---Connecticut Motorist

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"There is no subject more bedeviled by the opinion and hunch of the uninformed than road safety."

---Dr. W. H. Granville  
Director of Road Research, England



# AROUND THE CIRCUIT

Vox-Cop

September-October, 1958

## STATION "B", CANAAN

### COGENT MUSINGS

Canaan barracks officers have been issued the winter permanent anti-freeze for the cruisers. Sunday morning (Oct. 5) our official weather bureau recording thermometer reflected a low of 26 degrees. Three-quarter inch ice in neighborhood birdbaths indicated what is in store for us.

Things have been more or less quiet and routine of late. Officer and Mrs. Richard Chapman are the parents of a fourth new baby daughter and that's getting to be routine.

Sgt. Starks made a trip to Manchester N. H. recently and returned with a prisoner the vacationing Off. Flaherty wanted. The sergeant made it back in time to watch the World Series game from Milwaukee but saw his Yankees go down to defeat. Guess who is going to write the bound over on the wanted check forger.

### PURSUIT ENDED BY CRASH

Off. Fred Rebillard put the fresh pursuit concept into practice a few days back. A lad stopped at a Riverton, Conn. gas station and bought gas and cigarets and then drove off without paying. The car had funny plates, etc. Fred spotted the car in Norfolk, chased it north toward Mass. on Rte. 72 at high speed featured by a crash into a tree for which the operator did not stop. Fred continued the chase into New Marlboro, Mass. where the fugitive really "cream-ed" the car against a tree. Unhurt he turned out to be a Lyman school parolee and was turned over to the Lee, Mass. troopers.

### VACATIONISTS

Lieut. Menser is back on the job after a couple of weeks vacation spent in the Virginia Beach area. Sgt. Buffa is presently winding up his annual vacation

with a week's leave and Sgt. Starks is looking forward to his annual vacation in November and December and will probably return to sunny Florida for the duration.

### PLEASANT ASSIGNMENT

Off. Chapman represented the department with others at the Eastern States Exposition in Springfield. Looked well fed and a couple of pounds heavier upon his return to duty. His photographs of expert cake makers in operation evidenced where some of his attention lay in the off duty moments. Maybe he swapped a few negatives for a five-tiered cake.

### OFF. MC DONALD RESIGNS

Off. James McDonald who recently came to us from Bethany will probably be back in civilian life when this reaches print. James took advantage of a hard-to-refuse offer to join a family enterprise. We liked him while he was here and his activities, criminal and motor vehiclewise, will be missed in the station's statistical column. His "firm stand" taken toward the usual small town cut-ups was a joy to behold and a distinct shock to those to whom it was directed.

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### PROPHECY

Henry Adams, American historian, in a letter written in 1862, said:

"I firmly believe that before many centuries more, science will be the master of man. The engines he will have invented will be beyond his strength to control. Some day science may have the existence of mankind in its power, and the human race may commit suicide by blowing up the world."

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There's nothing like the first horseback ride to make a person feel better off!

TOLLAND COUNTY TALES

WEDDING BELLS RING

On September 6, 1958, Miss Shirley Kubacka, daughter of Mr. and Mrs. John Kubacka of Willington, Conn., became the bride of William Russell at a ceremony performed at St. Edward's Church, Stafford Springs, Conn. Following the reception, which was held at the Crystal Ballroom, Ellington, they left by plane for a honeymoon trip to Bermuda. They are now living in a newly furnished home in Windsor Locks. Best wishes to the couple. Bill says, "Of all the officers at this station, I'm the only one who is boss in my own home."

NEW ARRIVALS

New arrivals are Teddy, Jr., son of Resident Officer and Mrs. Theodore L. Sheiber of Somers; Melissa Jean, daughter of Officer and Mrs. George Lawrence of East Hartford; and Mark Carl, son of Mr. and Mrs. George Flint (Arlene Gomez --former clerk) of Stafford Springs. Congratulations to all.

TRANSFERS

Within the past few weeks, we have bid "Good-bye" to three of our officers. The two Franks, LaForge and Shay, have gone to Headquarters, both having special assignments that will take them to points all over the state. Bill, "The Bureau", Tomlin has joined the ranks at Station "K". We trust that all three are enjoying their new assignments.

NEW HOUSEMAN

Paul Stoetzner, one of our Auxiliaries from Stafford Springs, is now our Houseman. Lathrop West, who took "Pappy" Furness' place, resigned after being with us only a short time.

HOUSE-WARMINGS

Several house-warmings have been tendered our clerk, Mabel Ward, now settled in her brand span new house situated on a hill overlooking Stafford Springs. Her dog, Penny, is also at home having spent a month on a farm as guest of Cappy and Daisy, our policewoman's dogs.

FIRE! FIRE!

A local Fire Department received a call from a local resident after midnight, early one morning, reporting that her mailbox was on fire. Upon arrival at the scene, the firemen found a flare stuck in a pole near the mailbox. Just around the corner was one of our officers investigating an accident. Some people leap before they look.

JUVENILE REPAINTS STOLEN CAR

After escaping from the School for Boys a juvenile, well known to our station, broke into several places and then took a car and went to Massachusetts. There he picked up a teenage girl, took the car to the woods and repainted it and then started off with the girl to go to New York. While traveling along the parkway, he was apprehended by an off duty officer from the West Hartford Police Department. The articles taken from the places which he entered were recovered in the car. Several cases closed solved.

FUGITIVES CAPTURED

Twice within the past month, stolen cars containing wanted young men have been recovered and the occupants turned over to other departments.

Before daylight one morning, while patrolling the parkway accompanied by Officer Dudley, Ed Beattie stopped a suspicious car. Immediately the passenger on the right jumped out of the car and took to the woods with Dudley in hot pursuit. Ed held the other two at gun point until Dudley returned with the third member. The car had been taken in Worcester about two hours previous and had been started by crossing the wires. One fellow was on probation for the theft of cars, seven all told, the operator on \$6,000 bail for armed robbery and the one who ran for the woods had no record.

Another early morning check of a suspicious car by George Lawrence revealed this car had been stolen earlier in Boston and started by using silver paper to jump the wires. George held the three occupants at gun point until Bill Doyle and Joe Koss arrived to assist him. Under the front seat of the car were three

bail hooks and several knives. One youth is on probation for knifing another youth in Boston, one out on bail for stealing a car admitted being involved in three other car thefts, and the other wanted by the FBI for Grand Larceny in New York City admitted serving time for assaulting an officer in New York City. George was told by one that he had better stay away from Boston because this fellow would get his gang after him if he ever saw him in Boston.

Excellent work. Congratulations boys.

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STATION "D", DANIELSON

CHANGING SEASON

Now that the fall season is here, we are all relieved that the Summer Holidays are over until another year. We are looking forward to the usual fall foliage gazers and of course, expect no let up in the criminal complaints. Off. Joseph Fitzgibbons will testify that there is no hope for any change in the type cases for which Windham County is famous.

PONDERING RECENT FATALITIES

We are still shaking here at "D" over the rash of "fatals" that fell to our lot--no point in further post mortems, but we're still wondering about the quadruple in Griswold. The operator, lone survivor of the single car crash, was under suspension at the time of the accident and had been convicted five times for this offense along with a long list of other moving violations.

JUSTICE SWIFILY APPLIED

Off. William Pelzer, efficient as usual, made short work of a Breaking, Entering and Theft of rifles in Griswold. The perpetrators join the long list of area characters who rue the day they crossed trails with "The Bulldog".

Off. William D. Kneeland, with able help from East Providence Police Department, wasted no time in a stolen motor vehicle case.

10:30 P.M.--Report of stolen car in

Brooklyn.

11:24 P.M.--East Providence reports car and operator in custody.

After statements, warrant and waiver, the lad, a serviceman passing through Brooklyn, was presented before the local tribunal on the following day.

USE OF ALIAS FOILED BY LACK OF TALENT

Off. Leonard Cusson picked up a "celebrity" in Canterbury recently. Observing the erratic operation of a vehicle, Len gave chase and the operator, when checked, claimed to be Arthur Godfrey. Further questioning revealed that "Arthur" couldn't play the ukelele and finally his true identity was learned for the arrest report.

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STATION "E", GROTON

ASSIGNMENTS

Off. Douglas has been made resident officer in the town of Montville.

Sgt. Bellefleur has been promoted from Montville Resident Officer to Sergeant and stationed at the barracks.

Off. Skelly was assigned as the Governor's chauffeur during his stay in New London.

Off. Moran of Clinton has been promoted to Sergeant and is stationed at the barracks.

ON THE MOTOR VEHICLE FRONT

Off. Guiher issued a summons to a car operator who was travelling alone, thank goodness, when he fell asleep and crashed off the highway. It is a nasty way to be awakened.

Off. Sullivan in a long line of beach traffic was stopped at a stop sign. He saw a motor cyclist approaching alongside the line of stopped vehicles and put his hand out the cruiser window to warn the oncoming cyclist. The operator stopped but only after striking the hand of the officer.

Off. Farrow reports he was forced off the highway by an oncoming motorist. How come? The operator was going the wrong way on a bridge exit and "wasn't feeling

any pain" at the time.

Off. Leitkowski arrested five sailors for car stripping at a local race track.

STATION "F", WESTBROOK

LIEUTENANT ADDRESSES ASSOCIATION

Lieut. Avery spoke at a meeting and showed slides to illustrate police safety procedures. The affair was held at a local hotel by the Eastern Armored Car Association.

DISTINCTIVE FOOTWEAR LEADS TO DOWNFALL

A speedy solution of a break occurred here at Westbrook a few weeks ago. Off. George Bunnell at the scene of the crime at Old Saybrook learned that one of the persons responsible had worn "ripple" type shoes. A short time later Off. Donald M. Johnson, off duty and enroute home, picked up two young men in Haddam, one of whom wore this type shoe. Before they were brought back to the station they had admitted the break.

CONGRATULATIONS TO THE SONNERS

Off. Sonner's wife presented him with a baby girl. The family is already living in their new Cape Cod home.

ALERT OFFICER ENDS COAST TO COAST TRIP

NEW HOME

Off. Funk has purchased a new home at Niantic.

Off. Michael Griffin observed a late model station wagon driving slowly by a gas station in Old Saybrook. A subsequent check disclosed that it had been stolen in San Francisco. The three occupants had jaunted from the west coast to the east coast in this stolen vehicle.

PLEASANT DUTY

Off. Papp has represented the State Police on several occasions of late during out of state parade color guard details.

PERSONNEL ADDITIONS

USS TRITON LAUNCHED

A large detail of State Policemen were present at the launching of the USS Triton on Aug. 19. Forty State Policemen from all stations helped handle the crowds that witnessed the launching of the largest Atomic Sub at the Electric Boat Division of General Dynamic Corp. A State Police bus was used to transport the officers to the detail. For a few brief hours World attention was focused on this event. The USS Triton is the first ship to have two Atomic power plants. The greatest crowd to ever view a launching in Groton came by car, rail, bus and plane. To the men who came from the various stations throughout the State, many thanks for a job well done.

Lieutenant Joseph McAuliffe joins us here at Westbrook as night supervisor. The Lieutenant has a definite avocation for mechanics and amazes us with his knowledge on that subject.

Sgt. Joseph Sullivan has returned here, and notes the considerable change in the area from the time he served here as an officer.

Another addition to our barracks personnel is Mr. Kenneth Miller of Haddam who has taken up duties as barracks mechanic. We'll assure him of a busy day, as 47 vehicles are rolling from "F" at present.

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SOMETHING DIFFERENT!

The following signs were noticed this week painted on the rear end of a large trailer truck bearing Connecticut Registration Plates. An arrow on the left rear pointed left with the words "FAST DRIVER". An arrow on the right pointed right with the words "HALF FAST DRIVER"!

TIGHT SQUEEZE

Officers John Maroney and Roche were recently observed wedged into a tiny foreign-built automobile enroute to play their favorite golf course in Norwich. If they had not crammed their golf bags in the back seat, a suggestion would have been in order to have "Big M" take out the front seat and drive it from the back.

HOME CONSTRUCTION NEWS

Officer George Bunnell recently moved

## AROUND THE CIRCUIT

into his newly built home at Shelton, while Officers Thomas Nichol and Alan Yuknat are anxiously awaiting the time they, too, can move into theirs. Both are building at Old Lyme.

### PREPARING FOR AERIAL PATROL

Officers Waite, Johnson and Goldner are still pursuing their flying lessons, and it is understood that Officer Waite has already soloed.

### NEW MODELS TEMPTING

Officer Freddie Burkhardt is undecided whether or not to turn in his sleek black convertible for the current model. Reports are that the new one is fire-engine red, with plenty of chrome.

### CONGRATULATIONS

Officer Walter Trella is beaming over the birth of a son.

### SPW HAGGERTY RETURNS TO DUTY

SPW Kathryn Haggerty was injured in a fall on our dining room floor. She's back on duty now, and although there is occasional pain, the outlook is for no residual injury.

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STATION "H", HARTFORD
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### PERSONNEL CHANGES

There have been some changes in station personnel which are as follows:

Lieut. Albert H. Pethick was transferred to Westport Barracks and subsequently to the Emergency Division in Wallingford. Off. John Wargo also went to Westport. Sgt. Edward O'Brien was transferred from Bethany, Sgt. George Turrell from Westport and Off. Robert Coffey from Westport. Off. Walter Swaun transfers to Emergency Division at Wallingford.

### BIRTHS

Off. and Mrs. Robert Cabelus on Sept. 16, 1958 were blessed with a son, Peter, who will be company for his sister, Barbara Ann. Best to all.

Dispatcher Frank O'Rourke now has a

grandson, Mark Joseph, born Sept. 19, 1958 at Valley Stream, Long Island. That gives Cheryl Ann a brother. Another grandchild is Mary Jayne Marcello of Hamden, Conn.

### NEW HOMES

Off. and Mrs. Anthony Kurylo are now residing in their new home which was constructed practically solo by 18-H. The locale is Tuttle Ave., Wallingford, Conn. "Welcome" is always on the door mat. Also with them are Elizabeth Eve and Anthony, Jr.

Off. and Mrs. Leo Turcotte are now occupying their new home at 542 Stafford Ave., Bristol, Conn.

Off. and Mrs. Joseph Zdanowicz have taken up residency in their new home at Chandler Drive, Prospect, Conn.

### EXPOSITION RUNS SMOOTHLY

Sgt. Tex Calkins ably assisted by Off. Jack Ragazzi kept all activity at the Connecticut State Building at the Eastern States Exposition moving in perfect rhythm. Thought that either or both would return with one or more blue ribbons.

### CAR THIEVES FIND GOING ROUGH

Off. Tim Kelly got two stolen cars within an hour one evening. However he is looking for a new ghost writer (any takers) feeling that a limited amount of printer's ink was utilized in spreading the news. Nice work Tim, it all goes in your record.

Not to be outdone, Off. Bob Riemer apprehended a stolen car operator from New York early the following day.

### ADVENTURE SEEKERS DETAINED

One afternoon last week, Off. Ness came walking into the barracks followed by two 10-year-old boys who had left the Children's Village in Hartford that morning seeking adventure. Their lunch had consisted of red cotton candy at Loft's Candy Store on the Berlin Turnpike. When spotted by Off. Ness they were hitchhiking in the direction of New York. Seeing Officer Ness and the small boys prompted the remark that in police business, as in many others, one must necessarily start in a "Small" way.

STATION "I", BETHANY

FOOTBALL SEASON TRAFFIC

Now that the football season is with us the problem of traffic control arises once more. We find, that due to the opening of the Connecticut Turnpike traffic is now coming to the games from different directions necessitating a change in the traffic control patterns as they had been established in previous years. It has been necessary for this station to once again assume responsibility for traffic control at Allingtown Hill in West Haven which, as most of the "Old Timers" will recall, is a "Hot Spot" as far as control of traffic manually is concerned. After the results of the first game were reviewed, we think we have the problem well under control with no tie-ups and traffic moving in a neat and orderly fashion to and from the game. It was interesting to note at the first game the evasive and supple way that Sgt. "Jack" Croce avoided being run down by traffic. He personified a well-trained "Matador" evading the feints and thrusts of modern foreign sports cars and the more lumbering leviathans of the highways, those large ten and fourteen wheel trailers that sneak up on one. There is no question he did a fine job for he still is with us.

BOATS GO IN MOTH BALLS

We understand that the fishing season is just about over in this area. The latest news we have on the subject is that our erstwhile "Isaac Walton" of Station "I", Off. "Cod-fish" Kostok, is about to have his submarine pulled into dry-dock. It's rumored that he had a very "Lean" year and his family and brother-in-law will have to revert to type and go back to eating "Borchst" for the coming year.

BATTENING DOWN THE HATCHES

There is no doubt in our minds now that the cold weather is here for lo and behold, the other day our two "boys" in charge of properties and greens were seen taking down the screens and literally battening down the hatches as it

were. Of course there were many words exchanged in the process of doing this that would not be allowed to be printed by both "Cochise" and "Zip", but all in all they did a fine job.

AUXIES GET NEW ISSUE

New jackets were received recently and passed out to the State Police Auxiliaries and many compliments were received here as to the improvement over the first issue. There is no question that the Auxies sure appreciated these new jackets which were a long time coming.

LT. FERRIS WELL GROOMED

Since Lt. George Ferris had his whistle, chain and keys re-plated you really have to don colored glasses to keep from being blinded by the glare. Wonder how much it costs him to keep them so shiny? He sure is the envy of all the badge polishers here.

PAINTING POSES FIRE HAZARD

We received a late flash from the Hartford area recently while Lt. O'Brien was on vacation to the effect that he was painting his home in such a fast manner, trying no doubt to get it done in between showers, that his large paint brush caught fire from the friction he generated applying the paint to the sides. It was necessary for his three boys to man the fire extinguisher one or two times to prevent a conflagration. We understand that he now is applying a fire resistant type of paint to prevent any further incidents of this kind.

FLOWERS STUMP CURIOUS

The other morning, a large pot of flowers was seen stationed atop of Mrs. Mary Kovach's desk with an endearing note thereon to the effect that these peculiar flowers of a reddish hue would match her eyes??? What gives Mary???

NEW HOME FOR MARGUERITE PAIKE

We wish to welcome at this time, a new member to the taxpayers' group, Miss Margie Paike. We learned from a very reliable source that she cut some of her stock certificates to buy that beautiful home about which she was dreaming of ca-

vorting in her shorts and halter this past summer. Remember, we warned of the distracting way she had of being out in her flower garden in the above mentioned outfit creating a traffic hazard on Rt. 63. We feel that now she is a land owner, she will become a voice to be heard in the town in future tax talks.

"SERIES" QUERY

During the recent Baseball World Series Games in New York an usher at Yankee Stadium was heard to ask our own Off. "Honest Jim" Ferguson if he was a permanent fixture therein, or did he own shares in the Yankee club. We would give a pretty penny to have heard his retort to this query.

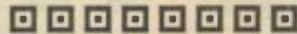
OCCUPATIONAL HAZARD

The other morning it was noticed that

our boating sergeant, "Anchor's Aweigh" Foley, appeared at the station with large dark circles around his eyes. Upon mention of this fact he rushed into the men's room to examine his eyes and was heard to remark that his crew had again rubbed burnt cork around the edges of his all powerful binoculars which he is wont to peer through, looking for enemy ships no doubt. Old Navy men recommend that glasses should be hung around the neck and not left all over the deck--'nuff said.

C.O. POSITION ABLY FILLED

Our Commanding Officer, during the vacation leave of Lieut. J. Francis O'Brien is none other than Lieut. George Ferris; and we are very pleased to welcome Lieut. Ferris to our midst. He certainly is doing a fine job.



AUXILIARY OFFICERS READY TO LEAVE FOR ASSIGNMENT



Station "1" Auxiliary Police Officers about to board State Police bus for trip to Waterbury to assist local police with traffic control on Sunday, August 24, 1958, in connection with State Firemen's Convention Parade--largest in the history of Connecticut. Detail was supervised by Sgt. John J. Doyle, Jr., assisted by Officers Leonard Menard and George Zonas.

STATION "K", COLCHESTER

CAPT. RUNDLE, "What's going on up there now?"

LIEUT. LAWRENCE, "Just who did say that this is 'Lazy K'?"

D/SGT. ANDREOLI, "Beckwith? Beckwith! Where is that kid now?"

SGT. TRIPP, "Do we always get these cattle complaints?"

SGT. MATHEWS, "Davis! Did you have to take me serious? Look at that paint job!" (Davis: "But, Sarge, we need a little contrast.")

OFF. WOODEND, "Honest, there's no activity out there."

OFF. GAUTHIER, "I may be quiet--but watch out!"

OFF. PISCH--All that Frankie, the fox, has to say is: "Eh? That's good."

OFF. CZAJKOWSKI, "In the future, I would like all officers to use film packs."

OFF. FABIAN, "Boy, have I found a home!"

OFF. ANTHONY, "Here I am washing the floor, and just look at my activity."

OFF. SUPSINSKAS, "Just give me East Patrol--plenty of cattle, and the wide open spaces."

OFF. TOMLIN, "Does anyone have an airplane for sale--cheap?"

OFF. TASKER, "But Sarge! That's not my patrol."

OFF. SIKORSKI, "Really! Do you think I'm kidding you?"

OFF. FERRIS, "Put a paint brush in my hand and call me Rembrandt!"

OFF. KORWIN, "I may be single, but I'm always available."

OFF. AVERY, "Give him a diving suit and look out mermaids!"

OFF. ACKERMAN, "When I become Sergeant, things will be different around here."

OFF. STOBA, "One of these days the cobra will strike."

DISP. BECKWITH, "Don't you think we need more red lights on the ambulance, Lieutenant?"

DISP. DAVIS, "Married life? Oh Boy!"

CLERK MORRIS, "I'm waiting patiently --maybe it will be twins."

MECH. CHAPPELL, "I'll mow the lawn.

I need the exercise."

MECH. MERRILL, "Why doesn't the State buy Cadillacs?"

CUSTODIAN O'HEARN, "Guess I'll have another coffee while the floor is drying."

TECH. ELLMERS, "Works perfectly. See you again real soon!"

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STATION "L", LITCHFIELD

PROMOTION CELEBRATED

Congratulations to Sgt. Cleveland Fuessenich on his recent promotion and his continuing assignment to this Station. A very pleasant get-together in honor of the occasion was later held at the Fuessenich home attended by most of the barracks personnel.

SGT. SULLIVAN TRANSFERS

We extend good wishes to Sgt. Joseph Sullivan upon his transfer from this Station to Station "F", Westbrook. How's the Turnpike Patrol Sarge?

NEVILLE FAMILY GROWS LARGER

Congratulations to Off. and Mrs. Harold Neville on the recent birth of their third child, another son.

CULINARY STAFF CHANGES

Best wishes to Joe Staselunas in his new job. Joe recently resigned from the Department to accept a position at the Waterbury Club as Chef, in Waterbury. We will miss his friendly smile and good humor here.

We welcome August Matthews, our new Chef, who took up his duties upon Joe's resigning. "Gus" has given up the life of a member of the Merchant Marine in favor of becoming a Chef on dry land.

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Him: "Well, I suppose you're plenty mad because I came home with a black eye last night."

Her: (sweetly): "Not at all, dear. You may not remember, but when you came home you didn't have that black eye."



HEADQUARTERS

PERSONNEL NOTES

Virginia Catalina, a recent graduate of Windsor Locks High School, has joined us at Headquarters and is working in the Quartermaster Division.

The new voice heard on the phone saying "Operator" is that of Marion Colella. She is the newest member of the Communications Division. We hope the girls like their new jobs.

Emil Haber has joined our staff at Headquarters and is working nights in Bureau of Identification.

VACATIONS

Several of the personnel took late summer or early fall vacations. Frank Virelli visited Canada and upper New York State. Mickey McCorrison spent a week at the shore at Old Lyme and another week in New York. Jean Redente and Jeanne Genlot spent a few days at Parris Island, South Carolina where they attended graduation exercises of their Marine fiances. Warren Sanderson visited relatives in Brooklyn, New York for several days. Grace McCann spent two weeks at Cape Cod with her daughter. Jean Porter and husband vacationed in Canada for two weeks with her mother. Bob Sweet stayed home to watch the series and root his team home but what a let-down he suffered.

RETIREMENT

Doris and Mike Smith recently retired from the Department after a combined 75 years of service. They are now living in Florida in their new home which they purchased on a recent vacation trip to the state.

Patsy Lignelli, mechanic in Headquarters garage, is retiring from State service after spending 16 years in the State Police Department and many years prior to that in the Highway Department.

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"Every man has a right to his own opinion, but no man has a right to be wrong in his facts."---Bernard M. Baruch

SOMETIME

Sometime when you're feeling important  
Sometime when your ego's in bloom  
Sometime when you take it for granted  
Your're the best qualified in the room

Sometime when you feel that your going  
Would leave an unfillable hole.  
Just follow this simple instruction,  
And see how it humbles your soul.

Take a bucket and fill it with water  
Put your hand in it up to the wrist,  
Pull it out and the hole that's remain-  
ing  
Is a measure of how you'll be missed.

You may splash all you please when you  
enter  
You can stir up the water galore,  
But stop, and you'll find in a minute,  
That it looks quite the same as before.

The moral of this quaint example,  
Is do just the best that you can,  
Be proud of yourself, but remember,  
There is no indispensable man.

---Exchange

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"Every physician who prescribes sedatives, tranquilizers, antibiotics, or any drug which temporarily creates a visual or reflex disturbance should warn his patient about driving while under the influence of that drug. Failure to do so may be construed as negligence and might make the physician liable," Dr. Charles Frankel, University of Virginia Hospital.

---Virginia Traffic Safety News

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In 1904, the Singer Sewing Machine Company marketed a car known as the "Eldredge." In 1916, a Milwaukee company was making a "magnetic gear shift" controlled by a set of buttons on the steering wheel column. The 1903 Cadillac cost \$750. The "Mitchell," a 1920 model, was known as the "Drunken Mitchell" because the radiator was mounted in a slanting position.

"H" RAMBLINGS

SEMINAR IN HOMICIDE INVESTIGATION HELD

Det. Sgt. Steele was recently at Harvard College in Boston attending a Seminar In Homicide Investigation For State Police. Upon his return, we detected a bit of a real "Bostonian" accent.

The winning team was composed of the following: Lieut. Kimball, Sergeants Calkins and McCormick, and Officers Niedzial, Riemer and Sterniak.

A most pleasant day was terminated with a very succulent steak dinner at the Wethersfield Country Club. A real "topper".

GOLF MATCH

On October 9, the Station "H" golf team played an 18 hole return golf match with a team composed of both Springfield and West Springfield police officers.

OVERHEARD

Young Husband: "This pie is burned. Send it back to the bakery."

Young Wife: "I didn't buy it at the bakery. It's my own cremation."

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THE SEATBELT LAMENT

The seatbelts were yellow, as yellow can be,  
As new and as shiny as leaves on a tree.  
The Patrolmen all murmured and muttered with doubt,  
But finally agreed they were probably stout.

The order was given, you better obey,  
When you sit in that car, snap that belt on to stay.  
And if you get clobbered, go sailing through space,  
You'd better be sitting - not flat on your face.

There was a Patrolman, known to be strong,  
With muscles aplenty, but usually wrong.  
Who stated that safety belts were for the birds,  
And cussed them out soundly in four letter words.

He made a fast contact, jumped out like a steer,  
Then discovered with horror that attached to his rear.  
Were the cushions, the chassis, the frame and the like,  
Along with the floor and his radio mike.

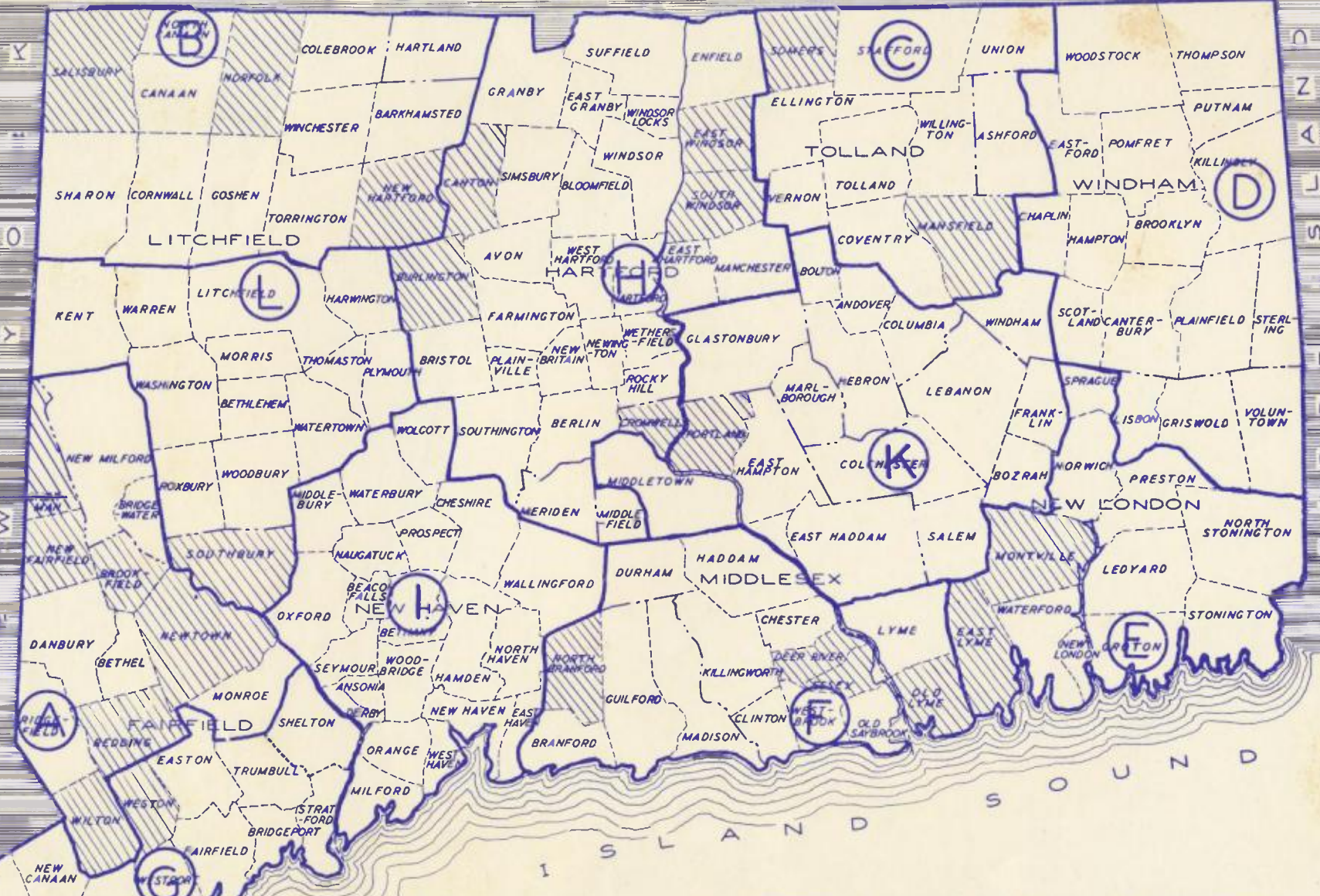
He stared in dismay at the terrible sight,  
The car on its side (but the belt still on tight).  
And he knew beyond doubt that this was the end,  
To Denver he'd go without even a friend.

He called on his radio, muttering low,  
Have the Sergeant and Corporal prepare for a blow  
These belts are dandy, away above par,  
But now I'm afraid we are short just one car.

So if you should find yourself strapped to a seat,  
Remember this story and do not repeat.  
For cars are expensive and hard to replace,  
Unbuckle that belt and do not use haste.

by Patrolman Richard Heydt  
Colorado State Patrol

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