

# VOX-COP



ISSUED BY THE

## **CONNECTICUT STATE POLICE DEPARTMENT**

NOVEMBER - DECEMBER, 1958

Vol. 12 - No. 7

# 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

November-December, 1958

## Sleuth Frank Virelli Used Disguises To Trap State Fugitives From Justice

By Tom Magner

The State Police department extends its strong legal arm throughout the cities, hamlets and villages of the Nutmeg state. The work that yearly is accomplished by the State Police, who step in where the restraints of the sheriff, the constable or even the city policeman are so great that they cannot operate at large, is known to only a few.

### 'Smartest Italian Detective'

Of the great men who have been identified with this organization since 1904 a year after the State Police department was created--Bridgeport best knew Lieut. Frank Virelli, who left behind a record of achievements in the annals of crime solutions equaled by few law officers. He became known as the "smartest Italian detective in the East."

During his 36 years on the force, where he started as an undercover man in this city, Virelli took a prominent part in solving more than 50 murders and attempted murders in Connecticut, a number of which were so outstanding that the stories in connection with the crimes found their way into national magazines.

Those who held an intimate acquaintance with Virelli observed his detective abilities. It was in them he confided. It is from such that many of the incidents in his career were unearthed, for Virelli's reputation made him one of the most famous Italian sleuths of this country.

### Worked As Lone Wolf

Joseph Petrosini, of the New York police department, who was slain by the Camorra in Italy in 1909, when in search of a wanted prisoner, was probably the

best known Italian detective in the world. Virelli's record in Connecticut ran Petrosini a close second, and there was the difference--Virelli in his work was all alone--he and his familiar "Between the Acts" little cigars he smoked incessantly.

As far as is known there were no other Italian detectives on the regular State Police force in Virelli's time. Among the records it was found that during an eight-year period he arrested more than 250 criminals.

Many of the incidents in connection with these arrests show that bravery, cunning, perseverance and even humor are requisites in the work. Murderers, blackmailers, thieves, burglars, seducers, fire-bugs, and a host of minor criminals wound up behind prison bars at Wethersfield as a result of Virelli's clever detective work.

The ingenuity of Virelli was shown in 1909 with the arrest of Frank Strusiani, who was implicated with Harry and Charles Rudeman in thefts from Matthew H. Rogers, then Secretary of State in Connecticut. It was not for some time after the local police authorities had abandoned hope of catching the culprits because of a lack of traveling funds and expenses required that the State Police were brought into the case.

### Headlines Paid Off

Virelli, a resident of this city, was assigned to the job. After two weeks he learned that Strusiani was a frequenter of Yonkers, N.Y. He was not in that city at the time, and although the hand of chance seemingly pointed his way, there was no definite evidence of complicity.

Virelli took a long chance. He went to Yonkers, and after being introduced by police officials there to newspaper reporters, he gave out the story of the affair and said Strusiani was being sought.

As soon as the first edition was off the press Virelli bought several copies and rushed back on the first train to this city. With the newspaper headlines at his command he waved them in front of Harry Rudeman who immediately broke down and told Virelli the details of the crime. A conviction soon followed.

The value of circumstantial evidence in tracking down criminals, if not in conviction, was shown in the arrest of Guiseppi Malvaso on May 8, 1912 for a murder in Wilton. It also presents the most dangerous incident in Virelli's long career. Malvaso had some trouble with a man in Wilton. He shot him in the arm with a loaded shotgun, then fled into the woods. As the hardships prevailed he sought civilization and came upon a farm.

Malvaso went into a cow shed and built a small fire either to cook or keep warm. Smoke from the barn attracted the 20-year-old son of the owner. Remonstrance with Malvaso over the danger of the fire so close to a pile of hay resulted in the boy being shot twice in the back as he started for the house. His body was found by the father.

#### Bullets Matched

Virelli had no clues upon which to work but at the autopsy he secured the two bullets, and recalling that another man was recovering from a similar shooting in a Stamford hospital he went there. The bullets were identical. With little difficulty Virelli secured a description of the man who had done the first shooting. Virelli was told that he might find his man in the woods, near a certain brook, where he was killing birds with a shotgun to keep alive.

The state policeman managed to find the barn described to him. He searched the barn alone but as he came out to his surprise he found one of the local constables waiting. The two officers were walking back along a road when suddenly they came face to face with Malvaso. He

was fondling his gun with his finger on the trigger as the pair approached. Virelli and the constable had no time to draw their revolvers and would not have done so because they were overcome by range odds of the shotgun.

Virelli worked an old game on the suspected gunman. "Have you got a match, Jack?" he asked.

"Get back or I'll blow the heads off you both," was the reply. Malvaso backed into the underbrush beside the road at the same time keeping an aim on Virelli.

#### Fugitive Escapes

"I never knew what was in his mind," Virelli later told friends. "I believe he intended to shoot us then for he knew my friend, the constable." Malvaso jumped a fence and made his getaway through woodland. Virelli followed for a short distance before he realized that he might be ambushed. When he returned to the road the constable gave the state policeman the laugh for not following up his man.

"Never mind," Frank told the irate official, "I'll get that fellow if it takes 10 years."

Several months passed. Virelli was informed that Malvaso was working in a factory in East Hartford. He went to that town and became a factory inspector for the nonce. He searched three big shops before he came upon his man working in a horseshoe factory. When he grabbed him, Malvaso drew a stiletto and the pair fought all over the factory floor. In the excitement a woman became hysterical and grappled with Virelli.

When the arrest of Malvaso had been accomplished a search of the prisoner's coat showed he was fully armed. Virelli immediately took him before the constable who had been with him some months before on the lonely Wilton road.

"Who's that fellow?" the constable queried.

"That's the fellow I was afraid to arrest," Virelli told him simply.

#### Probed Murder of Farmer

The effect of the State Police in righting misapplied justice may well be seen from the following narrative. In

Southington there was a farmer who owned a big chestnut orchard. It was chestnut harvest season, and poachers were plentiful. The proprietor had all he could do to keep them away.

A Polish-speaking man entered the orchard on a Sunday afternoon in 1912. He had been warned away by the proprietor. In the altercation that followed some blows were struck. Shortly after the melee was over, the owner of the orchard was found dead. The Pole was apprehended and a good case of circumstantial evidence was woven about him. The dying man also identified him with a nod of his head. It looked very much as if he would be convicted of murder until William Egan, a lawyer, son of the then State Police Commissioner Thomas F. Egan, was retained as counsel.

Mr. Egan listened to the man's story, which was punctuated with tears. After hearing the complete tale, Mr. Egan appealed to the State Police.

"I do not believe this man is guilty," he told his father. "I think the authorities have the wrong man," he said. Virelli was assigned to the case. Investigation developed the fact that three other men had been around the orchard. One had not been working or seen around his home since the day of the shooting.

The clue was slight but Virelli thought it was worth following. He went to board in the home of a relative. A letter came from Cleveland. It was shortly before one of the fall elections. Virelli went to Cleveland, and in that city posed as an election registrar. He made a canvas of the Italian section of the city. He found that his man had joined an Italian political club. He went there and accused the man of registering illegally. The man denied the charge and expressed himself as willing to visit the police station to disprove the charge.

At the police station he was surprised when Virelli charged him with being Attilio Casale, of Southington, Conn. As a result of his breakdown Domencia Maccia and Crespino Casale were arrested as accomplices. They had gone to the chestnut farm after the first man's altercation and in a second one

Attilio had shot the farmer while the three men were being evicted. The Pole was released.

Lieut. Virelli arrived in this country alone at the age of 14. He was born in Santagata Dei Goti, Province of Benevento, Italy, in 1876. He went first to New Haven and began to make his livelihood as a barber. From barbering he drifted into transportation as a conductor on trolley lines in Brooklyn, N.Y., and then again to Bridgeport. Later he became a brakeman on the New York, New Haven and Hartford railroad. And from railroading he went into the business of detecting.

A similar case where people talked too much in Italian was that of Thomas Bonaccio and Frank Sorino, wanted in Waterbury for assault with intent to kill. They lured an old man into his back yard early in the morning and shot him. Virelli went to work as a railroad section hand. He found his man in Utica, N.Y. Out there, with other police, he made a midnight raid, but without result.

"It's a good thing they were not here," a housewife said in Italian.

That remark led Virelli to make a house to house canvas for days. He was entering a little house in a back yard, almost the last one in the colony, where he saw two men whom he knew to be those he sought.

#### Disguised As Railroad Cop

"How long have you been here?" he asked, representing himself to be a local railroad detective looking for some thieves who recently broke into a car.

The men parlayed that they were not car thieves and consented to go to police headquarters to demonstrate their alibi. When taken into custody for the real crime both men were profane, and declared had they known the detective's real mission they would have killed him on the spot.

While there were hundreds of incidents in the police life of Lieut. Virelli as a member of the State Police department that would make interesting reading, the name of Salvatore Gerace will in itself not attract much attention, yet in 1913 the State of Connecti-

cut was convulsed when a woman's body was found in the mill pond at Georgetown.

The woman had been murdered in New York city and her body shipped in a trunk to Georgetown. A man had borrowed a wheelbarrow at the railroad station and had taken the body away. Virelli went into the Italian colony, speaking English. He approached two persons whom he thought knew something of the affair.

"I think you fellows are in bad," he said to them during the conversation.

#### A Costly Slip

In Italian one said to the other: "They are likely to lock us up--why should we take the blame?"

"Shut up," the other commanded.

When taken to the undertaker's parlor and confronted with the woman's body, and finding that the detective fully understood Italian, the man who had said "Shut up" broke down and confessed his part in the crime.

The State Police never give up their hunt. Even across the seas they follow their man. One of the toughest cases that Virelli had to crack in his long career was the one which he followed his prey to Italy, made the arrest there and finally the man stood trial in a foreign country, where he was convicted.

It was the case of Antonio Fedel, who murdered Antonio Pietrolini in Manchester on Dec. 30, 1911. The murderer was arrested in Italy two years later, stood trial and was executed.

The excitement of apprehending criminals of all types went out of the life of this great Connecticut sleuth on June 1, 1940, the date of his retirement. He was promoted to sergeant in May, 1913, and to lieutenant in 1929. On Jan. 1, 1936, he was named deputy state fire marshal. He served under four state police commissioners--Thomas F. Egan, Robert T. Hurley, Anthony Sunderland and Edward J. Hickey. His son, Frank Virelli, is with the Bureau of Identification at State Police headquarters, Hartford. A nephew, Frederick Virelli, retired recently as a state policeman.

Shortly after retirement, Lieut. Virelli, and his wife, the former Adrienne Bogart, whom he met while she was a pas-

senger and he a trolley conductor, moved to St. Petersburg, Fla. Virelli died there March 13, 1948 at the age of 72. Mrs. Virelli now resides with her daughter, Mrs. John Semon, at 40 Dande street.

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#### \$278,000 LOW BID ON POLICE BARRACKS

The F. W. Brown Company of Yantic, turned up as the low bidder on the construction of the new state police barracks for Westbrook.

The Brown Company's bid was for the sum of \$278,000 including a base bid of \$273,000 plus \$5,000 for supplemental work.

#### 15 Bids Received

Second low bid was by the Associated Construction Company of Hartford, \$278,000 base and \$7,500 supplemental while the Elci Company of New London was third, with a base bid of \$283,894 and a supplemental of \$9,625.

A total of 15 bids were received, ranging from the Yantic firm's low to a high of \$356,676, plus a supplemental of \$10,048, entered by the Green Manor Construction Company of Manchester. Bids were opened in Hartford recently by the Connecticut Department of Public Works, which is in charge of the project.

#### "Tight Squeeze" Seen

The department had been hopeful that a low bid of around \$250,000 might be forthcoming, but a Public Works spokesman in Hartford said that while the bids were somewhat higher than expected and would result in a "tight squeeze," he was confident that the department could proceed with the project.

#### Ready By Next Fall

If a contract is awarded it is expected that construction will begin almost immediately thereafter and that the new station will be ready for occupancy by the fall of 1959.

The new station, which will consist of two buildings, one of them a separate garage, will replace the present leased

quarters on Route 1 in Westbrook, quarters which the state police have occupied since moving to Westbrook from Centerbrook some 30 years ago.

#### Killingworth Site Abandoned

When the proposal to build a new state police station for the area first came up in 1947, a site for the station was purchased on Route 80 in Killingworth and construction seemed imminent. But successive state "economy campaigns" put the project off from one year to the next.

The General Assembly finally appropriated the necessary funds in 1957, but a survey by state engineers showed that the water level at the Killingworth site was too high to make building there practical.

After a series of negotiations, it was finally decided to build the new station on a tract of land off Route 166, adjacent to the new Connecticut Turnpike, in Westbrook. The Westbrook land was deeded to the state by the Holbrook Estate in exchange for the state-owned tract in Killingworth.

Total Appropriation \$348,200

The Brown Company bid of \$278,000 is well within the overall appropriation for the project, which is \$348,200. The \$348,200, however, must cover not only the actual construction of the two buildings (the work included in the Brown bids), but also site improvement, equipment, and furnishings.

Despite the higher-than-expected construction bid. Department of Public Works officials are hopeful that the entire project can be completed within the appropriation.

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#### SMOKING

Smoking in bed sets up a chain reaction that kills most of its victims before they are burned or even feel the pain of heat.

Research experts of the National Board of Fire Underwriters have found that the moment a lighted cigarette touches bedclothes, a chain of molecular

and chemical events begins that can end in disaster for you and everyone in your house.

Here's what happens, step by step, when a nodding smoker drops his "smoke" in the bedding.

1. The cotton or wool around the burning cigarette is slowly heated to about 700 degrees Fahrenheit. This gradually distills flammable carbons from the cotton or wool fibers. Chemists call this process distillation, gasification or volatization. Carbon monoxide is the chief gas produced at this point. Though you may not realize it, this gas is flammable, and when a sufficient concentration of it is reached, the glowing tobacco can ignite it.

2. As the cotton or wool fibers begin to glow, more heat is produced. The additional heat distills more of the fibers. A kind of automatic acceleration process begins. The greater the heat, the greater the distillation; and the greater the growth of fire. Under ideal conditions, the fire grows by geometric proportions. According to the National Board of Fire Underwriters, the rate of chemical change in burning material doubles with every 18 degree F. rise in temperature. Thus at 1,112 degrees F. wood combines with oxygen millions of times faster than at room temperatures. You can't win smoking in bed. Science is against you.

--Maryland State Police Bulletin

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#### 7,743 NABBED AS SPEEDERS

Almost half of the speeders nabbed during the first 10 months of the year were from out of state, Connecticut Motor Vehicle Department records show.

Of all speeding arrests, 46 per cent were out of state drivers.

There were 3,347 speeders from out of state arrested during the comparable period last year, as compared with 3,584 so far this year--an increase of seven per cent.

There were 4,370 Connecticut drivers picked up on speeding charges last year, against 4,159 this year--a drop of four per cent.

## Leaders Pay Tribute To Godfrey At Dinner



CONGRATULATIONS--Retiring Hartford Police Chief Michael J. Godfrey shakes hands with his successor, Capt. Paul Beckwith. Center, Mrs. Godfrey and Judge Cornelius Shea. ---Hartford Times photo

Tribute was paid to retiring Police Chief Michael J. Godfrey by civic officials and community leaders at a testimonial dinner December 3 in the Hotel Statler Hilton attended by over 600.

Chief Godfrey relinquished his command December 6 and his successor, Capt. Paul B. Beckwith, took over the command of the department December 8.

Former Lt. Gov. Edward N. Allen, long time friend of the guest of honor, struck the theme of the many speeches when he praised the retiring chief's devotion to duty.

Mr. Allen dipped into his storehouse of memories to recall many of the "old days" on the department and filled in with his recollections of the chief on his long climb up through the ranks from rookie to chief.

Chief Justice Edward J. Daly of the Connecticut Supreme Court paid tribute to Chief Godfrey's leadership explaining "we all have complete confidence in our police department."

Prior to the start of the speaking program Atty. Cornelius D. Shea, toastmaster, introduced Mrs. Godfrey who re-

ceived a standing ovation.

Fire Chief Henry G. Thomas praised Chief Godfrey's devoted service to his community. He observed that due to his efforts "Hartford is a better city because of Mike Godfrey."

A letter from Governor Ribicoff was read by Maj. Gen. Frederick G. Reincke, state adjutant general.

Others at the speakers table were: Archbishop Henry J. O'Brien, the Rt. Rev. Msgr. George M. Grady, former Mayor William M. Mortensen, Mayor James H. Kinsella, John R. Reitemeyer, publisher of the Hartford Courant, Ward Duffy, editor of the Hartford Times, the Rev. Thomas C. O'Neil, chaplain of the Police Department's Holy Name Society, Peter A. Anderson, former assistant police chief, Capt. Paul B. Beckwith, Chief Thomas Sullivan of Wethersfield, City Manager Sharpe, State Police Commissioner John C. Kelly and Edward F. McCabe, special agent in charge of the FBI in Connecticut.

Chief Godfrey was presented with a purse by Capt. William J. Henaghan, chairman of the affair.



CHIEF PAUL B. BECKWITH  
COMMANDS HARTFORD P.D.

In a flower-bedecked office Police Chief Paul B. Beckwith officially took over his new duties as head of the Hartford department on December 8.

Flanked by his two daughters, Miss Paula Beckwith and Mrs. Grace B. Brezina, the chief who joined the department in 1920, held an informal reception for a number of persons who stopped in to wish him good luck.

Heading the list was City Manager Sharpe, who appointed Chief Beckwith to succeed retiring Chief Michael J. Godfrey, who was also on hand to greet his successor.

Presentations were made to Chief Beckwith by Det. Francis Maddaluno and Fire Lt. Andrew Forte on behalf of the Policemen and Firemen's Association; Deputy Fire Chief Thomas H. Lee for the Firemen's Benevolent Association; Lt. Francis Burns for the Firemen's Union; and President Russell Noyes of the Firemen's Protective Association.

Among those attending were Fire Chief Henry G. Thomas, City Treasurer John J. Mahon, City Tax Collector James McCourt, Board of Education President Thomas McBride, School Superintendent Robert Black, State Senator Thomas Kerrigan and Police Court Judge Martin J. Mostyn.

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JOHN J. KERRIGAN PROMOTED TO  
ASSISTANT CHIEF OF HARTFORD P.D.

John J. Kerrigan was promoted from the rank of captain to assistant police chief December 9 by Chief Paul B. Beckwith in ceremonies at Hartford Police Headquarters. Chief Kerrigan fills the post vacated last month by Peter A. Anderson who reached the mandatory retirement age of 65. Chief Kerrigan, the youngest man to ever hold the position at 43, joined the department as a supernumary in 1939.

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Knowledge is the only instrument of production that is not subject to diminishing returns.

---J. M. Clark

STATE POLICE WORK RUNS THE GAMUT  
CHECKING LIGHTS  
TO PROBING FATALITIES

By John Foley

The boy's face was frozen in a nervous smile. Minutes before he was driving swiftly down the highway, the miles moving smoothly beneath his tires. His hands were steady then as he held the wheel. Now they trembled as he groped in the glove compartment for his license and registration.

State Policeman Palmer H. Jacques had been a half-mile behind the speeding car. When its bright rear lights dimmed until they looked like the ends of two burning cigarettes he put chase to it. The cruiser moved swiftly, like an angry black car, as Jacques pressed the accelerator. The speedometer needle jumped to 75. It was a brief chase.

The boy got a warning and some advice to take it easy. He was relieved that he hadn't been arrested, annoyed that he had been stopped. But he will be more careful when he drives now and the highways will be that much safer.

Jacques is a friendly man with a quick smile. Everyone calls him Jake. He lives with his wife and five children at 4 Dodge Court in Niantic. He has many friends but on the highways and roads he is alone. But a fellow gets used to it--if not, says Jake, he's probably in the wrong business.

Interesting Business

Its an interesting business and spending a few hours with a state policeman can't help but be an experience. We were with Jake from 9 p.m. to midnight several nights ago.

It was about 11 o'clock and Jake was talking about the family. The kids are growing fast and maybe it would be a good idea to buy a station wagon. Then he stopped.

What seemed like a Christmas tree on wheels was thundering down the Blue Star Highway in Waterford. "Looks like a circus," Jake thought aloud.

It was a tractor-trailer truck with a cargo of potatoes from Virginia. The driver was from Rhode Island. And he

had enough lights on his truck to light up his entire state.

The driver got out after he was ordered to the side of the road. Jake got out and looked at the lights. Pretty, maybe, but distracting and dangerous.

"Lights, Huh?"

"Lights, huh?" the driver asked, Jake nodded. "You don't really need all those lights -- you're supposed to have only amber and white." The truck had orange and blue lights in front and a vivid green one tossed in for color. The driver got a warning.

Jake got back into the cruiser and drove on. He covers more than 100 miles nightly and between 35,000 and 40,000 yearly. Like all other state policemen, he graduated from the Academy at Bethany. He has been at Groton since 1953.

His patrol area on this night included part of New London, East Lyme, Waterford and a section of Quaker Hill. On the heavily-traveled Norwich-New London Road in Waterford he spotted a car with one headlight out.

This motorist also got a warning. He said he didn't know he had only one light. It took him some time to find his license and registration because he had saved more than a dozen expired ones. They were like a stack of cards and he had to sort them out before finally producing this year's.

"Some people can find every license ever issued to them," Jake later commented, "but not the right one."

#### No Accidents

Jake didn't have to investigate any accidents this particular night. Sometimes an officer will spend his entire shift investigating a serious accident. First aid for the injured, determining who was at fault, taking measurements, questioning witnesses.

In some crashes there are no witnesses. These are the fatalities and every policeman gets to handle them sooner or later for there seems no end to the carnage on the nation's roads.

Jake has headed two fatality investigations. Eight persons were killed in two cars. He has assisted in the probe into about a half-dozen more. Maybe

that is why he says he would rather arrest a motorist for speeding than any other violation. Speeding, he agrees, is probably the outstanding cause of accidents.

With a chuckle, he admitted that he's heard almost every alibi from speeders but the time-honored one remains most popular: "But, officer, I just didn't realize I was going that fast."

"With some of these highpowered new cars," mused Jake, "that's probably very often true." ---New London Day

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#### THE SAFETY COUNCIL HEAD HAS A FAREWELL WORD

Ned H. Dearborn, head of the National Safety Council, is retiring. His name has been for a long time appended to the lugubrious before-and-after messages to the American people, forecasting the number to be killed during each holiday and the corroboration thereof a few days later. But Mr. Dearborn, in his farewell statement to the National Safety Council, had a constructive suggestion. It is not entirely new, but it is worth stressing. He urged more intensive research by psychiatrists, sociologists and others into the whys and wherefores of speeding drivers.

There have been fits and starts in this direction. As many as 20 years ago a traffic court in Detroit was employing a psychiatrist to study the mental deviations of accident-prone drivers. He found that these usually started out in the morning with a chip on their shoulders; that they were individuals with strong, sadistic drives, and that their collisions with other cars were almost on the brink of the intentional.

There are other causes, to be sure. A great many accidents happen to perfectly normal people driving under perfectly normal circumstances. Many of those who are killed are the victims of the carelessness of others. But the point Mr. Dearborn made is that hardly any money has been spent on research to find out what makes a careless or accident-prone driver, and what we can do to correct his attitudes. ---Hfd. Courant

# COMPLIMENTS

Vox-Cop

November-December, 1958

## POLICE HEADQUARTERS

ORANGE, CONNECTICUT

CHIEF OF POLICE  
JOSEPH F. CUMMINGS

DEPUTY CHIEF OF POLICE  
FREDERICK A. RIGGS

December 10, 1958

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

Dear Commissioner:

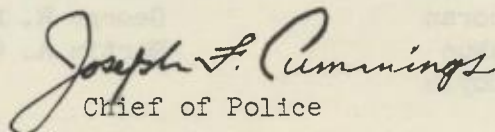
I would like to express my appreciation for the assistance and cooperation of your Department in bringing to a successful conclusion a case that had many of our residents living in fear of losing their barns and other personal belongings because of some vandals who were getting their "kicks" in seeing the property of others being destroyed by fire.

After two barns were destroyed in a neighboring town in one night, your Department assigned Inspector Richard Mulligan and Officer Joseph Ciecierski to investigate. With little to go on these two officers worked hard and tirelessly in running down every bit of evidence, and after many days rounded up the vandals who have so far admitted to burning three barns, one of which was in my town.

I wish to congratulate these officers and your Department for the untiring efforts and valuable assistance you have given us in keeping crime at a minimum.

With all good wishes for a happy and safe Holiday Season I am,

Yours very truly,

  
Chief of Police

C O M P L I M E N T S

THE NORFOLK LIQUOR SHOP, INC.  
Norfolk, Conn.

Mount Vernon, N.Y.  
November 21, 1958

November 18, 1958 Dear Commissioner Kelly:

Dear Sir:

Several weeks ago a forged check was cashed in this store. In due course the bank concerned called me on the phone and informed me of this fact. As I was the endorser, I made good on the check. The amount of the check was \$24.50 and as such not very important. I called Officer Sid Toomey--connected with Canaan State Police Barracks--and Mr. Toomey called on me at this store. It is because of Mr. Toomey's subsequent actions that I am writing this letter.

These actions were, beyond a question of doubt, of the highest intent and caliber. Mr. Toomey kept me informed as to what was happening--generally speaking, of course--regarding the case.

I should imagine that all too often these men are condemned, and not too often praised. The nature of this letter is to praise, first of all Mr. Toomey and, secondly, your organization. I fully realize that the finding of the forger was an organizational job, but I would also like to state that, as far as I am concerned, Mr. Toomey represented that organization, and did so in a most complimentary way.

Respectfully yours,

Herbert O. Bergdahl

While driving down the Merritt Parkway on the night of November 19th and as a result of changing position with the driver, I lost my wallet along the parkway. This wallet not only contained valuable papers but a substantial amount of money.

In an effort to recover this property, I returned to the area of Wallingford early the next morning and an extensive search proved fruitless.

I then phoned the State Police at Bethany Barracks to report the loss and without direct request from me, State Trooper James J. Rodgers, No. 273, met me at the Wallingford Toll Station and proceeded to spend considerable time and effort and was successful in finding my wallet and returning it to me.

I offered Trooper Rodgers a cash reward for his assistance which was steadfastly refused by him.

Law enforcement officers of this calibre bring great credit to the State Department of Police as well as the State of Connecticut.

Again I say it is with genuine pleasure that I commend Trooper Rodgers.

Yours very truly,

Robert B. Brown

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Patrolmen who were the subject of letters of commendation between the period of October 24 to December 12 were:

Julio Accuosti  
Everett J. Anderson  
Joseph Bangasser  
Francis J. Barsaleau  
Clifford Bombard  
William P. Carroll  
Joseph Ciecierski  
William Corcoran  
John J. Donahue  
William J. Doyle

Mahlon S. Farrow  
William R. Gerard  
Walter Grischuk  
Thomas F. Harkins  
Alfred T. Hull  
Charles Lundberg  
Richard W. Maynard  
George R. McMahon  
Martin A. Ohradan

James R. Quilty, Jr.  
Orlando Ragazzi  
James J. Rodgers  
Robert Sautter  
Robert H. Sonner  
Donald J. Sullivan  
Stanley M. Teed  
Sidney Toomey  
James A. Zaepfel  
Donald R. Zinno

Also the subject of commendatory letters were: Inspector Richard Mulligan, and Auxiliary Officers William R. Ryan and Donald J. Keeney.

# TEENAGERS

Vox-Cop

November-December, 1958

## Not Brilliant Police Work,

## But Effective

We hear so often of brilliant work on the part of police.

There is a popular belief that police work is glamorous, exciting and thrilling.

Sometimes it is.

And, sometimes it isn't

Results show, we think, that more often than not the most productive efforts in the enforcement field do not come from strokes of individual police or detective brilliance.

Rather they are produced by the slow plodding, painstaking, determined step by step piecing together of clues, that result in solution of a crime, an accident or other forms of activity which require help from the police.

A most excellent example of the above, we think, is furnished the people of our area with the recent arrest of a group of West Haven youths on arson charges.

This was not accomplished through one brilliant stroke of deduction. No single clue pointed the way.

It was done by long, tiresome, perhaps often boring, effort.

Before the flames of two barn fires had died away in Bethany on Nov. 21, State Police and the State Fire Marshal's office were on the job.

Person after person was questioned. Clues, some having merit, some of absolutely no value, were run down.

This consumed hours, and days, at times seemed to lead nowhere.

But there was no slacking, no discouragement, no thought of giving the thing up as beyond solution.

Records were checked, cars were traced--and then the arrest of these boys, reported by police to have touched off these two blazes without motive--just for the kicks.

So the people of this area, and the people of Bethany and neighboring Woodbridge and Orange, owe a debt of grati-

tude to State Trooper Joseph Ciecierski of the Bethany Barracks and Inspector Richard Mulligan of the State Fire Marshal's office, and to all those police and fire department members who assisted them

These men knew their jobs, what they had to do and how to do it.

They just kept at it until it was, to all current appearances, done.

Certainly people in outlying areas will sleep easier of nights because of it.

---New Haven Evening Register

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## FOR EACH DELINQUENT, THOUSANDS LIKE THIS

We burn with indignation when some misguided, misinformed, and mistaken person makes the statement that most newspapers "play up" the misadventures of the juvenile delinquents, "play down" the praiseworthy deeds of our "good children."

They do nothing of the sort.

Frankly, we are tired of hearing that sort of nonsense.

For instance, just a day or so ago we noted a lengthy, well written story with Chicago dateline.

It told, as it should, of the high honors deservedly bestowed upon a 17-year-old Cheshire girl, Miss Marilyn Moore.

This young Connecticut girl was one of eight 4-H Club members from all parts of the United States to be named a national winner. Her particular award came in home grounds beautification project work.

She attended this particular award-making club congress in company with 26 outstanding Connecticut youngsters who are likewise top-notchers in worthy programs and projects of this sort.

Now Miss Moore has been in 4-H work for some eight years. During that time she has won numerous honors, medals and awards.

She has served her church--her school --her community.

There are hundreds, and even thousands like her, for each delinquent or potential delinquent that runs into trouble.

Let us never forget that when the disciples of gloom and the starry-eyed do-gooders decry any efforts to bring the misdeeds of this unbalanced minority to public attention--so that such misdeeds can be dealt with as they should, and must, be dealt with, by the application of official correctives, legal, medical or psychiatric.

Only an informed public can deal with the unwholesome situations which spring up in our midst from time to time.

It always has been that way.

It always will.

But, from the other, and wholesome side of the coin we have youngsters such as this Cheshire miss--by the millions.

Thus heavily outnumbered, the delinquent fights a losing battle. Knowing that, we should never despair.

---New Haven Register

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### YOUNG REPEATERS

Aroused by an outbreak of juvenile crime, the mayor of Philadelphia and the city's chief of police cruised the worst trouble spots looking for the answers. What they discovered has a bearing upon the whole problem of teenage crime.

Police Commissioner Gibbons told the press that thousands of potential thieves and murderers are loose on Philadelphia streets because they go free in spite of innumerable arrests.

In Philadelphia, as in many other cities throughout the country, the notion holds that there is something different and special about offenders under 18 years of age. Rarely are such criminals punished. They are usually put on probation or placed in the custody of their parents. This is true even if

they are chronic repeaters.

For example, the research in Philadelphia disclosed among the recently arrested, one 17-year-old with a record of 17 arrests, a 16-year-old with six prior arrests, one for murder, and a 15-year-old with four earlier arrests. These are only a few among many similar cases.

The acts these youngsters are committing are crimes, and they should not be excused simply because of their ages.

For less serious offenses, leniency for first offenders seems sensible: but not for brutal acts of violence, and certainly not for persistent repeaters.

Rehabilitation of the young criminal is a worthy goal, but the streets of our cities should not be made into trial-and-error laboratories for this rehabilitation effort. Any youth worker or agency which imagines freedom for the under-age offender is more important to society than protection against his crimes simply does not grasp the meaning of law and order.

The law is every man's safeguard of his person and his rights. It cannot be adjourned while we experiment with twisted humans--of whatever age--who are killing, beating and robbing.

The courts should take the view that once is more than enough. When a teenager refuses to profit by one experience in crime, he should be dealt with severely, and not merely admonished to "go and sin no more."

---Meriden Journal

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### PUNISHMENT BY REMOTE CONTROL

Little Claude's mother had reluctantly allowed her little delinquent to enroll in the public school. She gave the teacher a long list of instructions.

"My Claude is very sensitive," she said, "don't ever chastise him, just slap the boy next to him good and hard. That will frighten Claude and you will have no trouble."

---R.I. Traffic Safety Reporter

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A friend is a present you give yourself.  
---Robert Louis Stevenson

JUVENILE COURTS

It is pleasant to know that Connecticut ranks high among the 48 states in the operation of its Juvenile Court system, but it does not surprise us too greatly.

A recent country-wide study of Juvenile Courts by Ruth and Edward Brecher, appearing in The Saturday Evening Post, recognizes that the system currently operating in the Nutmeg State as being among the best in the country. Florida's Lake County and Baton Rouge, La. were also cited for having made notable progress in this field.

The great weakness of the Juvenile Court system throughout most of the country appears to be, according to the Brechers, the fact that only a handful of counties have full-time Juvenile Court judges who are called upon to handle roughly some half-million cases each year. These involve youngsters from 6 to 16 who land in the hands of the law for offenses ranging from sheer youthful mischief to murder.

In many places, adult court judges assign juvenile cases on a rotating basis, taking turns themselves at handling this ticklish problem in addition to their own manifold duties with older offenders against the law of the land. Some counties hire part-time judges. In others, Juvenile Court judges are not lawyers or men skilled in the law, but lay or professional men engaged in outside pursuits.

In other words, the problem of Juvenile Courts is all too frequently relegated to a second or third-class status.

Not so in Connecticut. The Juvenile Court setup in this state recognizes the need for handling juvenile cases in a manner different from others. It recognizes the need for competent, experienced full-time judges. It recognizes that the problem of juvenile crime is not so much one of punishment or lack of it for breaking the law, as it is a question of remedial treatment and investigation before the juvenile offender turns into a hardened repeater.

The best Juvenile Courts have developed, over the years, reasonably sound

methods of handling delinquents which are based upon remedial treatment rather than mere punishment.

It may well be that the practice of relegating the problems of juvenile delinquency to a slipshod court system is part of the reason why we have a juvenile delinquency problem that seems to grow steadily greater with each passing year.

The handling of juvenile delinquency problems is a full-time job for competent people. Connecticut people can be proud of our system.

---Waterbury Republican

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DELINQUENCY'S CAUSE

A New Jersey meeting of the National Education Association recently delved into the problem of who is responsible for juvenile delinquency and came up with the interesting conclusion that everyone is -- except the juvenile.

Chief among the groups to be blamed by the educationists for failure to guide youth on a straight path were -- the educationists. Boredom in the classroom was given as probably the most important factor in producing nonconformists among students.

William C. Kvaraceus, director of the NEA's project on juvenile delinquency, reported that he found young people often adopted anti-social behavior because "the high school is careful to skirt and detour real-life problems."

Many delinquents themselves reported that their erratic behavior was at least partly due to stale classrooms, in which little humor or imagination were introduced to satisfy the energy and inquisitiveness of a youthful mind and body. Not only must an instructor know his subject, but he must be able to present it in a manner which will attract wiggling minds and anatomies.

Prof. Wilbur A. Yauch of Northern Illinois University disagrees, however, with his fellows who blame teachers for the few rotten eggs among the younger generation. He believes that discipline begins in, and is a primary responsibility of the home.

Many parents are softer on their offspring than the teachers they criticize, the professor told the audience of teachers. Schools exist only for the purpose of providing intellectual training, he argued, and should not be given the additional missions of molding a youth's morals or teaching spiritual values, home arts or sex functions.

Perhaps now that the association has debunked both teachers and parents, it should schedule a session on the principal subject -- the modern teenager. What is it that makes it necessary for the contemporary young man or woman to be "molded"? One can find no record in history of Ben Franklin or Tom Edison or numerous representatives of previous generations being "molded" by any force other than their determinations to stand on their own two feet and succeed in their various enterprises.

Through the ages there have been predictions that the world would finally come to an end as a result of man's insistence upon making life soft, and indeed the Roman and other civilizations were dissipated in this manner. Can it be that the modern generation of parents has made life so soft for its offspring that the latter have lost all sense of personal responsibility?

Perhaps the evolution of both teaching discipline and parental guidance have not been for the better.

---Torrington Register

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#### LEGISLATORS SEEKING MORE TEENAGE DRINKING CONTROL

Stricter enforcement of teenage drinking laws, plus more cooperation from parents, schools and the teenagers themselves were called for recently by a state legislative council subcommittee.

The group, which has probed the subject over a 17-month period, also voiced its protest against New York's failure to raise its 18-year legal drinking age to 21 to conform to Connecticut's and other state's standards on this point.

The two ply action was taken by a council subcommittee headed by State

Rep. Erving Pruyn, Colebrook Republican. It goes before the full 24-member council next month. Approval is expected.

Representative Pruyn, a veteran legislator, said that study showed this state's laws designed to curb teenage-drinking are adequate but that stricter enforcement all along the line is needed.

"We feel that better education on the subject both at home and in the schools is also needed if we are to reduce this growing problem," he declared.

In taking this position, the Pruyn subcommittee rejected a proposal by the State Liquor Control Commission that drinking establishments be given age affidavit forms for signing by those whose age is questioned. Pruyn said this idea has been rejected by the Legislature in the past, and that there is no more merit to it now.

Turning to the problem of Connecticut teenagers crossing over into New York State, where legal drinking age is only 18, Pruyn said that "we are powerless to do anything about it."

He indicated the proposal that Connecticut establish "Border Patrols" to check on Connecticut teenagers crossing the state line for drinking purposes was not practical.

"The 18-year drinking law is that of a government of a separate state," he declared. "We can't force New York State to raise that age to comply with Connecticut, New Jersey and other neighboring states. All we can do is voice our protests and say that we don't like it. We hope they will someday change their laws to conform with those of other states."

Representative Pruyn recalled that a special New York State commission studied the impact of that state's 18-year-age drinking law "but unfortunately recommended that there be no change."

The lawmaker, who is retiring after 14 years service in the General Assembly, said the 1959 session will have to look into the matter further and consider some type of action.

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Independence is more precious than any gift for which you may forfeit it.



# IN-SERVICE STUDIES

Vox-Cop

November-December, 1958

## Operating Under The Influence Of Drugs

By

Capt. William A. Gruber  
Traffic Division

Recently the investigation of a truck collision and subsequent examination of cab contents disclosed a smashed bottle of "No Doz" pills. Such pills are noted for their high caffeine content and are not classified as drugs or narcotics. They are available on the open market and advertising claims as to keeping drivers alert at the wheel do the safety effort a great disservice.

The taking of such pills reflects unfavorably on the unsafe personal habits of the operator who is admittedly relying on this agent to restore normal vitality and alertness despite fatigue due to lack of sufficient rest.

Our "one-car accidents" are growing in number and frequency. There are too many unexplained cases. Our statistics fail to disclose that liquor is playing an increasing role as a principal contributing factor. Being brought into focus, however, is an apparent growing tendency of drivers to "take something" to "keep themselves going." At the same time it must not be overlooked that once "going" how do they stop? The answer is obvious - take one pill to pep up - and another to slow down.

We read a great deal about the tranquilizers and how now literally millions use them to stabilize their ragged nerves and emotions. These same millions also drive cars.

The purpose here is not to discuss tranquilizers but to focus attention on the use of drugs - Barbiturates and Amphetamines currently used by a growing number of operators of motor vehicles. The trucking industry, especially, has been affected. The lack of statistics makes it impossible to compare passenger car experience. We should, therefore,

be on the alert for suspicious cases of drowsiness, fatigue, "drunks" without the odor of liquor, blackouts and unexplained loss of control in traffic and accident cases.

Section 2412 of the General Statutes of Connecticut states, "No person shall operate a motor vehicle while under the influence of intoxicating liquor or of any drug." While it is common knowledge that we cannot charge an offender in the "alternative", that is, liquor or drugs, we can however, with proper evidence, charge him with either offense or with both offenses, using separate charge titles.

We are advised by the State Toxicology Laboratory that tests and findings for drugs can be made from blood specimens only. In suspected cases, therefore, it should be indicated that a test for drugs as well as, or instead of, alcohol is desired. Both tests can be made from the same specimen as long as a sufficient amount of blood is obtained.

In searching for physical evidence in the form of pills and capsules, it is suggested that sun glass cases be examined as these are favored hiding places. Materials have also been found cellophane taped to cab interiors and under dash areas.

The accompanying material was furnished through the cooperation of Inspector W. L. Clevenger of the United States Food and Drug Administration, Post Office Building, Hartford. He has expressed a keen interest in our efforts and a desire to assist wherever possible. In confirmed cases he can be reached via business phone at Hartford Jackson 7-3281 or at his home Thompsonville RIerview 9-7346.

## BARBITURATES

Barbiturates are valuable drugs for legitimate medical purposes but can be very harmful if misused. A person under the influence of barbiturates acts like one who has had enough alcohol to show signs of it. How much it takes to produce the degree of intoxication observed depends mostly on how used to the drug he is. Habitual users keep taking more and more, and in time they get up to amounts that would kill anybody who has not grown accustomed to the drug gradually.

The person who "gets drunk" on barbiturates follows about the same course as the person who takes a drink and keeps on drinking until he "passes out." A small amount makes him feel relaxed, sociable, good-humored, but he is less alert and slower to react. After taking more he becomes sluggish, gloomy, maybe quarrelsome. His tongue gets thick, he staggers about for a while, and then gradually slumps into a deep sleep, or, especially if he has had a lot of the drug, he may suddenly collapse into a coma. If that happens, he may die unless medical attention is prompt. Barbiturates are more dangerous than alcohol at this stage because they are not vomited, and all that is taken will be absorbed unless the stomach is pumped. *Even when there is no sign of life a doctor should be called at once because some cases have been revived.*

Those who become dependent upon the drug must have it to keep from getting sick. Without it they have fits that look like epileptic convulsions and are dangerous. Treatment should be under medical supervision in a place where the patient cannot possibly get any of the drug the doctor does not allow.

Whenever a person acts like he has had a little or a lot to drink but there is no odor of alcohol, it is possible he has been using barbiturates. Sometimes barbiturates and alcohol are taken together. This produces what looks like an ordinary "drunk" but it takes much longer to sober up. If a person has been taking barbiturates for a "kick" and not as medicine, the U. S. Food and Drug Administration is interested in where he got them and whether a doctor prescribed them. It is illegal to distribute these drugs without a prescription, or to refill a prescription for them without the authorization of the doctor. In some States illegal possession is an offense. Illegal possession is not an offense under Federal law, but the drug can be confiscated from a person who does not normally handle such drugs in his business or profession. Each illegal delivery, with or without payment, is a separate offense with a maximum penalty of \$1,000 and 1 year imprisonment (after prior conviction the maximum penalty is higher).

## AMPHETAMINES

These drugs have legitimate medical uses but can do great harm if they are used improperly. Their effects are just about the opposite to those from barbiturates; that is, instead of producing relaxation and sleep they make a person more active, and if he keeps taking more he can keep going for hours or even days without sleep or rest. A very few people get sick from a single tablet, but most people are not affected that way.

These drugs are misused by individuals who want to work or play harder or longer than their normal capacity allows, and also by persons who feel that the drugs make them more lively, talkative, and self-confident. The stimulating effect of amphetamines is sometimes relied on by criminals to increase their "nerve." Occasionally they are a cause of reckless behavior by juveniles.

These drugs do not create energy in the body, but whatever is stored up is released by hiding the feeling of tiredness and the need of sleep. They decrease the appetite, and this cuts down the normal supply of energy from food. That, together with the lack of sleep and rest can ruin health in the long run. Possibly their greatest danger to the individual and society is the effect they may have on automobile drivers. When a lot of one of these drugs is taken at one time, or if they are used over too long a period without rest and sleep, they may produce hallucinations in which a person thinks he sees something that really isn't there. Or, he may "black out" suddenly while driving at high speed.

## WHAT TO DO

Whenever you suspect that barbiturates or amphetamines are being illegally distributed, you may inform our office at the address shown on the front of this sheet. All information will be kept confidential, and you will not be involved in any way you do not agree to. Our investigations are conducted by Food and Drug Inspectors and are generally based on under-

cover "buys" by the inspectors or by informants under their direction. While it is not always possible to get into evidence the drugs a user bought before our investigation began, we are always interested in getting samples of any found in his possession, with a copy of the labeling on their container, if there is one.

Preliminary Identification of certain

For use by  
law enforcement  
agencies

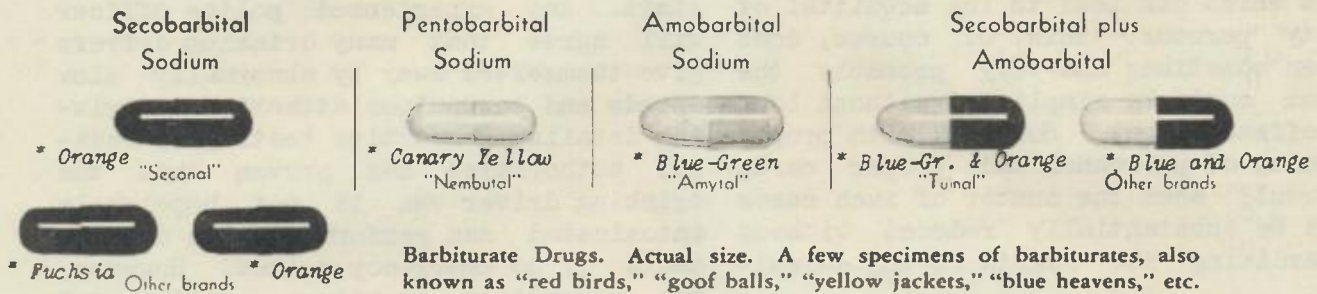
# RESTRICTED DRUGS

These drugs are not narcotics, but watch out for them

**BARBITURATES** have sedative and hypnotic effects. They affect people much like alcohol but leave no odor on the breath. Overconsumption may cause death, since they are not as easily vom-

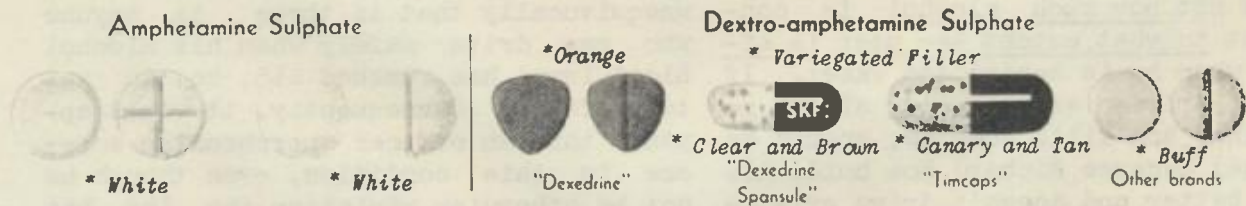
ited as alcohol. Suspect them as possible cause in connection with: Intoxication, coma, death, accidents, assaults, wild parties, delinquency.

\* Color of Capsule or pill



**AMPHETAMINES** are stimulants. When improperly used they tend to create reckless behavior and may be a cause in connection with accidents, wild

parties, assaults, burglary, and delinquency. They are less dangerous than barbiturates to the persons consuming them.



Amphetamine Drugs ("bennies"). Actual size. There are also many other brands of amphetamine sulfate available in white or colored tablets and timed disintegration capsules.

Federal law prohibits sale without a doctor's prescription, or refilling of a prescription without consent of the doctor. If illegal sale is suspected, please notify:

U.S. Department of Health, Education, and Welfare  
Food and Drug Administration  
Room 805, U. S. Appraiser's Stores  
408 Atlantic Avenue  
Boston 10, Massachusetts

## ALCOHOL AND DRUGS

The Richmond Times Dispatch, on October 26, published an interview with Judge D. R. Taylor of the Williamsburg Municipal Court and the James City County Court. Judge Taylor labels the laws covering the procuring and processing of blood tests for those accused of driving when intoxicated and the classifying of results as determining evidence to be "full of pitfalls".

Judge Taylor feels the rather complicated procedure of extracting the blood, labeling it and testing it causes it to pass through too many hands thus sometimes paving the way for certain omissions which can lead to the acquittal of guilty persons. This, of course, does happen sometimes and very probably the system could be simplified without losing effectiveness. However, with proper training of personnel and proper care, it would seem the number of such cases could be substantially reduced without jeopardizing the rights of the defendants.

But Judge Taylor makes two other observations with which we cannot agree. He feels, as an example, that "a small elderly woman unaccustomed to drinking" may be more influenced after one or two drinks than a large young man with drinking experience. Quite true, but the point is not how much alcohol is consumed but to what extent the user is affected when he is behind the wheel. If John Doe drives erratically after so many drinks and kills someone, should he be excused because Richard Roe holds his liquor better and doesn't drive erratically on two drinks? Certainly it is incumbent upon the individual driver to stay away from the wheel when he is affected, no matter how little alcohol he might have consumed.

It is a favorite plea of apprehended drivers that they have taken certain drugs along with a small quantity of alcohol and that the drug evidently heightened alcoholic effect. Medical science realizes that certain drugs do but the Supreme Courts of several states including Virginia have ruled that a driver mixing these drugs with alcohol can be guilty of drunken driving no mat-

ter how little alcohol he consumed along with them. In so doing, he has knowingly placed himself in a position where he is more susceptible to alcohol.

Judge Taylor further observes that the test statute can be a "double edged sword" in the case of a driver who might be stopped for some trifling difficulty and the officer smells alcohol on his breath. He says that the driver might be driving carefully and not violating any traffic law, but he will be convicted if the blood test shows a sufficiently high level.

To begin, the driver has violated a law when he drives with enough alcohol in him to boost the level to the legal limit. Any experienced police officer will agree that many drinking drivers give themselves away by abnormally slow speeds and scrupulous attention to driving details. Exhaustive testing by medical authorities has proven that the drinking driver who is not hopelessly intoxicated can perform routine driving tasks if no emergency arises. However, his perception, reactions, vision and judgement are all so adversely affected that he cannot handle an emergency nor can he be expected to stay out of situations in which a sober driver would not become involved.

Both the National Safety Council and the American Medical Association state unequivocally that if there is anyone who can drive safely when his alcohol blood level has reached .15, he is yet to be found. Consequently, it would appear that an officer apprehending someone in this condition, even though he not be otherwise violating the law, has every chance of preventing a crash.

---Virginia Traffic Safety News

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Another high court adds stature to the use of radar to catch speeding drivers. The New York Court of Appeals says radar speed meters now can take rank with such things as X-rays, electrocardiograms and fingerprints. No longer will it be necessary in court cases to submit expert testimony on the reliability of scientific principles involved.

---Driver Education News

RIGHT OF SUSPECT TO LAWYER LIMITED

The Supreme Court ruled 5 to 4 that an arrested suspect does not have a constitutional right to have a lawyer with him during police questioning.

The question of right to counsel in the period when police are seeking a confession was raised in three murder cases from state courts in California, New Jersey and Utah, Justice Tom C. Clark's opinion in the California case involving John R. Crooker, Jr., 31-year-old college graduate, controlled all three.

Crooker was questioned for 14 hours before he confessed. He repeatedly asked that he be allowed to consult his attorney during that period. Clark said it is well-established that an accused is entitled to counsel of his choice at his trial. And proof that lack of counsel at pretrial proceedings deprived him of "that fundamental fairness essential to the very concept of justice" would be grounds for reversing the conviction, wrote Clark.

But there is no blanket right to counsel during police questioning, said Clark.

Chief Justice Earl Warren and Justices William O. Douglas, Hugo L. Black and William J. Brennan dissented. Speaking through Douglas they said the "right to counsel at the pre-trial stage is often necessary to give meaning and protection to the right to be heard at the trial itself. It may also be necessary as a restraint on the coercive power of the police ... The third degree flourishes only in secrecy ... The demands of our civilization expressed in the Due Process Clause require that the accused who wants a counsel should have one at any time after the moment of arrest."

In a companion case from New Jersey, Justice John M. Harlan said the Court viewed with "strong" distaste the way police acted, but could not as a matter of "constitutional compulsion" impose a rule requiring states to permit arrested suspects to have counsel at all times. Under its role of supervising the Federal judiciary, the Court might reach a different decision in a Federal case, he said. ---The Wash. Post & Times Herald

FBI REPORTS CRIMES  
ROSE 11 PER CENT

Major U. S. crimes rose 11 per cent in the first nine months of 1958 over the same period of 1957, with robbery, burglary, forcible rape and larceny leading the way.

The figures were given in the first of a new series of FBI quarterly crime index reports aimed at showing the nationwide crime picture more frequently. The FBI's regular uniform crime reports will be published once instead of twice a year.

The first crime index, based on preliminary reports for January through September, showed the following rises in the seven major classifications:

Robbery, 18 per cent; burglary, 14 per cent; forcible rape, 13 per cent; larceny exceeding \$50, 13 per cent; auto theft, 5 per cent; murder, 3 per cent; and aggravated assault, 2 per cent.

The report noted that police reports of rapes since Jan. 1, 1958, had been limited to forcible rape instead of the former category which included statutory rape involving an under-age victim.

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RESPECT

Few men who have served our Nation in recent years have enjoyed greater respect than the late Charles Evans Hughes, Chief Justice of Supreme Court. To his fellow citizens he was a symbol of integrity, fairness, and personal dignity. To the rest of the world he was a shining example of Americans at their best.

How is such honor and respect earned? The key is independence. "Above all else," Chief Justice Hughes declared, "a young man should so manage his life that the steps in his progress are taken without improper aids; that he calls no man master; that he does not win, or deserve, the reputation of being a tool for others; and that, if called to public service he may assume its duties with the satisfaction of knowing that he is free to rise to the height of his opportunity."

Between



Ourselves

## Wanted --Less Accidents Needed -- More Police

To everyone who knew him, Mr. X was an average man, a nice fellow who loved his wife and his children. Mr. X was a happy individual and a respected citizen in his community. No one could ever picture him as a lawbreaker, much less a killer.

But one night, not too long ago, Mr. X joined a notorious society--the "Murder, Incorporated" of the highway. Here is how it happened:

Mr. X was seated behind the wheel of his brand-new automobile. He was zooming along a highway at a fantastic, jet-like speed. He knew he was exceeding the speed limit, but he felt good piloting his powerful "spaceship." Besides, there was no traffic on the road....His "air lanes" were clear and Mr. X was in a hurry.

Then, suddenly, there was tragedy.... the dangerous, intricate curve in the road....the "pilot" lost control of the wheel....the crash....and Mr. X's crushed body and the flaming, mangled wreckage of his automobile became statistics in the bulging record book of death, destruction and misery.

Could this accident have been prevented? Yes, if Mr. X hadn't thought so lightly of his "cost of living" and stuck to a sensible driving speed. But he didn't, and an outside influence was needed, an influence that wasn't there.

He could have been apprehended by a state policeman before tragedy struck. He could have been given a ticket for violating the speed law and he could have been forced to "Slow Down and Live."

Unfortunately, there wasn't a policeman within miles of the scene of Mr. X's fatal "flight." And the wasteful death of Mr. X became another case of an understaffed police force being unable to thwart physical, mental and financial ruin.

The insurance industry and state traffic officials have been studying the police shortage problem for years and public opinion polls reveal a desire to increase the staffs and facilities of the police agencies.

But the problem still exists and the following questions and answers give a picture as to what we have, what has to be done and how it would be much less expensive to increase the police protection for all than to pay the whopping price of increased accident tolls.

HOW MANY STATE POLICEMEN DO WE HAVE IN THE NATION AND HOW MANY DO WE ACTUALLY NEED FOR EFFECTIVE PUBLIC PROTECTION?

The combined state police forces in this country today total almost 22,000 men. But we need more than twice this amount, roughly 31,000 additional policemen, to get effective protection.

HOW MANY STATE POLICEMEN ARE ASSIGNED TO TRAFFIC WORK AND HOW MANY ARE AVAILABLE AT ANY GIVEN TIME?

Of the 22,000 men, never more than 75 per cent--and frequently less--are assigned to traffic work. Of this number, some 60 per cent are available at any given time, considering sick leave, court assignments, etc. When this diminishing number is further reduced by one half--to permit two eight-hour work-shifts--we are left with only 5,000 men

available at any time during a 16-hour day to patrol the nearly 600,000 miles of paved rural highway under state jurisdiction. The problem is even greater when an attempt is made to provide a commensurate level of protection for a 24-hour day or around-the-clock period.

HOW MUCH AREA DOES EACH TROOPER HAVE TO COVER?

Presently, the policemen are compelled to cover nearly 119 miles per man. This is far too much area.

There should be at least one policeman for every 50 miles of paved highway.

HOW MUCH WOULD IT COST TO ADD 31,000 POLICEMEN TO THE PRESENT COMBINED FORCES?

It would cost some \$250,000,000 each year. This may look like a staggering sum of money--but it is small in comparison to the total economic loss arising from motor vehicle accidents each year. In 1957, for instance, accidents cost a total of \$7,250,000,000 or seven billion dollars more than the price it would have cost for an effective, well-trained and well-equipped law enforcement corps. It has been established that the accident rate goes down in direct proportion to the number of police assigned to patrol the highways.

HOW MIGHT THE PROGRAM BE FINANCED?

One way it might be financed would be by adding from \$2 to \$4 specifically earmarked for safety expenditures to the cost of every motor vehicle registration. The average motorist would be more willing to spend this amount to get real safety and protection each year. In addition, the expanded police force would play a tremendously valuable part in crime suppression.

---Assoc. of Casualty & Surety Cos.

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#### THE TAXPAYER

Rare is the taxpayer who is satisfied with the quantity and quality of the government services and who, nevertheless, doesn't also think that his taxes are too high.

---Economic Intelligence  
(Published by Chamber of Commerce of the United States.)

#### PROSPECTS OF COURT REFORM

Many lawyers interested in the cause of court reform are beginning to speak confidently of the prospects of an overhauling of the state's court system as one result of the Democratic victory.

Gov. Ribicoff is a supporter of the reform movement. He has said that he expects to work on court reform plans after returning from the vacation he will take to rest up after the campaign. The General Assembly, when it meets next year, is expected to be receptive to reform proposals which have been blocked in previous sessions.

Court reform, could mean the installation of a whole new system, or it could mean only unimportant changes in the existing set-up. One plan would do away with the minor courts altogether, substituting a district court plan, with a resident judge, from the area where the court would sit. Another plan contemplates a circuit court system, with rotating judges.

It has long been obvious that many lawyers who profess to be in favor of court reform as a principle are by no means in agreement with the most sweeping changes proposed.

Old systems die hard, especially when they are complicated by political considerations. Democrats, and Republicans, have found that judgeship appointments can be useful plums.

The prospects for court reform certainly seem much improved at the present moment. The elation which follows a political triumph tends to make the problem seem much easier than it actually is. We would be much surprised if court reform encountered all-clear sailing when it reaches the Legislature at the next session. But we do believe there is a better chance than ever before that a compromise plan will emerge and gain adoption.

---Meriden Journal

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This country will not be a really good place for any of us to live in if it is not a really good place for all of us to live in.  
---Theodore Roosevelt

CENSORSHIP

Freedom of the press and of general intellectual inquiry are always seriously endangered when specially-interested groups seek to control the distribution of reading matter.

We hold no brief whatever for the get-rich-quick publishers of pornographic literature. But because such filth is put into print we are not compelled to read it. Nor do we want anybody else deciding what we shall read. We can do our own deciding.

The appearance of certain "pulp" magazines and so-called "comic" books on newsstands throughout the nation has aroused certain segments of the populace to anger. They would impose a censorship upon such publications and enforce a boycott upon those dealers and merchants who traffic in such material.

Much of their anger is based on the prevalence of juvenile delinquency in our cities and towns, on the premise that such salacious publications tend to increase the likelihood of the commission of anti-social acts.

A committee of three psychologists from Brown University, however, has looked into this question rather thoroughly and has issued a report on its findings. In simple summary, their findings are that there is no reliable evidence to prove that reading "or other fantasy activities" lead to anti-social behavior.

The Brown University committee has come up with some rather pertinent points. For example, referring to the type of evidence that is often cited by procensorship groups, the professors comment:

"Evidence often cited is that showing a high correlation between an undesirable activity (e. g. sex murder) and some other behavior (e. g. reading of lewd magazines or books.) With all such studies, we are faced with the fact that a correlation between two variables does not necessarily reflect a casual relationship between them. We might find that all sex murders are committed by people who drive a car, but we would

be cautious in interpreting this relation as showing that automobile driving causes people to be sex murderers and hence people should not be allowed to drive. Lewd literature, however, makes a much better scapegoat.

"There is evidence that such reading or fantasy activity is not an important contributor to delinquent behavior. Shall we then allow our freedoms to be interfered with because of the possibility that it may be an influence in some cases? We further assert that there are other salient influences in the creation of delinquency which might better merit our attention. As citizens we object to organized (extra-familial) censorship."

The words "extra familial" seem of vital importance to us. Parents should be made to understand that their children are likely to read the same sort of thing they (the parents) read. If they don't want their children to read trash, they should refrain from patronizing it.

In other words, the place for censorship is in the home, within the immediate family circle.

Organized censorship of literature for adults can very well provide the opening wedge for censorship of other kinds--political, social and intellectual--which threaten the basic freedoms of speech and thought.

---Waterbury Republican

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NEW YORK SUSPENDS LICENSES FOR SINGLE HIGH-SPEED CONVICTIONS

In an extension of efforts to discourage high speed driving, New York State authorities have started to suspend or revoke drivers' licenses for single speeding convictions of 85 or more miles per hour.

Hearings are scheduled when the State Bureau of Motor Vehicles receives notice of convictions for high-speed operations which suggest dangerous and reckless driving. When it is established that drivers have been reckless to the point of endangering the lives and property of others their driving privileges are withdrawn.



CAPTAIN SHAW  
COMMENTS ON FIRE CHECKS

How safe from fire are Connecticut school children?

Authorities say they are as safe as the people of Connecticut want to make them.

State Police Capt. Carroll E. Shaw, who is also deputy state fire marshal, says the fire safety code covering Connecticut schools is "reasonably good."

But it is no better than its enforcement, he said.

And local fire marshals who have to enforce the state regulations are working under serious handicaps, Shaw said.

Meanwhile local authorities across the state critically surveyed fire safety conditions of their schools in light of the recent fire in Chicago which left 87 school children dead, and with little hope for the recovery of several others.

"In some respects," Shaw said, "Connecticut's fire safety code is superior to most codes throughout the country. We won't allow school children to be moved into a temporary but unsafe building--even if it is just so the town can tear down their old school building to erect a new one."

In 1947 the State Legislature authorized the state police commissioner and state fire marshal to write a fire safety code covering all public buildings.

At the same time, the Legislature put the inspection of the buildings and the enforcement of the safety code in hands of the local fire marshals.

"Outside of the large Connecticut cities," Shaw said, "there are no salaried fire marshals. In some cases he may get as much as \$300 each year.

"For the most part, they are all dedicated men. But because they have to hold other jobs to maintain their families, they have to do their work on a part time basis," Shaw said.

The local marshals are charged with the responsibility of inspecting public buildings regulated under the code once a year and more often as necessary.

"They have to do their inspecting at night or on their days off," Shaw said.

"Also, everyone is always for fire safety until they have to meet fire reg-

ulations themselves. This makes the fire marshal a rather unpopular fellow sometimes in his community," Shaw said.

There is one immediate answer to making the schools almost completely safe, Shaw said. That is requiring a sprinkler system in every school.

"There is no record of any loss of life from fire in any building in the United States where an automatic sprinkling system was installed and properly maintained," he said.

The Legislature has required that sprinkler systems be used in convalescent homes and boarding houses for the aged as of Jan. 1, 1959. It is the only state with such a law, Shaw said. He said such a law should be considered for the school system.

"We realize the smaller cities and towns are faced with budget problems but it should be given serious thought in light of the Chicago fire," he said.

One of the reasons Connecticut is generally ahead of other states in fire laws is a number of tragic fires with high losses of life.

A fire in the Rialto Theater in New Haven in 1921 resulted in a theater fire safety code, Shaw said.

The Niles Street Hospital fire in Hartford in the 1940's and the loss of 168 lives at a circus fire in 1944, resulted in new state laws.

Shaw's comments were made as officials took stock of local conditions in many towns in the state.

In Hartford, Fire Chief Henry G. Thomas said the city's school buildings, both public and parochial, "are reasonably safe from the threat of tragic fires."

But there is a desire on the part of firemen for newer buildings, Thomas said. Older structures, once labeled "first class fire traps" by the department have had safety features built into them.

For many years, Thomas said, Hartford officials balked at spending between \$350,000 to \$400,000 for needed safety equipment in older schools.

Today, Hartford schools all have full exit stairways enclosed in fire resistant materials. All exits lead directly outdoors.

Automatic sprinkling systems have been installed in all the older schools.

In New Haven, the responsibility for fire prevention and evacuation of schools has been taken out of the hands of the board of education. Mayor Richard C. Lee placed the supervision for safety precautions and drills into the hands of the city fire department.

Waterbury Mayor Raymond E. Snyder called a meeting with fire department and school officials recently to discuss the safety systems.

Groton and Bristol fire officials ordered careful inspection of all schools.

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### A SAFE CHRISTMAS

Never a Yuletide season passes that someone, somewhere is not killed, seriously injured or burned because of unsafe practices. The liberal use of a little common sense could avert all or most of these accidents.

The Christmas holiday season in this country, as perhaps nowhere else in the world, is given to festive decorations and trimmings of all sorts, indoors and out. Many of the materials used for this purpose are potentially dangerous, particularly when used in conjunction with electrical wiring.

And, of course, the Christmas tree in every home is a great potential hazard unless every precaution is taken. We are not advocating that the traditional tree be left out of the picture, even though it is a hazard. We are advocating safety precautions which may keep your home from being turned into a place of tragedy instead of a place of joy and happiness that comes with the season.

With this in mind, we offer some suggestions made by the Connecticut State Department of Health and the National Safety Council:

Don't hang metal foil "icicles" over wires or tree lights.

Don't use lighted candles on or near the tree.

Don't attach too many strings of lights to a single outlet.

Do check the light sockets and wires for loose or frayed insulation.

Do keep the tree in water from the time you bring it home until you discard it after the holidays.

Do keep a waste basket handy to dispose of gift wrappings.

All these are simple things, just common sense safety suggestions. But failure to observe any one of them could result in disaster and, unfortunately, somewhere, someone will overlook them and tragedy will strike before the Yuletide season ends.

Don't let it happen to you.

---Waterbury Republican

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### DEPARTMENT IS HOST TO KOREAN POLICEMEN

Two recent guests of the State Police Department were Lieutenants Min Hee Kim and Young Chang Lee, of the Republic of Korea National Police.

Greatest threat to South Korean law and order are Communist spies who stealthily sail down the shore line from the north, according to Lieutenants Min Hee Kim and Young Chang Lee. Special Intelligence is the largest division of their National Police of 39,000.

The two arrived in Washington, D. C., Oct. 8 for a 23-week tour of U.S. police forces. The trip is sponsored by the International Cooperation Administration and programmed by the International Association of Police Chiefs. The two lieutenants will then return home to teach at the police academy.

The visitors spent three weeks in training with our department.

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Do not, in such a matter as life, build an opinion or custom on what you guess is true. Make it a matter of certainty and science. ---Thomas Starr King

In the central place of every heart there is a recording chamber; so long as it receives messages of beauty, hope, cheer and courage, so long are you young. ---Douglas MacArthur

# Safety minds

Vox-Cop

November-December, 1958

## Safety Factors Built Into Cars

In 1957, 55,900,000 passenger cars were registered in the United States. Of these, 43,400,000 were owned by 36,500,000 individuals. In the same year, 79,631,000 persons with an operator's license drove an average of 8,070 miles each for the record total of 643 billion miles.

These statistics are quoted here simply to emphasize the tremendous size of the problem of promoting safety on the nation's highways, which are becoming more congested each year.

Automobile manufacturers now seem to be fully aware of the part that they can play in reducing the number of accidents and in protecting the lives of those who ride in their cars. They are spending enormous sums in safety research, and are adding thoroughly tested built-in factors for safety to their product.

One company alone estimates its annual safety research expenditures at one million dollars, a third of which is devoted to the problem of safety-packaging passengers within the vehicle. Another third goes into work aimed at quality control to prevent mechanical failures which might endanger lives. The remainder is devoted to special development projects in areas such as lighting and general safety equipment.

In a single company, the Automobile Manufacturers Association reports, brake development programs may range in cost from \$200,000 to \$250,000 annually. Studies of vehicle controls are budgeted from \$150,000 to \$300,000. Visibility and lighting research may consume another \$50,000. Studies of structural and crash impact strength are even more expensive.

These enlightened practices deserve praise. When the great horsepower race began about five years ago, the empha-

sis, with one or two exceptions among the manufacturers, was on the speed and snappy performance of the product. Some manufacturers were calling attention to their advertising to records established by their cars in racing events. Safety factors, used as sales arguments, lacked appeal, and the company that keyed its advertising to these factors had the experience of watching its principal competitor outsell it by a large margin. The Conference of Governors urged the industry to abandon the practice of participation in races and to drop the kind of advertising that laid stress on horsepower, quick getaway and high speed. It is now apparent that the industry has listened and has been persuaded.

The 1959 cars have much better braking systems than the previous models. It has been learned that the principal cause of brake "fading" after successive severe applications is heat. Cooling systems have been built into brakes, drums are larger and lining materials have been improved. This is perhaps the year's greatest advancement for safety, for it had been apparent for at least two years that nearly all cars had a disproportionate relationship between power and braking performance. Foreign makers, until this year, have far outstripped American makers in the brake department.

Better steering systems have also been incorporated in the new cars. Power steering, from the start, has been a popular option among car buyers. But power steering, until this year, has not been all that it should be. Some power steering was too soft, giving little "feel" of the road. Other designs produced "wandering" at higher speeds. "Squealing" on turns was another defect,

not dangerous, but annoying. Power steering in all the 1959 models has been greatly improved, and most of its faults seem to have been cured.

Safety factors in body design are now pre-eminent. Doors have safety latches that do not spring open upon impact. Bodies have been strengthened to withstand the severe rock and roll that comes with a crash. Dashes and windshield visors have been padded. Instrument groupings now avoid projections which might cause injury in a crash. Steering wheels are built to give way under severe impact without crushing the driver.

The car-buying public should be aware of these improvements and should appreciate them. They are strong arguments for buying new cars, for any gain in safety on the road is not to be held lightly in these times.

---The Meriden Journal

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#### SAFETY STRESSED BY AUTO INDUSTRY

The public should be gratified to learn that automobile manufacturers have devoted more attention to safety factors in the 1959 models. They will place emphasis upon these features in their sales promotion, calling special attention to the safety items which are now a part of standard equipment.

Gov. Ribicoff was chairman of a committee from the Governors' Conference on Highway Safety which met last Spring with automobile makers in Detroit. With the others, he urged some of the steps which have been taken since to make automobiles safer.

An attempt made by the Ford Motor Company in 1956 to sell cars on the basis of safety arguments was a dismal failure. Its largest competitor stressed the spry performance of its product in its national advertising, and rapidly took a sales lead which was not overcome during the year. Ford took a similar line in the following year, and made a fast comeback which enabled the company to produce a larger volume of automobiles during the year than Chevrolet. Other manufacturers absorbed the lesson,

and let safety arguments slide. But the influence of the governors has evidently resulted in a reversal of this policy.

Safety belts and padded visors and dash instrument assemblies will be featured in practically all the new cars. Safer door latches and greater body strength will also be advertised. Seat belts, of course, will be available as before, but the market for them has never been brisk.

The question of how the public will receive these safety improvements is still open. Buyers should welcome the provisions which have been made for their safety. If they manifest an attitude of indifference, the manufacturers will probably slide back into the old ways of boosting power and speed in their appeals, a policy bound to encourage driving habits which will increase the dangers of the highways.

---The Meriden Journal

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#### SAFETY CONCLUSIONS

Some interesting conclusions in the field of highway safety were reached at the recently concluded regional conference in Boston of the President's Committee for Traffic Safety. Legislators and safety authorities from 11 North-eastern states, including Connecticut, participated in the four-day meeting.

Among other things, the conference quite rightly decided that the biggest advances in safety can be made by educating the driver and the pedestrian since the human factor is responsible in 85 per cent of automobile accidents today. It is generally agreed among safety experts and enforcement officers alike that "attitude" has much to do with the skill displayed by an individual in the operation of a motor vehicle.

The attitude of a person toward his own actions and those of other highway users is, indeed, of vital importance. Unfortunately, it is impossible to legislate "attitude" into drivers. In short, there is no way of making them considerate, unselfish or thoughtful.

The best method, therefore, to prepare persons for their responsibilities

as motor vehicle operators is to set up an efficient education program. This should be available to young people before they take to the public highways.

Several years ago Motor Vehicles Commissioner Tynan noted, in a statement, that driver training in the schools "had a salutary effect on the accident records and traffic violations of those who had the training."

More than 90 per cent of Connecticut's 106 senior high schools have driver training courses. It may take a long time but eventually this is bound to raise the general level of driving habits of Connecticut operators.

The Boston conference also concluded that safety factors would be improved by the adoption of a uniform motor vehicle code, integrated court system and annual inspections.

Connecticut operated a compulsory car inspection system up to World War II but it was abandoned in those years as a gasoline conservation measure. It was never revived in its original form. However, present statistics do not indicate that the percentage of accidents caused by mechanical failure is a great one.

Nevertheless, there is considerable merit in annual inspections. They tend to focus the owner's attention on his car and prompt him to make adjustments and repairs that are potential accident sources.

The Boston conference was responsible for another gain in the field of highway safety that must not be overlooked. It brought a better understanding between lawmakers and safety experts that can result in much beneficial legislation later on. Representative Samuel S. Googel of New Britain, expected to be House majority leader next year, said the Connecticut group "got some good ideas." And it is in the realm of "good ideas" translated in law that highway safety will be steadily advanced.

---The Hartford Times

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"The great thing in this world," wrote Oliver Wendell Holmes, "is not so much where we stand as it is in what direction we are moving."

## SKID PREVENTION

An International Skid Prevention Conference of engineers and other scientists will be held next September in Charlottesville, Virginia, Elmer S. Watson, President of the Automobile Club of Hartford has been advised by the University of Virginia.

"Purposes of the Conference will be to organize on a world-wide basis a coordinated program of research on the problem of traction between the vehicle and the road," Mr. Watson said.

Tilton E. Shelburne, Director of the Virginia Council of Highway Investigation and research, is Chairman of a Conference Steering Committee, composed of representatives of government, industry and research agencies.

Mr. Shelburne has issued a call for technical men throughout the world to communicate with him at the University of Virginia if they have research findings which could be of value to the Conference.

"The most obvious result of poor traction is the skidding accident," Mr. Shelburne said, "but it affects also the acceleration and handling characteristics of the motor vehicle."

"As in many other scientific fields, research has been carried on independently by various agencies. It has become apparent to engineers that a coordinated assault on the problem is necessary. The primary aim of the Skid Conference, therefore, is an exchange and correlation of technical information on all aspects of the skidding problem."

The Conference program being organized by the Steering Committee, he said, will provide a forum for discussion of vehicle dynamics, the influence of the tire, the effect of the driver and the effect of the road surface on traction. Studies will be made of the accuracy of skidding accident statistics and of various methods now used to test road surface friction.

Burton W. Marsh, Director, Traffic Engineering and Safety Department, American Automobile Association, is a member of the Steering Committee planning the Conference.

---The Stafford Press

TRAFFIC EXPERT URGES  
STIFFER DRIVING EXAMS

A traffic safety expert has urged stiffer drivers' license examinations as a means to reducing highway accidents which may take 50,000 lives annually by 1966.

Glenn V. Carmichael, assistant director of the Traffic Institute at Northwestern University, recommended tests "like the train engineer's or airplane pilot's" recently before a conference sponsored by the President's Committee for Traffic Safety and the Council of State Governments.

Before--Not After

Carmichael said, "An examination properly given will upgrade the driver's ability before he gets his license, not after it. He doesn't learn to drive by accident."

Henry J. Joeffer of Chicago, assistant general manager of the National Safety Council, predicted that within eight years 50,000 persons will die each year on the nation's roads. He said only a greatly intensified safety effort could reduce the estimate.

Another Northwestern University expert, George W. Barton, director of traffic engineering, said that 15 years from now traffic will still be "crawling" along streets and highways.

Uniform Code

"Freeways and tollways will help loosen the jam," he said, "but as far as can be seen now they will carry no more than 20 to 25 per cent of this tremendous traffic load."

Other speakers included Karl M. Richards of the Automobile Manufacturers Association of Detroit, who described safety features in new cars, and Robert L. Donigan, general counsel of the Traffic Institute, who urged adoption of a nationwide uniform vehicle code to reduce confusion over laws which vary from state to state.

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Tact is the ability to make a point without making an enemy.

DRIVING SAFETY

Among the mass of traffic accident statistics, one fact coldly mathematical emerges:

Unless we can sharply reduce the annual average of over a million injuries on our highways there is more chance than not that you or I will some day be killed or hurt in a traffic accident.

What is more, we are discovering some things we always thought were "facts" about auto accidents simply aren't true. Here are some myths that were shattered and truths that were uncovered following studies of crashes.

Best and worse--teenagers are not the most dangerous drivers. And women are not the "safest" drivers. True, a man whose daughter drives may pay up to 23 percent less for insurance than the father with a son at the wheel. True, the percentage of accidents per driver is lower for women than men. But the fact is that daughter's rates are lower primarily because she uses the car less, especially during hazardous evening hours. Also, according to the National Safety Council calculations, women on a comparative mileage basis actually have a higher rate of accident involvement.

The "suicide seat"--not long ago, everybody "knew" it was the driver who sat in the suicide seat. But crash studies at Cornell University and by other safety investigators reveal that the fellow in greatest danger and serious injury is the passenger on the back seat. We also thought it was lucky to be thrown clear of a wreck. It isn't. Your chance of escaping death or severe injury is more than twice as good if you manage to stay in the car.

Death at zero miles per hour--most often, accidents are caused by how fast you go and injuries are caused by how fast you stop. Your car stops short, but you keep right on going. That is why a seat belt might save your life.

In a rear-end crash, however, your car is smashed forward. Your body, supported by the seat, is catapulted along with it. Your head, unsupported, lags behind, then is snapped into motion. The damage produced (ranging from a broken neck to mysterious lingering

pains) has been known as whiplash injury ever since doctors saw it hit the pilots of our catapult-launched naval planes.

What our navy learned may save you permanent injury. In a rear-end collision, hunch down and push your head against the seat. In a head-on crash, especially if you are wearing a seat belt, hold your head down tight in a forward position just as our pilots were taught to do when hitting cables in aircraft carrier landings.

Slow death--speed kills but so does the snail's creep that picks up the long tail of chaffing motorists. When tension reaches a point of "pass at any price," the stage is set for an accident. You know that more than half our states have laws against driving so slowly as to "impede the normal and reasonable flow of traffic." Any highway is safest when all vehicles move at approximately the same speed.

Raise the limit or lower the accidents? What is a safe speed? Many states allow 60 miles per hour. Eight states fix no limit. An Illinois judge once held that 90 miles per hour was "reasonable and proper" and Maine courts have found speeds in excess of 70 "reasonable and prudent."

However, there comes a point beyond which curbing speed may not only be useless but can defeat its own purpose. Over 50 per cent of accidents take place at under 40 miles per hour. Vigorous law enforcement slashes the accident rate but a Nebraska study showed that the drop was sharper in towns that raised speed limits than it was in similar towns that kept them unreasonably low.

Alcohol and gas -- to all the other reasons why drivers should not drink, add this: Alcohol makes us by far more susceptible to carbon monoxide. It is a mistake to think of this insidious gas as deadly only when breathed for a long period in confined space, such as a closed garage.

---The Vermont State Trooper

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You can get friction for nothing, but harmony costs courtesy and self-control.

## REFLECTORS SAVE LIVES

"To see or not to see -- that is the question" might well be a paraphrase on Shakespeare adaptable to automobile safety campaigns. Frequently lights, or the lack of them, are mentioned as one of the prime factors behind the annual highway carnage.

This is one field of automobile safety in which both manufacturers and state officials have cooperated wholeheartedly in developing its maximum effectiveness. In the last two decades auto manufacturers have, mainly of their own volition, installed duo tail lights, lighted rear license plates, automatic turn signals, reflectors, higher voltage and finally dual headlamps.

Highway officials of the several states have instigated laws governing auto lights and are now waging a campaign for the adoption of reflecting materials on license plates. North and South Dakota, Minnesota, Maine, Alabama, Wyoming and Louisiana have existent laws which require at least a partial use of reflecting materials on license plates, and Connecticut, Delaware and New York are either in the process of adopting similar acts or considering doing so.

Attention has been drawn to auto lighting because of statistics which show that five times as many rear-end collisions occur at night as during daylight hours, three-fourths of all fatal accidents are in rural areas where poor lighting is prevalent, and the largest percentage of all traffic deaths occur at night, despite the lower number of cars on the highways.

Perfection of automobile lights has practically reached the ultimate, providing the driver, the mechanic who services the car and law enforcement officials conscientiously keep lights in perfect working condition. For this reason, the use of reflectors has become increasingly prevalent.

When the 1,000-foot distance at which a motorist can see an unlighted car with reflectors is compared to the 150-foot range of a car without, it is not surprising that the use of reflectors is becoming widespread.

---Torrington Register

ROAD BLOCKS IN THE PATH OF SAFETY

Auto racing and drag-strip events were recently condemned as "road blocks in the path to greater traffic safety."

R. C. Salisbury, safety director for the Wisconsin Motor Vehicle Department, said, "In glorifying speed, these events promote a competitive spirit which all too often is carried over into public roadway driving by both participants and spectators."

Drivers permitted to take part in these events include "a substantial number of operators who have demonstrated unwillingness to abide by traffic laws in their regular driving," Salisbury charged.

A check of central driver record files in the motor vehicle department's driver control division, he said, disclosed that eight of the Wisconsin drivers taking part in the recent mid-west drag-strip championship time trials at Union Grove, Wis., have accumulated demerit point totals far different than any point totals won at the time trials.

The state safety director revealed that four of the dragster operators have been convicted of speed limit violations. Three of the speeders are reported to have had recent highway accidents. Two are listed as guilty of having been convicted of making unnecessary vehicle noise, and one is guilty of a muffler violation.

Three of the Wisconsin drivers entered in the Union Grove competition have received warning letters from Wisconsin's motor vehicle commissioner, Melvin Larson. The letters advised them of their point totals and warned that if 12 points are accumulated within a 12-month period, driving privileges will be revoked. In addition to the three who have been warned, one dragster participant now is under revocation.

Two Wisconsin drivers taking part in the "Road America June Sprint" sports car race at Elkhart Lake, Wis., have records of moving hazardous violations.

Eight of the drivers taking part in the stock car race at State Fair Park, West Allis, on June 5, have records of moving hazardous violations or reported accidents in 1957 or 1958. Two others

have received warning letters within the past year.

The Commissioner's safety director, Salisbury, emphatically declared, "Racing serves no good purpose insofar as safe driving is concerned. The sport emphasizes speed, speed, speed -- no matter what the risk involved. If the energies and enthusiasm generated for speed contests could be put into more useful channels -- such as economy runs, skill demonstrations and driver training, much could be done to build stronger respect for traffic laws generally and speed laws particularly."

Moreover, he stated that speed violations are a major factor in most auto accidents. Salisbury currently is president of the Association of State & Provincial Safety Coordinators, sponsors of the national summertime safety campaign "Slow Down and Live."

---Traffic News & Views

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CONNECTICUT NEARS  
TRAFFIC SAFETY RECORD

Connecticut is nearing a record-low number of pedestrians killed in a year, but the State Safety Commission warns that fewer daylight hours and extreme weather conditions could offset a good start.

The commission noted that as of Nov. 19, 54 pedestrians have died, 10 less than last year at this time. "If the reduction is sustained through Dec. 31," the commission said, "It could mean a pedestrian toll of 67 . . . the fewest number of pedestrians killed on Connecticut streets and highways in any year."

The commission also noted that there were 29 fewer highway fatalities up to the middle of November than there were a year ago.

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Conceit is God's gift to little men.

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A man usually can do more than he thinks he can but he usually does less than he thinks he does.



# AROUND THE CIRCUIT

Vox-Cop

November-December, 1958



By  
*Louise Pouliot*

STATION "A", RIDGEFIELD

CONGRATULATIONS

First to the Emergency Division on the beautiful renovation job at the Station. It may not be the Dior look, but it sure has the new look. -- We bid welcome to our recent graduate from the Training School, OFF. EDWARD (no relation) HICKEY. We hear that OFF. DIRIENZO has been looking forward to his arrival to show him the North country. -- Congrats also in order to our new Lieutenant, Jerome Smith, on the surprise testimonial tendered him in Fairfield by his home town friends. Quite a party. -- Best of luck to OFF. WILLIAMSON in his new home in Newtown. Very happy to have him located in the territory. -- We also welcome CHARLES BRENNAN, who takes over as the new head broom.

SYMPATHY

To SGT. GIARDINA, who is convalescing in the Danbury Hospital following some surgery repair. -- To OFF. STEFANEK who is also convalescing following his recent release from the hospital. To OFF. SMALL, who still remains on the injured list.

FROM THE GRAPEVINE

OFF. KOSLOFFSKY likes the new assignment at "A" so much that he just bought a piece of property in Brookfield. -- It is rumored that OFF. LEONARD sings one verse of the Marine Corp Hymn each night before retiring. -- We hear that LULU BELLE BOLAND became quite an expert on stills after her recent sojourn to Tennessee with RES. OFF. COSTELLO. -- With the number and type of major cases at the Station lately, it's getting to appear as though we're in a Can You Top This Contest. -- RES. OFF. FAGERHOLM seen sharpening the runners on his dog sled indicates that winter has arrived in Sherman. RES. OFF. RASMUSSEN says that you can get along better using snow shoes. Winter comes early in the North. SGT. MCNAMARA'S sun burn acquired in a recent vacation trip to Florida didn't last long, but it was nice while it lasted. We mean the trip. -- OFF. PIRRI

wondering if everyone has as much luck with a new car? -- OFF. LUNDBERG having a lot of action in the youth bureau lately. -- From outward appearances, it looks like OFF. BARBIERI'S recent marriage is really agreeing with him.

In closing we wish all a MERRY XMAS AND A HAPPY NEW YEAR.

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STATION "B", CANAAN

SNOW HERALDS SEASON

Winter is with us once again and we realized this when some seven inches of snow fell in surrounding towns on Nov. 3. However, with snow tires and chains we are well prepared for whatever is ahead.

VACATIONS

Off. Sedar just returned from a vacation in Florida and Sgt. Starks at this writing is on vacation in Florida looking over the "possibilities". Officers Szczesiul and McGurk also enjoyed fall vacations.

VISITORS

Visits from Cub Scouts in the area are becoming routine and it is interesting to note the pleasure and interest the children show in the basic fundamentals of police work.

HIT AND RUN CASE SOLVED

Officer Gerald Pennington, one of our newer officers, brought to a successful conclusion the investigation of a hit and run accident on November 9th which once again proves that perseverance plus just a bit of evidence never fails.

MISSING FURNACE

For a short time Off. Foley was in a dilemma; was it a man or a big animal who stole the furnace on Daisy Hill? The investigation was in full swing when it developed the furnace had been sold legitimately and thus the mystery of the furnace was solved.

TAKING WAYS

Off. Grover in the process of investigating an accident in Goshen discovered the accused had recently been released from a mental institution and was operating a stolen motor vehicle. However, stolen transportation was nothing new to this man as he had previously stolen a truck from the institution.

TALK ABOUT "BRASS"

Off. Zaepfel was witness to the last word in "Moxie" when a young man arrested by him for beating his mother, called to ask her to post bond. He didn't get it.

BREAKS CRACKED

Diligent investigation by our Off. Sedar and Capt. Milano, Winsted P.D. resulted in the apprehension of a number of young men for breaks in the area in the past month.

LECTURE MEETS WITH FAVOR

Off. Chapman spoke to the Youth Fellowship Group of the Methodist Church on

Juvenile Delinquency. Evidently "Chappie" is doing an excellent job as he was asked to do a "repeat" for another group.

OFF. SOUCIE JOINS STAFF

Off. Norman Soucie, of the last graduating class, has been assigned to Station B. We are happy to have him aboard and know that the experience he gained as an auxiliary will be of great aid to him.

NEED FOR EDUCATION

It would appear, from the number of violations which seem to crop up, that the motoring public is not fully aware of its responsibilities where school buses are concerned. Perhaps, were they to realize the consequences of one careless moment behind the wheel, there would be fewer tragedies.

BEST WISHES IN ORDER

Congratulations to the Penningtons, Off. and Mrs., on the new addition at the household.

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TOLLAND COUNTY TALES

A CHRISTMAS CAROL

"What means this glory round our feet,"  
The Magi mused, "more bright than morn?"  
And voices chanted clear and sweet,  
"Today the Prince of Peace is born!"

"What means that star," the Shepherds said,  
"That brightens through the rocky glen?"  
And angels, answering overhead,  
Sang, "Peace on earth, good-will to men!"  
---James Russell Lowell

NEW FACES

We welcome back to the station, Sergeant James McCormick. He left as an officer and comes back as a sergeant. Congratulations on the promotion.

Three new faces have appeared in our midst, all right from Training School, Russell Grinold, David Comp and John Tucker. After being with us a short

time, we are sure they will find that this station never lacks for a variety and offers a good opportunity to participate in all kinds of police work.

ADIEU FOND FRIENDS

Gone to Station "I" is Bill Dudley and to Station "H" is Jean Frenette. We know they are nearer to their respective

homes. Best of luck to them in their new assignments.

#### QUICK RECOVERY

We are happy to report that Sgt. O'Connor's young son is well on the road to recovery after having been hospitalized and under the care of specialists. The exact nature of his illness is still unknown.

#### ILLNESS STRIKES DISTAFF SIDE

A few weeks back our policewoman doubled as clerk for the station. Mabel Ward started vacation on Monday, hampered by an infected toe. The next day, Paula Lichanec went from the station at noon to the hospital where later in the day she underwent an emergency appendectomy operation. During this same time, dispatcher Marjorie Yoskovich found herself at home with an infected ear. Ken Hayden and Bill Stephenson, while on radio desk, assisted with some of the clerical work. Margaret, Ken and Bill thought they'd never get those arrest slips typed.

By the way, the girls all state that one of these days they are going to appear at the station in long red flannels. Why? If our new heating system doesn't work better than it has. One can't work while shivering with the cold.

#### THE UNPREDICTABLE MULE

Ronnie Jacobsen investigated a car-mule accident recently. Cause of accident - "The contrary habits of mules are well-known and apparently these mules bolted for reasons of their own, got free from their handler and ran into a car. Results - slight damage to car and one mule with a cut on his leg.

#### CAR THIEF APPREHENDED

His attention drawn to a car with no tail-light resulted in the apprehension of a 17 year old sailor in a stolen car by Officer Bill Doyle during the early morning hours. Further investigation revealed that the offender had been shot by Newport police back in June when fleeing from another stolen car. The right side of his head had been struck. Apparently didn't learn his lesson.

Ronnie Jacobsen and Dave Toomey assisted in the case.

#### THIEF WILL BE DISAPPOINTED

Ted Sheiber has under investigation the theft of boxes of sample dresses from the car of a salesman parked on a public road in the State Forest. While the salesman was out in the woods trying out a "deer caller", some car came by, stopped and the operator helped himself to the boxes of dresses. He will surely be disappointed when he opens the boxes, the contents all being Ethel Maid burial dresses with long sleeves, high necks and of solid colors.

#### SPEEDY TRIAL

Bill Doyle arrested a young man for illegal parking of his car when information was received that the man was parked by the roadside and was apparently using his car for his home. The case was continued for one week and the man told to find a place to live. The afternoon of the continued court date, several complaints were received that a man was using his car for his home and was parking it not far from the school and the home of the prosecutor of the court. He was then placed under arrest on the charge of vagrancy, taken to court and sentenced to jail for 30 days. The Judge called in the Town Selectman and requested that a conservator be placed over this man, as he is apparently not capable of caring for himself even though he has the finances with which to do it, a large number of securities being found in his car.

#### FATALS

Every time of late that Dick Schwarz is assigned to an accident he wonders if this will be a fatal as he has had the last two to investigate.

#### JUVENILE CASH SNATCHER APPREHENDED

Recently Joe Koss and Ted Sheiber apprehended a juvenile and his accomplice, a teen-ager with a car, for attempting to and taking cash from cash boxes. The juvenile entered one home and purchased doughnuts. While the woman was putting up the doughnuts, he grabbed the cash box and started out. The woman chased

him, caught him by the shirt. He slipped out of the shirt and took off with his friend in the car. Sometime prior to this, he entered a soda shop and while the woman was in the back room, he took cash from the cash drawer and took off. They are starting young to be professionals.

#### THE MIGHTY HUNTERS

Dave Toomey and Bill Ellert returned from a hunting trip to Maine with a large black bear and a deer. On another trip to Maine, Ellert and Don Tracy came back empty handed. Better luck next time.

#### CAUGHT IN THE ACT

While on routine patrol one night, Bill Buchert spotted a car ahead of him with the back seat passengers drinking from cans. As he drew up along side of the car he observed the operator also drinking from a can. A check revealed the cans to contain beer. Operator arrested for Reckless Driving.

#### CUBS AT "C"

Den after den of Cub Scouts has been visiting the station of late. Wonder why? Many signified intentions of becoming police officers when they grow up.

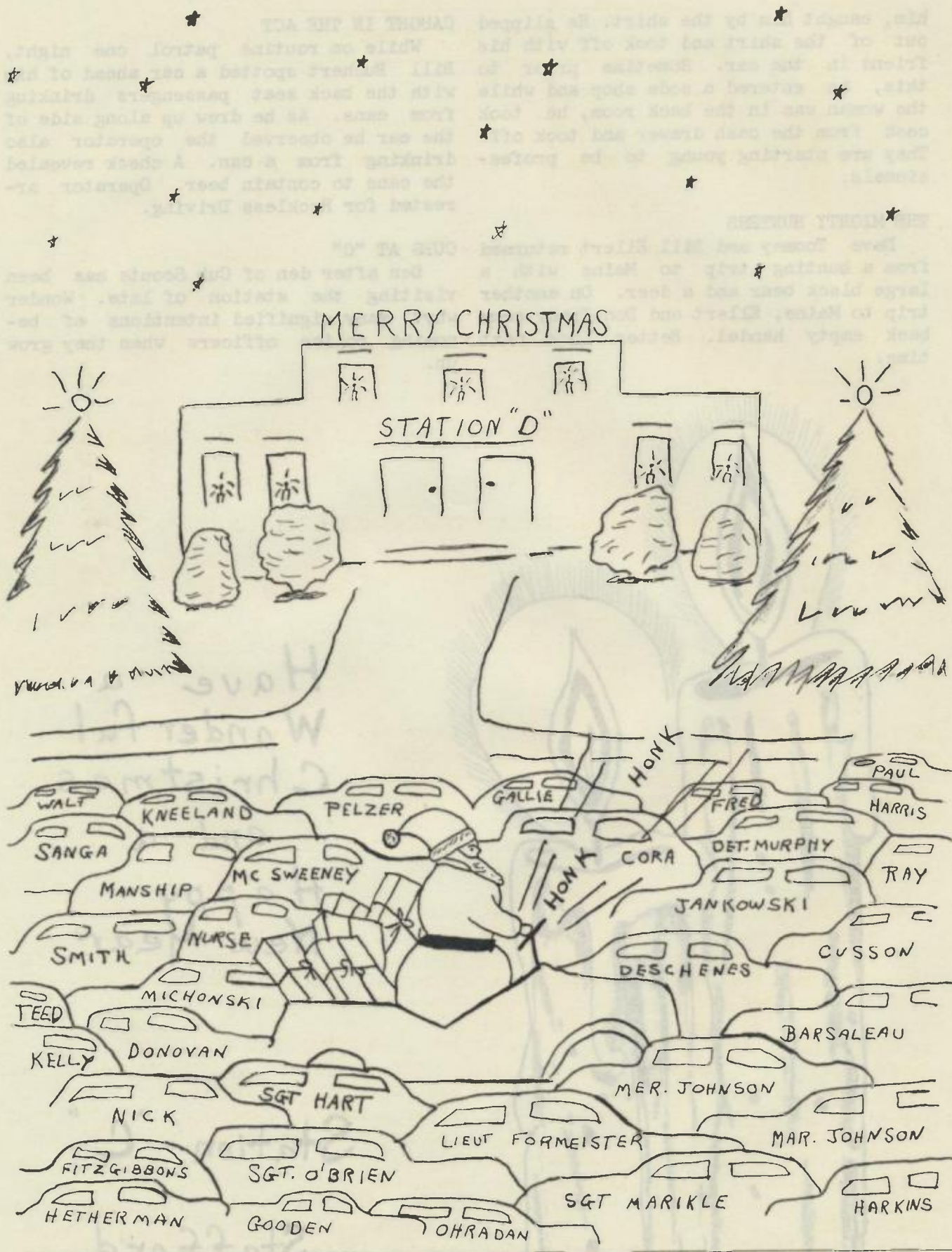


Have a  
Wonderful  
Christmas  
and a  
Happy  
New Year

Station "C"

Stafford

AROUND THE CIRCUIT



AROUND THE CIRCUIT

STATION "E", GROTON

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LT AVERY\*SGT BELLEFLEUR\*D/S GOODALE\*SGT LEIGHTON\*SGT MORAN\*\*G L  
Caroling our R D  
OFFICERS BECKWITH\*BICKFORD\*BOURQUE\*CABLE\*CORCORAN\*DECAMP\*\*\*\*T \*  
way to I H  
DOUGLAS\*ELTON\*FARROW\*FITZGERALD\*FUNK\*GARITY\*GREENBERG\*GUIHER\* L  
you with R A  
HICKEY\*JACQUES\*KATHE\*LAFRAMBOISE\*LEITKOWSKI\*NEIL\*OHARA\*PAPP\*A L  
Seasons Greetings M S  
PIEZZO\*POTTER\*RANKIN\*SHAW\*SKELLY\*SONNER\*SULLIVAN\*WEBSTER\*\*\*\*\* E A  
CANO

Words and Music by  
STATION "E" GROTON

ROYAL VISITORS

Queen Fredericka of Greece, her daughter, Princess Sophie, and son, Crown Prince Constantine, visited the General Dynamic plant at Groton. They were escorted by Off. Sullivan to their destination.

CAR STRIKES FISHERMAN

A fisherman was struck by a car while fishing. Sounds fishy? Well, you see, the fisherman was standing on a highway bridge, engrossed in his sport. He suddenly started to dart across the bridge to see under the other side. Oops, there was a car crossing the bridge which got in the way. The pedestrian was given a warning for reckless use of the highway. Of course he will still remember the other memento he received which necessitated hospitalization.

ASSIGNMENTS

As a result of the recent graduation

exercises we welcome the following new recruits to our roster. Officers Garity, Bourque, Neil, O'Hara and Rankin. Off. Spencer has been transferred to the Westbrook barracks and Off. McCue to Colchester. Success in your new stations.

CAPT. WILLIAMS ADDRESSES GROUP

Capt. Williams spoke at a meeting of the Knights of Columbus. He gave an illustrated lecture on the training of a State Police Officer.

NOW IT'S THEFT FROM THE "DEEP"

Off. Farrow reports the arrest of two men accused of stealing. They stole eleven tons of communication cable from the ocean floor. Yes, that's correct, eleven tons. The cable connected the mainland with some of the nearby islands. We are glad to announce the "line was not busy" at the time the cable was lifted from the ocean. You see,

it was salvage material. The owner observed some of it in New London, and a complaint quickly followed. We immediately went to work on the case which involved New York State troopers, warrants, etc. One of the islands is considered New York State property.

MISSING CHILD FOUND DEAD

Hundreds of persons assisted us in the search for a missing 11-year-old girl. Many different associations, too numerous to mention, aided in the search. This was the second time in two months the child was reported missing. Unfortunately, this time the child fell into a cove and was drowned. She was found by Sgt. Bellefleur and Off. Jacques. Our many thanks to the personnel who assisted in the arduous search. The parents of the girl expressed their thanks to the many people who searched for their missing daughter.

NOT CHILD'S PLAY

Off. Papp reports a truck skidded on the highway during a rain storm, went up on the esplanade, and of all places, came to rest on top of another car which was crossing at this point. We know pedestrians are not safe crossing the highways, but when vehicles start playing "piggy back" it's time to slow down.

FLEES ACCIDENT SCENE--LEAVES "CARD"

Off. Douglas reports a broken license plate led to the arrest of a hit and run driver. The broken plate was found at the scene. Metal calling cards are expensive but convenient.

OPEN SEASON ON TREES

Officers Shaw, Potter and Papp reported three accidents in one day in which three separate cars hit three separate trees in different locations.

CUPID HOVERS O'ER BARRACKS

This time Off. Beckwith was the victim of his arrow. He has now joined the ranks of married men and will devote full time to his new job.

AUXIES IMPRESS AT BRIDGE OPENING

Off. Greenberg reports the fine job the Auxiliaries did on the traffic at

the dedication of the Father Belec bridge in Occum. The bridge is part of the new thru-way.

CHICKEN FARMERS' FRIEND

What Sergeant delights in boosting the egg market? His daily breakfast is a quarter of a dozen of the hen fruit. Did you say fry one on one side and the other two on the other?

ON THE ROSTRUM

Off. Greenberg spoke at a meeting at the Sisterhood of the Brothers of Joseph Synagogue. He stressed the importance of highway safety and of the special services of the department, including Kashruth inspection, otherwise known as Kosher inspection.

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OBLIGATION AND RESPONSIBILITY

"The duties which a police officer owes to the State are of a most exacting nature. No one is compelled to choose the profession of a police officer, but having chosen it, everyone is obliged to perform its duties and live up to the high standards of its requirements. To join in that high enterprise means the surrender of much individual freedom. The police officer has chosen a profession that he must hold to at all peril.. .."

"But there is toward the officer a corresponding duty of the State. It owes him a generous compensation for the perils he endures for the protection of society. It owes him the knowledge of security that is to be his from want in his declining years. It owes him that measure that is due to the great importance of the duties he discharges."

---Calvin Coolidge

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ARE YOU SUGGESTING SIR?

No one could even insinuate that you may have been responsible for a disastrous forest fire. However, statistics show that 9 out of 10 forest fires are man-caused--largely through carelessness; some one else's, no doubt!



# Christmas Greetings



PERSONNEL OF

Station

F

WESTBROOK

STATION "F", WESTBROOK

SEATBELTS ARE FINE

By Off. Roger L. Boske

I know from experience, that seatbelts are fine  
I'd be dead today, if I hadn't worn mine  
They also cost money, on that we'll agree  
And we all know that money, doesn't grow on a tree

When out on patrol, you meet a man with a gun  
If you didn't have yours, this wouldn't be fun  
The belt is the same, though you may use it once  
And avoid the epitaph, "Here lies the dunce"

So wear the seatbelt when you drive along slow  
For the time when you need it you can't always know  
If you're on the highway, a time of need there will be  
'Though this warning I know, some just won't heed

Some night you're out there, and a speeder goes by  
And you know it's your duty to chase that there guy  
You can't take the time to buckle it tight  
For by then, this car would be plumb out of sight

The belt, like the gun that you wear on your side  
Is there for a reason, it's not there to hide  
I didn't write this to argue or fight  
I just want to say "I BUCKLE MINE TIGHT"

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BE IT KNOWN  
TO ALL GOOD SAILORS  
OF THE SEVEN SEAS

That Sergt. Joseph F. Sullivan on 13 November, 1958 was totally submerged in the U.S.S. Corsair. In consequence of such dunking, and his initiation into the mysteries of the deep, he is hereby designated as Honorary Submariner. Be it therefore proclaimed he is a true and loyal son of the WEARERS OF THE DOLPHIN.

C. H. Cushman, Jr.  
Commanding Officer  
USS Corsair SS 435

Westbrook Barracks now has eleven "Honorary Submariners". They are D/Sgt. Thomas C. Leonard, Sgt. Joseph F. Sulli-

van, Officers George H. Bunnell, Frederick C. Burkhardt, Robert L. Dee, George H. Roche, Theodore Haxton, Donald M. Johnson, Ronald J. Luneau, Walter E. Trella, and Donald F. Waite.

Through the courtesy of CS1 (SS) Charles I. Drummond, Jr., Navy Highway Patrol, arrangements were made for them to spend the day aboard either the USS Corsair SS 435, C. H. Cushman, Jr., Commanding Officer, or the USS Toro SS 422, W. J. Boland, Commanding Officer. These are fleet type submarines, 311' 5" long, of World War II design.

While aboard they were given access to the entire submarine, as guests of the captains. They enjoyed a delicious dinner, and still talk of the hospitality they were greeted with.

During the day each sub made twelve dives, an experience, which to we who are uninitiated into the mysteries of the deep, defies description. The only casualty on these "silent service" patrols was Off. Bunnell who suffered a slight cut on his chin and was promptly treated by a corpsman. "Bunny" gives no plausible explanation of how this wound was sustained, but as nearly as can be made out, he cut the chin when it got in the way as he raised a pair of binoculars to his eyes. "Ernie" Harris states he would like to have gone on the sub trips, but his hospitalization prevented this. However, after a minor operation, he is back with us hale and hearty. "Bob" Dee, although a card-carrying Wearer of the Dolphin, boasts he doesn't need a submarine to explore the mysteries of the briny deep. He is a skin diver and owns all the accoutrements of the trade. At present he is teaching this profession to Aux. Off. Jerry Ceruti. They're practicing by diving for scallops and report this method far surpasses the conventional one.

RECENT BIRTHS

Two future state policemen were born to personnel of this barracks. Officer and Mrs. Thomas J. Nichol announce the birth of James R. Nichol, and Off. and Mrs. John J. Maroney announce the birth of their son. John tells everyone the boy has been named "Tony". Tony Maroney, to say the least, is a euphonious name.

NEW WRINKLE - POLICEMAN'S HOLIDAY

We've heard of a postman's holiday, but Mort Denerstein, while on his vacation took a "policeman's holiday". He came into the barracks and rode patrols with officers on duty, while he was on vacation.

FRAUD CASE NEARS END

Det. Sgt. Leonard's investigation of a \$100,000.00 fraud in the New Haven area is drawing to a close. The accused, Pacileo and Funaro, have pleaded guilty to the various counts, and are now awaiting sentence in the Superior Court for New Haven County.

KEEP CHRIST IN CHRISTMAS

STATION "L", LITCHFIELD

SGT. FUESSENICH HONORED:

On November 17th a testimonial dinner was held at the East Litchfield Fire House honoring Sergeant Fuessenich on his recent promotion. The dinner was sponsored by the Station "L" Auxiliaries and attended by the Auxies, most of the Station personnel, some past personnel and a few personal friends of the Sergeant outside the Department. Sergeant Fuessenich was presented with a "Strobe light" for his camera, photography being his favorite hobby. A good time and a good meal was enjoyed by all.

ROSTER INCREASED

We extend a welcome to Off. William Norrie of Southington the newest member of Station "L's" happy family. Bill is a graduate of the State Police Academy's latest class, and is now getting acquainted with the territory in the company of Station "L's" able Off. Connor.

SUCCESSFUL HUNTER

The exact details are not known but Off. H.T.T. (Hunter-trader-trapper) Wilcox reports that on a recent hunting trip to the wilds of Maine he bagged himself a "BAR". John now is eagerly awaiting the open season locally on deer as he has taste for some venison. Watch for that bear's family John. May be angry.

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\$1,366 FINES PAID UP  
BY 'CARELESS' PARKER

In Berkeley, California, Sarah Mazelis handed Municipal Judge Redmond Spaats \$100 and drew this warning:

"If you get any more tickets, we'll have to use more serious methods."

The payment was the final installment on \$1,366 in parking tickets the State Department of Public Health employe had collected in two years.

"I just got careless," she explained, and added, "I've rented a parking space."

## State Policemen Trainees Graduate From Academy



On November 21 graduation exercises were held for the latest group of Trainees to complete the course of instruction at the Training Academy.

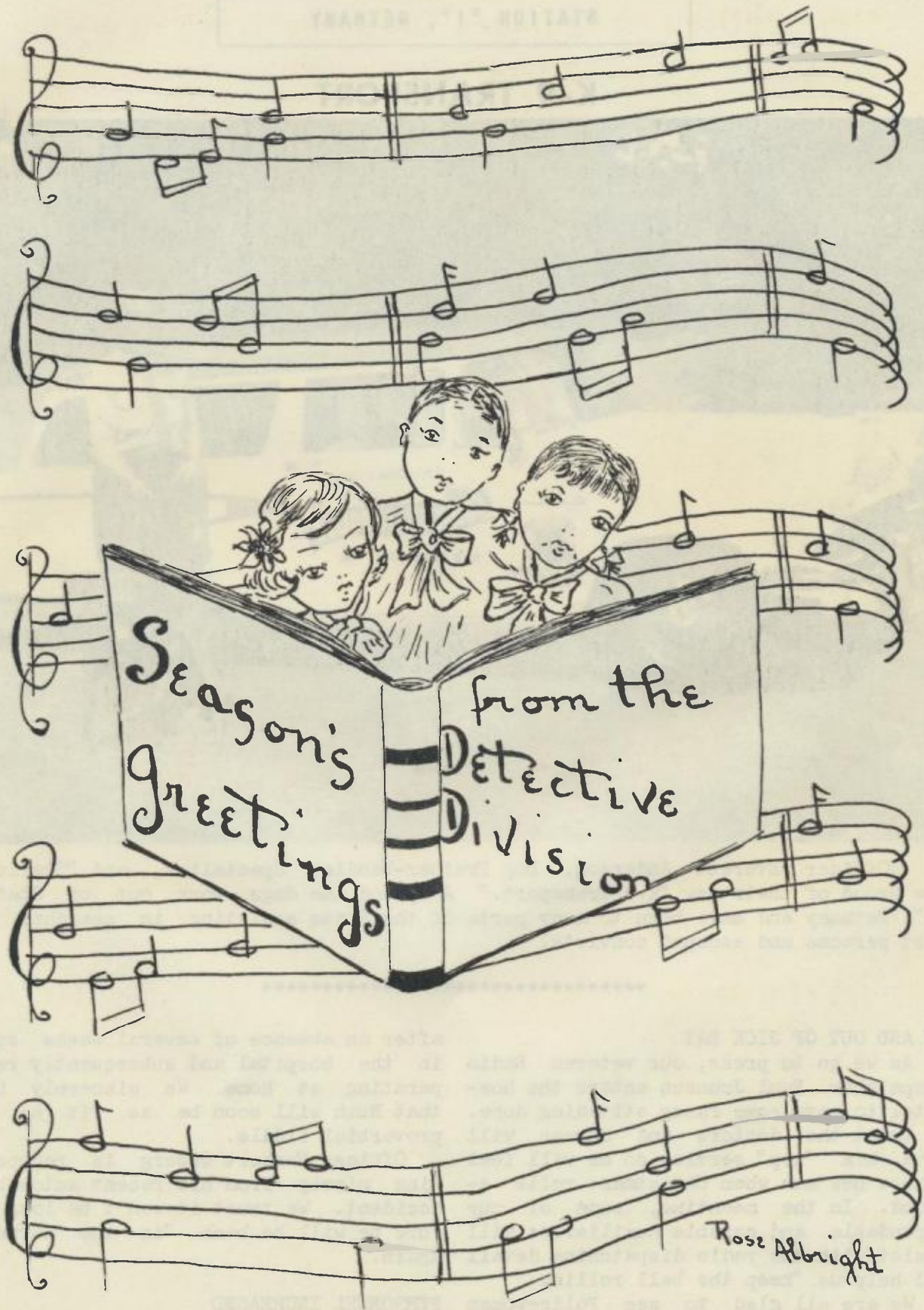
Shown in photo from left to right, first row, Officers Robert G. Malesky, Russell L. Grinold, Julio Accuosti, Casimir J. Mikosz, Richard R. Bourque, Martin A. Ohradan and Norman A. Soucie.

Second row, Sergeant Vernon Gedney, Instructor, Officers John A. Tucker, Richard A. Ziel, John J. O'Hara, Donald W. Harris, William D. Norris, Robert R. Rankin and Sergeant Walter Stecko, Instructor.

Third row, Officers Neil F. Gaunya, Stanley Radgowski, Jr., John H. Garity, Thomas E. Hickey and Joseph J. Janco, Jr.

Fourth row, Officers Martin J. Devine, Ernest L. Draper, Warren F. Collins, Royce E. Neil, Thomas F. Scianna, David W. Comp and Francis W. McCarthy.

AROUND THE CIRCUIT



Rose Albright

STATION "I", BETHANY

## K-9 TRANSPORT



Officer Everett Anderson, Dog Trainer-Handler Specialist, and "Sherlock" are proud of their new "K-9 Transport." Andy and the dogs work out of Station "I", Bethany and have been to many parts of the State assisting in searches for lost persons and escaped convicts.

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### IN AND OUT OF SICK BAY

As we go to press, our veteran Radio Dispatcher Paul Johnson enters the hospital to have some fancy stitching done. We trust the doctors and nurses will give him "top" service so he will feel like a new man when Christmas rolls around. In the meantime, some of our dependable and capable Auxiliaries will assist with the radio dispatching detail and help us "keep the ball rolling."

We are all glad to see Policewoman Ruth Gurresh back with us once again

after an absence of several weeks spent in the hospital and subsequently recuperating at home. We sincerely hope that Ruth will soon be as fit as the proverbial fiddle.

Officer Herbert Osberg is recuperating nicely from his recent automobile accident. We trust it won't be long before he will be back "in the harness" again.

### PERSONNEL INCREASED

The welcome hand goes out to Officers

John J. Donahue, William P. Longo, William R. Dudley, George Bathgate, Francis H. Conroy, Jr. and Joseph Dynderski recent transferees to Station "I". We are glad to have them with us to assist in carrying out our widespread responsibilities on the Turnpike, Parkway, Expressway, trunk line highways and rural areas. We trust they will find their assignment to Station "I" to their liking.

TWICE BLESSED

Officer Richard Hurley sure didn't lose any time getting transferred back to Station "F". We understand that the countryside of Station "F" territory really appeals to him - possibly for his future home for the wife and kiddies now that he has started raising a family. On 10-31-58 the Hurleys were blessed with a bouncing baby girl - Linda Florence.

OFF. FORD WEDS

As we go to press, Officer Austin Ford returns from his honeymoon. We'll have to look him over and see if he has that "married look" now that he has joined the ranks of the benedicts. His bride was the beautiful Miss Mary Elizabeth Mester of Shelton.

PHOTOGRAPHY COURSE

Officer Leonard Menard has just attended a one week course in all the latest photography "know-how" at Kodak Headquarters in Rochester. Photography at Station "I" should continue to be "tops".

BREAKS CRACKED

Some real resourceful detective work on the part of Officers James Ferguson, Daniel Reardon and Paul Stensland paid off when they finally apprehended some subjects, with long criminal records, for several house breaks in Station "I" territory and elsewhere. Most of the valuable loot was recovered. The case is currently pending in Superior Court.

ARSONISTS APPREHENDED

Good police work applied with perseverance and tenacity by our Officer Joseph Ciecierski and Inspector Richard

Mulligan of the State Fire Marshal's Office resulted in their rounding up several teen-agers on the charge of Arson. For excitement they set fire to barns on different properties. The buildings and contents (hay, farm machinery, automobiles, etc.) were a total loss running into thousands of dollars. The subjects are awaiting court trial.

NEW HOMES

Sgt. John J. Doyle, Jr., Sgt. Jack Croce, Officers George Cirishioli, Lester Redican and James Rodgers are all using their spare moments building their new homes which they eagerly look forward to moving into in the near future. Officer William Martin and the Missus can sit back and relax now that they have moved into their new castle at Alan Drive, High Point, Ansonia.

LIEUTENANT COMPLETES MAJOR PROJECT

Lieut. O'Brien finally finished painting that Hartford "skyscraper" of his - without any casualties. Hopping around on extension ladders and scaffolding was sure quite an experience. Finished the job just before the rains came. Lotta favorable comments on the "masterpiece." Already the Missus is lining up more "projects" around the house.

NO GAME - BUT TRIP CONSIDERED SUCCESSFUL

Officer Anderson and Mechanic Armand Rosanelli and another buddy went to northern New England on a deer hunting expedition. For some reason the deer were not at all cooperative and managed to elude our sharpshooters all the time. "Andy" and "Armand" say they still had a wonderful time and laid the groundwork for an even better trip next year. Some of the boys at Station "I" tell them they would have had better luck if they stayed around the Wilbur Cross Parkway where deer have been tangling with traffic.

PREPARING FOR DANCE

Currently, several of the boys are busy brushing up on the Cha Cha and other intricate steps so they can really shine at the Station Personnel Party scheduled for the latter part of this

month. If previous years are any indication, everyone should have a grand time; the scene this year is Tom's Villa Rosa in Woodmont.

KNOWLEDGE QUICKLY PUT TO USE

Sergeant Walter Foley just completed the Legal-Medical Associates Course at Harvard University. Upon his return to Station "I" he was able to apply some of his newly acquired expert knowledge to an untimely death (shooting) case he was working on.

"STATION BREAK"

Now that there is going to be no Training Academy Class during the height of the winter months, the tempo around Station "I" has slowed down from what it has been the past year and a half during which four classes have graduated. Chef "Jake" and his staff and Garage Foreman Don Fournier and his crew will breathe a sigh of relief for a couple of months before the next class checks in.

CHARLEY BRENNAN TRANSFERS

Charley Brennan, formerly of Station "I" kitchen staff, up and got himself a transfer to Station "A" so he could be houseman at that country showplace. We haven't heard whether or not Charley is keeping things really shining at Station "A" but with him goes our best wishes.

SPECTACLE VIEWED AT ARENA

Officers Bob Campbell and Dave Miller and their families recently spent a very enjoyable evening at the New Haven Arena witnessing what was described as "The Pageantry of Britain - A Fabulous Spectacle of Marching Ceremonies, Rousing Music and Exciting Dances - The Regimental Band of Her Majesty's Grenadier Guards and the Massed Pipers and Highland Dancers of the Scots Guards." Bob and Dave say it was real terrific show.

STATION "I" EXTENDS SINCERE BEST WISHES TO ALL FOR A HAPPY HOLIDAY SEASON AND A PROSPEROUS NEW YEAR.

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A few people get up bright and early, but most of us just get up.

STATION "K", COLCHESTER

TRANSFERS

Station K welcomes the arrival of three men who were assigned to the station on Nov. 24. Stanley Radgowsky recently graduated from the last class, makes his home in Montville. Off. Wesley Holmes came from Station F and lives in Marlborough. Off. Donald McCue, formerly of Station E, lives nearby in East Haddam.

ANNUAL PARTY

Off. Joe Sikorski was quite busy preparing for the Annual Station Party held this year at the Hathaway Inn in East Hampton on Dec. 6. Joe was unable to book Lawrence Welk this year, but he promised to have a name band and a New York floor show. Everyone had a good dinner and a nice time, and are looking forward to the next affair.

CATTLE RUSTLERS APPREHENDED

Off. Joe Piklin cleared up our cattle rustling cases in Hebron. Joe started out on a stolen pistol case and arrested three lads for stealing two cows in Hebron. One cow was sold to a nearby packing house. He arrested four more lads in the same group for stealing gas and before long solved the case of the stolen pistol.

FLYERS' CORNER

Off. Derwin Anthony just returned from an enjoyable vacation with Off. Toomey of Station C. They flew their own plane to Key West, Florida and because the weather was poor went by Commercial Airline to Havana. It's a nice way to spend a winter vacation.

Off. Bill Tomlin is also becoming quite a pilot and should be getting his license soon. Off. Charlie Supsinskas accepted an invitation to go for a plane ride with Tomlin and a pilot, but before Charlie accepted the ride he checked the Pilot's license and wanted to know how long he had been flying. Have you noticed how much happier Supsinskas has been lately--since completing his probationary period.



AUXILIARIES

Off. Tom Gauthier has his Auxiliaries in good shape. They're a smart looking group with the new Eisenhower jackets. Tom keeps them busy with the many affairs around town and they have been doing an excellent job. Tom and Off. Cliff Bombard solved a recent series of car thefts in the Willimantic area with the aid of one of The Auxie's.

HOME NEARING COMPLETION

Norm Tasker has been busy putting the finishing touches on his new home, and it won't be long before he and the family will be moving.

CHEF LABORS HARD--REAPS DIVIDENDS

Our Chef Leo Caya worked hard with the Amston Volunteer Fire Department building a fire pumper from surplus equipment. The first call for the new pumper was at Leo's house. There was a chimney fire, but fortunately it didn't do much damage.

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HEADQUARTERS

MARINE VISITOR

Leatherneck Wayne Erickson who recently returned from a tour of duty in Okinawa has been a frequent Headquarters visitor noting all the personnel changes --especially female. Wayne formerly worked in Publications Division, and joined the Marine Corps in February, 1957. After completing 50 days at the New London Sub Base as a guard, he will be discharged from the service. Wayne's future plans will find him back in our midst.

STAFF ADDITIONS

We welcome two employees to our Headquarters staff--Lucile O'Flaherty to General Office, and Arlene Gonyea to the Identification Bureau. We hope the girls enjoy their new jobs.

VACATIONS

Anna Mae Reardon recently returned from a Florida vacation. She traveled to

the Sunshine State by train but managed to get up enough courage to take her first airplane ride on her return trip home. She had an enjoyable vacation and returned to Fire Marshal's Division with a southern tan.

Ida Maskel is currently vacationing in Florida on her annual trip South.

Jim Ferry is spending the month of December on vacation at his home in West Hartford. He undoubtedly will be spending most of his time doing "Mr. Fix-it" jobs that the Mrs. has lined up for him.

BRUCE FORBES MAKES COLLEGE "WHO'S WHO"

Bruce L. Forbes, our Jim's son, has been named a member of Who's Who Among Students in American Universities and Colleges.

A senior in business administration at Lafayette College, Easton, Pa., he is a 1955 Glastonbury High School graduate. At Lafayette he is captain of the soccer team, cocaptain of the lacrosse team, vicepresident of a campus political party and of Calumet honorary society, and a member of Theta Delta Chi social fraternity and Maroon Key and Knights of the Round Table honorary societies.

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A doctor just starting his practice rushed into the coroner's office shouting: "I want to change a line on that death certificate I gave you yesterday."

"Why Doctor?" asked the puzzled public official.

"I put my name down in the space opposite 'cause of death.'"

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When a private plane carrying two Roanoke businessmen, lost and short on fuel in inky darkness, could not be landed any other way, a state trooper spotted it, turned his spotlight to the sky and guided it to the nearest airfield.

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Drinking drivers are more susceptible to carbon monoxide than non-drinking ones.

## TRAINING ACADEMY JUDO TEAM AT SPORTS NIGHT PROGRAM



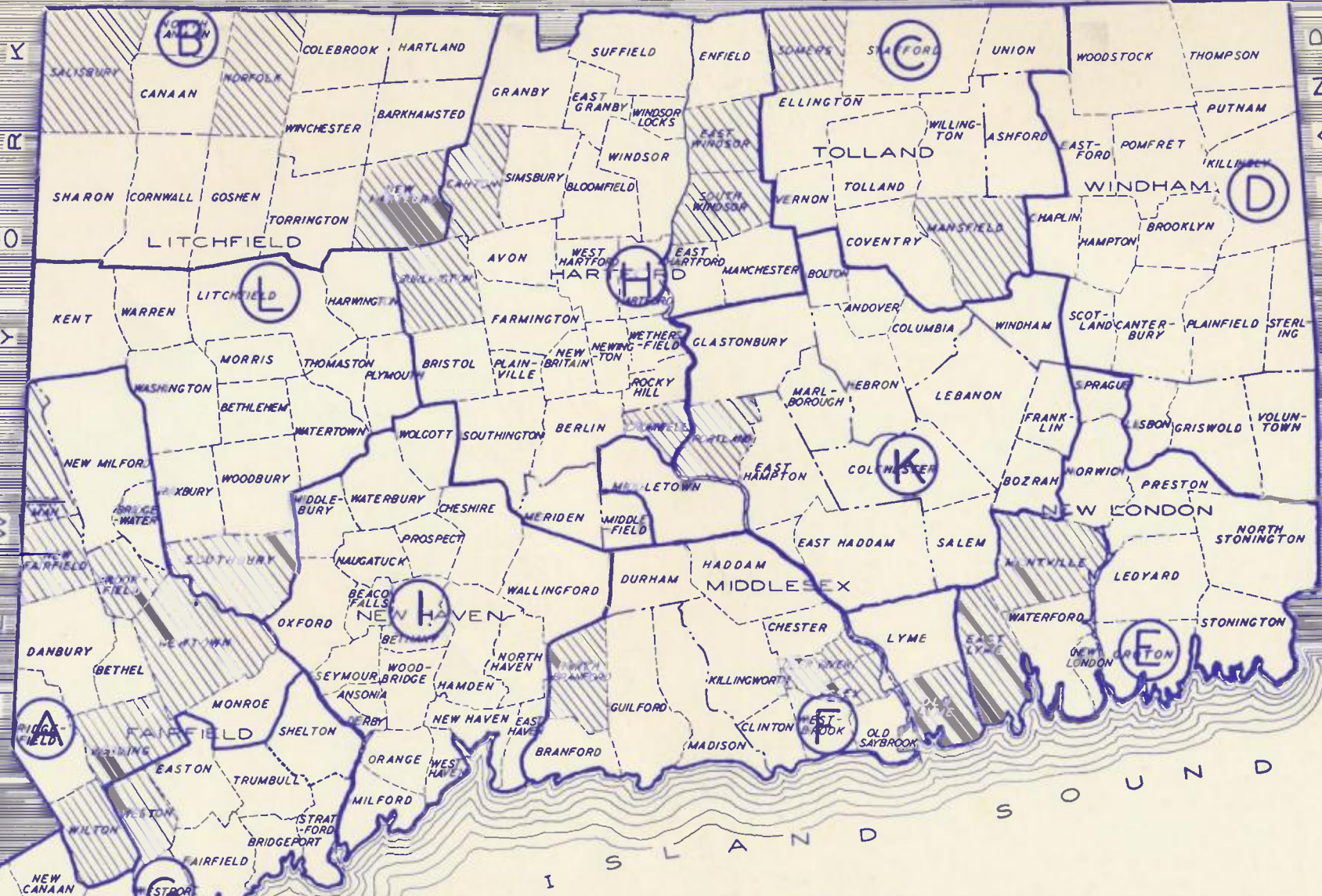
Members of the judo team of last month's graduating class at the training school participated in a Sports Night program presented by the Ansonia Fire Department at the State Armory, Ansonia. Bob Turley, ace New York Yankees pitcher, was featured on the program.



Those in the photo are: Kneeling, Francis McCarthy and David Comp, and standing, left to right, Robert Malesky, John O'Hara, "Bob" Turley, Martin Devine and Royce Neil.

Sergeant Vernon Gedney and Off. Edward Courtney, members of the Training School staff, were in charge of the state police portion of the program.

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 Towns having a Resident Officer  
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