

# VOX-COP



ISSUED BY THE

## **CONNECTICUT STATE POLICE DEPARTMENT**

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# Code of Honor of the Connecticut State Police

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

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

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

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

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



JOHN C. KELLY  
Commissioner

# Yankee *By The* Clipper



Vox-Cop

May-June, 1959

## STOLEN CAR MENACE

Rate of auto thefts serious and still rising  
Latest report reveals annual New England loss near \$12 million

The car-swiping craze--growing in alarming proportions in New England and the nation--is fraying the nerve ends of law enforcement men everywhere.

Organized, it's big business, reaching annually into the hundred millions. Disorganized, it's big business, too, and also a frightening prelude to every type of trouble, from a simple misdemeanor to murder.

That expensive item of steel, rubber and glass you left on the parking lot this morning or with your wife who waved you aboard the 8:07 local, could be driven to a holdup tonight. Or taken on a wild joyride by a teenage foursome.

### Theft Rings

It may be just the right make, model and paint job some innocent guy in upstate New York ordered from a "used-car dealer" using a legitimate professional as a front for an interstate auto theft ring.

The innocent guy was told he would have to wait a few days "until one comes in." And the car that will "come in" could be yours, quietly pushed out of your driveway in the middle of the night by a skilled heister after a "spotter" tagged your car as fitting the order.

Sounds fantastic and so do these statistics. New England in 1957, according to law enforcement agency reports, ran up a grand total of 14,373 cars--a 31 per cent increase over the previous year. The FBI's Uniform Crime Reports for 1958 are still being tallied but preliminary reports show the trend still climbing.

The count in Massachusetts alone was

10,091, more than double the number swiped in 1950 (4,218). In Boston in 1957 a total of 4,603 car owners had their vehicles stolen--triple the number reported eight years ago. In 27 Connecticut cities a total of 2,206 cars were taken; in Rhode Island (17 cities), 1,353 cars; in New Hampshire (15 cities), 204 cars which was better than an 80 per cent hike over the previous year; in Vermont (9 cities), 101 cars, just double the 1956 score; and in Maine (19 cities), 418 cars.

Here's a sampling of auto theft offenses known to the police as compiled in the FBI's "City Crime Index Trends (Preliminary Figures) for 1958: Providence, R.I.--1,216; Springfield, Mass.--517; Bridgeport, Conn.--385; Fall River, Mass.--289; Somerville, Mass.--244; Waterbury, Conn.--361; Worcester, Mass.--848; Hartford, Conn.--345.

### Pickings & Population

Car thieves, moreover, are moving into the suburbs around the big cities and spreading their activities into the rural communities where the pickings have improved by population shifts.

Nationally the rate of auto thievery has climbed steadily. A record 289,950 automobiles were reported stolen in the 12 months ending last June, almost a 10 per cent jump over the number reported stolen the previous 12-month period. The rolling stock was valued at \$249 million with New England's share of the big business amounting, roughly, to \$12 million.

Lewiston, Maine, Police Chief Roland Amnott, who heads the New England Asso-

ciation of Chiefs of Police, believes the public, in general, is not fully aware of the auto theft problem plaguing practically every community in the region.

He explains:

"Despite the efforts of every police department to come to grips with the problem, their success depends greatly on the amount of cooperation by the public. And all too many car owners virtually invite the auto thief to make off with their property through negligence."

#### Seriousness Of Problem

J. Edgar Hoover, the FBI's director, maintains that the "seriousness of auto theft in America cannot be overemphasized. The problem of coping with the auto thief and the auto ring is a complex one. It must be faced by federal, state, county and municipal law enforcement agencies, and if their efforts are to be successful, they must receive the fullest degree of cooperation from car dealers, both new and used, as well as from the individual car owner."

In the early 1900s when automobiles ran on high wheels and low horsepower, the problem was negligible. But as cars grew faster and fancier, they became interesting items to those with larceny in their veins. And it was relatively a simple act to scoop a car and drive it out-of-state beyond the jurisdiction of the police in whose area the theft occurred.

So Congress passed the National Motor Vehicle Theft Act in 1919. And 26 years later added an amendment to include aircraft. It's known now as the Interstate Transportation of Stolen Motor Vehicle or Aircraft statute sometimes called the Dyer Act. The statute provides a maximum penalty of \$5,000 fine and/or a five-year prison term for anyone found guilty of transporting a stolen car across state lines or taking part in an interstate theft. This brought the FBI into jurisdiction and, down the years, the Bureau, cooperating with local police, has brought about the recovery of more than a half-million automobiles in interstate car theft cases and put well over 100,000 criminals behind bars.

#### Recoveries High

Recovery percentages are remarkably high, especially in the New England area, according to law enforcement statistics--somewhere up around 95 per cent. For example, of the more than 10,000 cars stolen in Massachusetts in 1957, all but three per cent were recovered.

Yet overall losses continue to mount and the biggest sufferer is the man who bought the stolen car. His money is lost, all of it, because the stolen property he innocently purchased reverts upon recovery to its legal owner.

Last year an East Coast car-theft ring, using a Cambridge, Mass. used car lot, got rid of 50 cars to unsuspecting Greater Boston buyers at prices ranging from \$2,500 to \$3,000 each. A majority of the stolen vehicles were subsequently recovered. They had been sold as "demonstrators" at attractive prices.

Ring members are skilled craftsmen and they'll give the stolen vehicle a new paint job, change the seat covers, add, or remove, a few accessories and pound out identifying dents. Some change the motor and serial numbers with grinding wheels and add their own with dies. Or they'll weld on motor numbers from legitimately purchased wrecked cars.

It's no difficulty, either, producing "authentic" papers. The ring will either print its own or substitute those from a purchased junked car. In the latter instance, it must have a stolen car of the same make and model. Then the problem in replacing the serial numbers of the stolen car with those of the salvaged vehicle, and prepare papers to match, is simplified.

#### Amateur Car Thieves

So much for organized car crooks. What's equally disconcerting is the amateur--especially the teenager--who swipes a car for a joyride or transportation at the particular moment.

More than two-thirds of all the auto theft arrests in 1957 were persons under 18 years of age. And the majority of these were under 16, according to data compiled by the FBI.

In Quincy, Mass., a stolen car flee-

ing police missed by seconds slamming into four tots playing in a driveway. Two of the four boys in the car were injured. All were between 14 and 16.

A 17-year-old boy in Boston, five months ago, admitted leading a juvenile gang in swiping 20 cars. And a few weeks ago, Capt. Joseph Cummings, head of the Boston Police's juvenile division, reported that one Boston high school gang found the use of public transportation "degrading" and took to stealing cars to travel about the city. Another gang, he said, stole 260 autos in a six-month period.

#### Police & Chases

The stolen car chase, moreover, puts police--pedestrians and innocent motorists, too,--in the path of death or serious injury. Two men in a stolen car pursued by police struck another car near a busy Boston street intersection, killing its driver and injuring his wife and another woman passenger. The chase was at 75-miles-an-hour.

Obviously the greatest invitation to a car thief, amateur or professional, is a car key in the ignition. But a locked vehicle is no deterrent to most crooks. A long thin piece of pliable plastic slipped alongside the rubber stripping between the side window and ventilator window can release a window lock in seconds. Once the vent window is open, it's easy to reach inside and open the door.

Some thieves carry an assortment of "master keys" to open doors and car trunks. Starting a car without a key is no problem. The thief "jumps" the ignition wires with a short piece of wire joining two metal clips. Or he uses a quarter or half-dollar to jam between the terminals behind the dashboard.

#### Stricter Laws

Public education against the car thief, plus pressure for stricter laws governing motor vehicles are among the defense weapons by law enforcement agencies against the car thief. From the series of FBI Law Enforcement conference on automobile thefts have come a number of recommendations. An FBI Law Enforcement Bulletin article states:

"The need for a uniform title law throughout the United States, or at least the passage of effective title laws in each State, received major interest at all the conferences.

Many officers expressed the conviction that the lack of such a law materially contributes to the high rate of auto thefts and makes it easier for professional auto thieves to dispose of stolen automobiles.

"The passage of such laws would eliminate the present problem of police officers throughout the nation in trying to trace ownership of cars in the non-title law States."

A title law would guarantee ownership of a vehicle and New England, with the exception of Connecticut which puts such a law into effect July 1 this year, provides car thieves with a title loophole.

#### New England: National Market

Robert W. Johnston, agent in charge of the Boston office of the National Automobile Theft Bureau, describes this region as the national market place for stolen cars because of registration practices which do not require proof of ownership.

"As many as 300 stolen cars may be peddled each year in New England to innocent motorists," he said.

"It has been estimated that New England motorists may be fleeced of more than a million dollars if the stolen cars they believe to have been legitimately purchased are lawfully repossessed. We have constantly agitated for a title law that would guarantee ownership of a car, but so far, with the exception of Connecticut, the laws of the New England states make it easy, in many ways, for the underworld to expand its big business."

#### Insurance Firm Work

The NATB's eastern division has resident agents stationed in Providence, R.I., and Hartford, Conn., as well as two in Boston. The bureau is maintained by 370 associated insurance companies and fully cooperates with police in the prevention as well as recovery of auto thefts. Its special agents are expert

in detecting changed and altered numbers on motor vehicles and in investigative work involving thefts. Agents compile and continually update huge files on stolen vehicles.

Public awareness of the growing problem, law enforcement officials believe, could measurably reduce the profit of the professional and the vandalism of the amateur. Simple and obvious precautions by motorists would make it a lot harder to swipe a car.

#### Motorist Precautions

The car-owner, for example, should avoid parking in a dark and unfamiliar area for long periods at night. He should keep the car locked and the ignition keys in his pocket. He shouldn't leave packages or other valuables--such as camera equipment or clothing--visible.

He should notify the police immediately if his car is stolen. And to help its recovery, he could have stuffed a piece of paper with his name and address into the door frame between the body and the window glass, or in the springs of the underpart of a seat. He could have scraped his initials under the dash or an inconspicuous part of the car radiator.

At any rate, chances are excellent the police will find your car if it gets swiped.

And consider yourself real lucky if it comes back without need for an engine overhaul, with a minimum of dents--and minus bullet-holes.

---The New Englander

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#### HOMICIDE-SUICIDE LINK SEEN BY PSYCHIATRISTS

By John Barbour

There is a strange link between suicide and homicide and perhaps between Denmark and Burma, two psychiatrists noted recently.

That link is the way people handle their anger, said Drs. Hazel M. Hitson,

of the Massachusetts Mental Health Center, and Daniel H. Funkenstein, of Harvard Medical School.

This seems to be determined in the way children are raised, they told the annual meeting of the American Psychiatric Assn.

Is anger turned inward toward themselves, as in suicide, or turned outward toward another person, as in murder?

#### Half-Way Round World

The two researchers have made a psychiatric study of a village in Burma, a country with one of the highest homicide rates in the world. They intend to make a similar study in Denmark which has a high suicide rate.

They suspect they may find the same pattern they discovered between child-raising and mental illness in a Boston study.

Starting with a group of Boston mental patients, the researchers went to the families to find out how the patients had been brought up as children.

In the families of depressed patients, the dominant parent tended to expect the children to think and act as he himself would. When punished the child was told he ought to have known better.

The families of aggressive, suspicious paranoid patients generally had a harsh, critical father who ordered about his wife and children.

He never expressed pride in his children and seldom indicated he was fond of them.

The first type of family molds its child by setting "ought to" channels of behavior. The second type of family restricts its children by an "ought not to" sort of order.

When mental illness occurs, the first type of family tends to yield a depressed patient; the second type tends to yield the aggressive, suspicious paranoid type, capable of murder, the psychiatrists said.

In Burma, the researchers found elements in child-raising that appeared related to the aggressive paranoid type.

Burmese fathers are dominant. They are feared by wives and children alike, the researchers said.

WOMEN DRIVERS' TROUBLE  
ALWAYS MEN, SHE SAYS

By Dorothy Roe

The trouble with women drivers is men, says blonde, breezy Pat Jones, of Wichita, Kansas, professional stunt driver who teaches driving in her spare time.

"There's always some man either in the front seat or the back who gets the woman at the wheel rattled," says Pat. "If he's a husband, it's fatal. No woman can be expected to keep her mind on her driving when her husband is sitting beside her saying 'watch that car ahead' ... 'Don't forget to signal' ... 'Wow! you just missed that one! ... or 'Baby, can't you stay on your own side of the road'".

Pat was interviewed in New York after winning an economy mileage test run, driving a standard Dodge from Kansas City to New York and beating the men drivers. She has driven 50,000 miles in the last seven months, and is a member of Jack Kochman's Helldrivers, doing firewall crashes, crash rolls and ramp-to-ramp leaps with the greatest aplomb.

"It gives you confidence in ordinary driving to know how to crash," says Pat thoughtfully. "Maybe that's why most women are so nervous when they're at the wheel -- they've never crashed."

Miss Jones does not advise women drivers to go out and crack up to gain confidence, she hastens to add. You have to have special cars and special gear for that. But she thinks nothing of driving a car head-on into a brick wall when she's prepared.

"Once when I was racing I got to thinking about a boy I'd met and I turned over seven times going around a curve," she says. "It was okay. I wasn't hurt. Only I didn't win the race."

Pat was born in Ebano, Mexico, daughter of an American oil man, and has lived in Fort Morgan, Colorado, and Casper, Wyoming.

She did her first competitive driving on a dare, driving a friend's car in a powder puff derby and placing third.

Two weeks later she bought her own car and started competing in earnest.

She has won the economy test run twice and is the first woman to make such a drive coast-to-coast under the auspices of the U.S. Auto Club.

Her tips to both men and woman drivers for gas economy and safety are:

1. Use the brakes with a feather touch, for smooth starting and stopping.
2. Handle the gas pedal as though it were resting on a basket of eggs.
3. Anticipate road conditions to keep unvarying speed.
4. Have your car tuned for the average speed you travel.
5. Wear comfortable clothes and relax.
6. Give other cars more than their share of the road.
7. Never race your motor.

(Women are the worst offenders here.)

8. Signal a turn well in advance.

(Men are more likely to forget this.)

Pat says she doesn't think women are better drivers than men, even though they have fewer accidents. Says she:

"They're just more careful, because they are more timid -- and they don't drive as much or as long distances as men."

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FEDERAL GOVT. SUPPLIES NEW FUEL  
FOR MEN VS. WOMEN DRIVER ARGUMENT

Men, you don't have to hide your head the next time a woman smugly quotes statistics for you.

Released by the Automobile Club of Hartford, the figures show that men are safer behind the wheel after all. The startling news was contained in a special Bureau of Public Roads study covering 290,000 drivers and 10,000 accidents in 11 states.

The AAA club quoted the survey as showing women with an 18 percent higher day-time rate of involvement in traffic mishaps than that for men. At night, the club said, the women's record is even poorer--38 percent higher than for males.

"This disclosure puts the Commerce Department in the position of exploding

a fallacy on top of a fallacy," said the AAA club. "One of the commonplaces of contemporary motoring opinion has been that, despite the fact that most men claim to be better drivers than women, actually statistics put the ladies on top. The latest figures compiled after months of study by the Commerce Department's Bureau of Public Roads clearly shows that the men have been correct in their somewhat smug claims from the beginning."

"What does all this prove?" Asks the motor club. "First, the ladies had better brush up on their driving. And second, they had better not quote the usual statistics, the next time a man mutters under his breath about 'one of those women drivers.' They're out of date!"

This release may not be the way to "win friends and influence people," but should clarify the records!

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#### THE POLICE DO IT AGAIN

In the early hours of a recent Monday morning a Savin Rock business man was held up at gun-point and robbed of some \$800 or \$900 at his Orange home.

Twenty minutes later three men were under arrest.

And thus is piled up one more in a long series of like accomplishments by area police. These furnish conclusive evidence that crime in this area is a hazardous pastime indeed--that the odds for success are worse than the proverbial, to-be-avoided, 100 to 1 shot.

It was but a short time ago that Orange Police, cooperating with State Police and the FBI, brought about an apparent solution to an Orange branch bank holdup and took under custody a group of alleged participants.

Again, in this later holdup attempt, cooperation did the trick.

Orange Police, alerted, put out radio alarm. An on-his-toes State Trooper, who had stopped a car at the Millford Toll Station on the parkway for what then appeared as a routine check up, heard the alarm and investigated further.

Guns, the police say, were found beneath the front seat and arrests follow-

ed.

Now in Orange it is budget-making time.

Efforts are being made to increase the police budget, on claim that the department is under-manned and thus below par in strength.

Certainly, in view of recent results of police work in that vicinity none could rightfully claim that the department is below par in efficiency and accomplishment. ---N. H. Evening Register

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#### LAW'S SWIFT HAND

Area citizens, we are sure, will note with appreciation, and with respect, the swiftness with which the hand of the law reached out to bring under arrest three youths accused of parts in a bank holdup in Orange.

The well-oiled efficiency which marked an apparent solution to this bold, but foolish, crime will, too, we trust serve as a marked deterrent to any would-be criminals, young or old, who might be contemplating similar stick-up operations.

Here, again, people are furnished with a concrete reminder that it is dangerous, if not futile, to endeavor to operate successfully outside the law.

The co-operative enforcement effort which went into the follow-up of this robbery attempt was impressive.

Orange police, State Police and the much-respected Federal Bureau of Investigation swung into action minutes after they had been alerted.

They did their job, without fanfare. There was no sounding of drums and cymbals -- just results.

Now some of the young men involved face serious Federal charges, which, upon conviction, could land them in jail for upward of 20 years.

And all for \$5,762 -- a paltry sum when compared with the possible consequences.

---New Haven Evening Register

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"God gives us our faces and we put the expressions on." ---Fleet Supervisor



RIGHTS VS. RESPONSIBILITIES

Everyone is worried about the rights of the individual. He has a right to this and he has a right to that.

With reference to safety, it is said that an employee has a right to work in a safe place. The government has recognized this right and has set certain minimum standards, to be sure that the employee's rights are respected.

There is, however, another side to this problem of rights which is almost always overlooked. It involves the problem of responsibility.

If an employee has a right to be treated as an individual, he has a responsibility to act as an individual. If the employee has the right to a job, he has the responsibility to do everything in his power to protect and use the right, but not to the detriment of others.

If the employee has a right to expect a safe place in which to work, he has the responsibility to work safely so that his life, and the life of his co-workers, is not endangered.

Each right has a corresponding responsibility. The right of an individual ends where his responsibility to someone else begins. The right to be treated as an individual has the corresponding responsibility of acting intelligently.

You cannot have a right without a responsibility.

Management sets the tone in any organization. Management has the right to expect the worker to work safely. Management, however, has the responsibility to see that everything within its control contributes to the achievement of this objective. Material, procedures, etc., must be such as to facilitate the policy of keeping our Department a safe place in which to work.

The employee has a right to expect a safe operation. It is his corresponding responsibility to work safely.

When both management and the worker are as quick to recognize their responsibilities as they are to demand their rights, safety will have reached the millennium. (Karl F. Simpson, Jr.)

--Reprinted from Cuts and Fills

Fire Doesn't:

SCHOOL SAFETY CAN'T WAIT,  
STATE'S FIRE MARSHAL WARNS

By William J. Conway

"Fire doesn't wait. It will continue to strike as swiftly, devastatingly and unexpectedly as ever."

Connecticut's deputy state fire marshal, Carroll Shaw, sounded that warning.

He spoke out against any delays in eliminating fire perils in schools now because the old buildings will be replaced by fire-proof structures in the future.

Captain Shaw reported progress is being made in his state. He suggested that the summer vacation will be a good time to bring schools up to safety standards.

He was one of the officials consulted in an Associated Press survey of state and city action in the wake of Chicago's disastrous December 1 school fire.

That tragedy cost the lives of three nuns and 91 pupils in Our Lady of the Angels school.

But it also gave a hot spur to officials in other parts of the country.

The first and most far-reaching reaction was a flurry of school inspections. At least 50 schools closed.

Repairs and improvements have been ordered in hundreds of schools. The costs will run into millions.

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TEACHING SAFETY

One of the more encouraging aspects of our nation's never ending fight for traffic safety is the fact that our schools have assumed willingly a responsibility for teaching our young people the "do's and don'ts" of driving.

Nearly every school in the country now teaches safety--at least to some extent. In some this instruction may be only a teacher's warning to "be careful on the way home," while in others it may take the form of a carefully planned course in safe driving.

In our own locality, officials of

Oliver Wolcott Technical School are to be commended for bringing to the school the fine safety program which was presented there this week. And certainly the students must also come in for their share of praise for the interest they showed in the program.

This is the sort of thing that should be presented regularly at every school. Too many people today know more about the intricacies of modern dancing than they know about the fundamentals of safe driving.

Every person becomes a potential killer when he slips behind the wheel of an automobile. While young people are generally condemned for bad driving habits, there is too little being done to teach them the good habits. Safety is a personal thing--it's up to the individual. Safety is also a constant thing--or should be--there can be no let down where human lives are at stake.

When schools throughout the nation see fit to follow the lead of progressive institutions such as Oliver Wolcott Technical School, perhaps the battle against traffic deaths can be won. But until then--until traffic safety is included with the "three R's" in the regular curriculum, the slaughter on our highways will continue.

---The Torrington Register

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### BIKE RIDERS

Most bike riders in accidents with motor vehicles are violating traffic laws.

"In four out of five accidents, the bicycle rider is violating a law," the National Safety Council asserts. The fact was one of many obtained from a Council study of the circumstances of bike accidents in the United States. Forty-two states took part in the study, and provided this information:

1. Between 400-500 bike riders are killed each year in accidents with motor vehicles. More than 25,000 bike riders suffer disabling injuries.
2. More than eight out of 10 victims are under 16 years of age.

---The Stafford Press

### A GOOD DAY'S WORK FOR TWO POLICEMEN

Citizens of Hartford should dwell for a moment on the spectacular capture of four Maine fugitives in this city by two Hartford policemen. This was just the kind of situation that often ends in gunplay and death. Neither of the two policemen involved in the arrest, Sergeant Richard T. Henson and Policeman William L. Kearns, knew whether or not the youths were armed. While being hotly pursued they might well have resorted to arms.

The pursuit itself involved a prolonged chase by car, followed by a roundup on foot. Sergeant Henson had to scale a five-foot fence to make his arrest of two youths. Fortunately nobody was shot. But that does not in the least detract from the determination and devotion to duty displayed by the arresting officers.

Most citizens delight in griping about the police. That is a favorite pastime everywhere. When we get a parking ticket or are stopped for speeding, we regard the police as our antagonists. Yet once in a while when an occasion like this arises we are strongly reminded that these men do, in fact, risk their lives potentially every time they put on their uniforms and go out to work.

This is not the first time Sergeant Henson and Policeman Kearns have been involved in arrests requiring courage. This recurrence again suggests the need for some way of honoring policemen who do something extraordinary. In many areas it is possible to reward spectacular arrests with quick promotion or by special citation. But such citations, to be fully effective, should come on the heels of the event and not months or a year later.

However, citation or no, these two men should be proud of their day's work. And the people of Hartford should be glad that they have a couple of young men who are devoted to duty. There are others, of course, but these are representative.

---The Hartford Courant

CONNECTICUT HAS LOWEST  
MOTOR VEHICLE DEATH RATE

At the end of the first quarter Connecticut had the lowest mileage rate in the nation. Connecticut's death rate was 2.5 per 100 million miles of travel, Rhode Island was second with 2.8 and Michigan third with 3.1.

As of May first, Hartford had a registration rate of 0.5 and Waterbury 0.8 in the group between 100,000-200,000 population. In the group from 50,000-100,000, Stamford and New Britain, fatality-free during the first four months, had registration rates of 0.8. The national average for all cities reporting was 2.2 deaths per 10,000 registered vehicles.

Although May brought more highway deaths than a year ago, after a decrease during March and April, the state boasted an "Honor Roll" of 116 towns free of traffic deaths for the first five months of 1959. 5-month toll 88 against 73 in 1958.

Norwich, the largest town in the state with no traffic deaths as of June 1st, has been fatality-free since December 28, 1957. Other "honor roll" towns over 10,000 population are: Bristol, Manchester, West Haven, Danbury, Hamden, Torrington, Milford, Groton, Ansonia, Windham, Enfield, Southington, Shelton, Wethersfield, East Haven, Branford, Derby and Vernon.

In the group between 5-10M population, North Haven, fatality-free since 10-10-57, led the group in point of population. Others in the same population group with clean slates are: Putnam, Newington, Glastonbury, Plainfield, New Canaan, Seymour, Plymouth, Thompson, Windsor Locks, Portland, Rocky Hill, Bethel and Guilford.

Only seventeen of the 100 towns under 5,000 population were charged with traffic deaths as of June first this year.

By county, Windham and Hartford had fewer traffic deaths during the first five months of 1959, as compared with comparable period last year. The six-case gain, evenly divided between the two counties, was more than offset by the increase of 21 traffic deaths in the remaining six counties.

ALL THIS AND SAFETY

When Congress was debating legislation sponsoring the nation's interstate system of limited-access superhighways, the U. S. Bureau of Public Roads estimated that eventually the network would carry 20 per cent of all highway traffic. The bureau also estimated--because of the safety factors built into such routes--that as many as 4,000 lives a year would be saved.

Several thousands of miles of highways have now been built to the standards of that system. And Automotive Safety, the publication of the Automobile Manufacturers Association, says that fatality rates on these new roads confirm those safety predictions.

Latest statistics credit the New York Thruway with the best record, fatalities on it being at the rate of 0.88 per 100 million vehicle-miles in 1958.

A number of well-understood factors contributing to safety records are listed as: separation of opposing traffic lanes; limited access design; elimination of street, road and rail crossings; the ban on pedestrian traffic, and restrictions against highway-bordering business establishments.

Other factors less apparent are: extra-heavy police patrols and the strict enforcement of restrictions; reflective striping at interchanges; deflecting guide rails around bridge piers; special service crews for disabled vehicles; close attention to road maintenance.

Safety is not the only dividend attributed to these modern highways. Other benefits cited are the time saved to the motoring public; the elimination of wear and tear on vehicles experienced on less adequate highways; the presence of good roads for national defense purposes.

It is good to know that safety is not sacrificed to gain these other ends.

---The Torrington Register

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"What makes this meat taste so queer?" inquired the new hubby.

"I can't imagine," responded the fond bride; "I burned it a little, but put vaseline on it right away."

# COMPLIMENTS

Vox-Cop

May-June, 1959



## Town of Milford, Connecticut

UNDER COUNCIL-MANAGER GOVERNMENT

### DEPARTMENT OF POLICE

TELEPHONE TRINITY 4-1655



ARTHUR HARRIS  
SUPERINTENDENT

April 21, 1959

Commissioner John C. Kelly  
Connecticut State Police  
Hartford, Connecticut

Dear Sir:

At the regular monthly meeting of the Board of Police Commissioners, April 13, 1959, a report was submitted by Acting Superintendent Robert F. Dixon, concerning the apprehension of three safe burglars at King's Department Store, Milford, Connecticut, on March 27, 1959.

The report reflected that several months ago, a tip was received by this Department that a large super market on the Post Road, Milford, would be burglarized by cutting a hole in the roof and that the safe would be cracked. At that time arrangements were made with Captain Victor Clarke, for assistance from the State Police in establishing road blocks on the main highways leading from King's Store.

On March 27, 1959, information was received from a confidential source that the anticipated burglary was then in progress, and the Bethany State Police Barracks were so notified. The response was immediate and adequate, and along with the help of the local Fire Department, who supplied ladders to the roof, all three burglars were apprehended.

The Board of Police Commissioners want to advise you that the assistance and splendid cooperation given by Captain Clarke in this matter is deeply appreciated, and through you would like to extend the thanks of the Board to Captain Clarke and the Officers and men of the Bethany Barracks.

Requests for assistance from your Department have been consistently excellent and the service very much appreciated and for the Board of Police Commissioners, may I again sincerely thank you and the members of your Department.

Yours very truly,

A handwritten signature in cursive script that reads 'James A. Feeley'.

James A. Feeley, Secretary  
Board of Police Commissioners

JAF/a  
CC: Captain Victor Clarke  
Bethany Barracks

C O M P L I M E N T S

Waterbury, Conn.  
May 20, 1959

Dear Sir:

We would like to extend our appreciation and many thanks to Trooper Mike Muggeo for his cooperation and courtesy this previous Monday night. He obligingly offered his services to get us some gasoline at four o'clock in the morning so that we could continue our journey home. His assistance was a fine example of what Connecticut citizens mean when they say that we have the finest State Police Force in our nation.

Yours truly,

Angelo Barbino  
John Quintaghi Jr.

\*\*\*\*\*

Old Saybrook, Conn.  
April 29, 1959

Dear Commissioner Kelly:

We feel that your office should know in what great esteem we hold the men at your Westbrook Barracks.

Under the direction of Lt. Francis Mangan, Officers Alan Yuknat, William Doyle, John Maroney and Frederick Burkhardt together with Sgt. Joseph Sullivan made extremely short work of a most difficult series of breaks.

These Officers, having no allied type of break to tie in with this one, worked with great diligence and dispatch in bringing the case to a conclusion this afternoon.

Having been located here for twenty years, we have had two or three breaks in the past, some of which were never solved. Because of the swift conclusion to which this case was brought--our first in many years--we feel that you have a most efficient and well trained team at Westbrook that would be very hard to beat.

Yours most sincerely,

K. W. McKenzie, President  
COMMUNITY AUTO SALES, INC.

\*\*\*\*\*

April 27, 1959

Dear Sir:

The people of the Town of Prospect wish to thank your men for the excellent job that they recently did for us in our town.

Recent developments caused us to seek assistance from Detective Sergeant Donald Paige and Officer Frank Cassello of your Special Service Department. After careful thought and planning, the necessary arrests were made. The accused were brought to justice, and a bad situation was put to an end.

The firmest of hand, yet the courteous treatment which all the accused received is a tribute to the fine caliber of men employed by your department.

Very truly yours,

Alva T. Cinq Mars  
First Selectman

\*\*\*\*\*

Patrolmen who were the subject of letters of commendation during the period of April 20, 1959 to June 8, 1959 were:

Frederick Avery  
Alfred Bickford  
Richard Brown  
Frederick Burkhardt  
Frank Cassello  
Robert Coffey  
Warren Collins  
John DeCamp  
William Doyle  
George Fray

William Gerard  
David Goldner  
Alfred Hull  
Richard Hurley  
Marcus Johnson  
Peter Lawson  
Leo LeBlanc  
John Maroney  
Michael Muggeo

Carl Niedzial  
Gerald Pennington  
Robert Rankin  
Raymond Reynolds  
Lawrence Secor  
Edmund Sterniak  
Sidney Toomey  
William Unger  
Alan Yuknat  
George Zonas

C O M P L I M E N T S

**POLICE HEADQUARTERS**

ORANGE, CONNECTICUT

CHIEF OF POLICE  
JOSEPH F. CUMMINGS

May 30, 1959

DEPUTY CHIEF OF POLICE  
FREDERICK A. RIGGS

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

Dear Commissioner Kelly:

I would like to call your attention again to the keen observance and alert actions of one of your Troopers, Richard Brown, of the Bethany Barracks, who took into custody three armed robbers in twenty minutes after an armed robbery had occurred in my Town on the 20th of April.

A resident of the Town was accosted and held up after parking his car in his garage at about 1:00 A.M. on this date. After the holdup he immediately called us and gave a brief description of the bandits. They were said to be both armed, one with a sawed-off shot gun and the other with a revolver, and both with hoods over their heads. It was not known whether or not a car was used.

An alarm was sent out from our station to all surrounding Departments including the Bethany Barracks. In the meantime Officer Brown who had been on patrol on the Wilbur Cross Parkway observed a car at the Orange Gas Station with three occupants which he seemed to sense was suspicious. He watched this car when it left the gas station and followed it to the approach at the Milford Toll Station. He then stopped this car and proceeded to check the operator and also the ownership by calling his station for a stolen car check. It was after he called his station that he was told to be on the lookout for two men involved in this holdup.

He then conducted a closer check of the car by removing the occupants and keeping them in his control while checking. On reaching in under the front seat he found a sawed-off shot gun. He radioed this information to the Barracks and was joined shortly and ably assisted by Officers John Donahue and Austin Ford who took three subjects to the Orange Police Station and continued the investigation during the night which resulted in apprehending two more accomplices.

Two of three subjects were identified by the victim and on further investigation two more were picked up and all admitted their part in this robbery. They are now awaiting trial in Superior Court.

Thanks to the alertness of Officer Brown this major crime was solved in almost unbelievable time.

Please convey to him and the other officers who participated in this roundup my most sincere appreciation for their cooperation in a job well done.

Yours very truly,

*Joseph F. Cummings*  
Joseph F. Cummings  
Chief of Police

*Between*



*Ourselves*

Vox-Cop

May-June, 1959

**STATE POLICE ASSOCIATION  
OF CONNECTICUT**

BRIDGEPORT 3, CONN.

SUPT. JOHN A. LYDDY, SECRETARY  
POLICE DEPARTMENT  
BRIDGEPORT, CONN.



May 7, 1959

Commissioner John C. Kelly  
First Vice-President  
State Police Association of Connecticut  
Hartford, Connecticut

Dear Commissioner:

This will confirm the unanimous action of the Executive Committee at the meeting held on May 1, 1959 in electing you to the office of First Vice-President of the State Police Association of Connecticut.

I know full well that you will appreciate the spirit that prevailed in this selection because all of us know the deep interest that you have manifested in the Association. We have always been grateful for the wisdom and guidance given to us by your own good self and I know that we bespeak the thoughts of all of the members of the State Police Association in cherishing the privilege of having you serve in the capacity as was indicated at the Executive Committee meeting.

With kindest personal regards, I am,

Very truly yours,

Superintendent *John A. Lyddy*  
Secretary

ABNORMAL FUNCTIONING  
OF  
DIESEL POWERED TRACTORS

(Indiana State Police)

It has been directed to the attention of Superintendent Harold S. Zeis of the Indiana State Police, by a national safety minded trucking firm, whose home office is in Indiana, the following information that will be very beneficial to all of our enforcement personnel on safety inspections and accident investigation. This knowledge would not normally be directed to the Officer's attention, as the Officer, not knowing of this wouldn't be able to recognize this method of creating abnormal functioning of a diesel motor even though he observed it.

This problem concerns the function or cause of abnormal functioning of diesel powered tractor semi-trailers and trucks.

"A diesel engine is described as an ignition compression type of internal combustion engine in which fuel oil is sprayed into the cylinder after the air in it has been compressed to about 1000 degrees F., thus causing the ignition of the oil at substantially constant pressure."

This type of engine has no ignition or carburetor and in order to vary its speed, a control in the form of a valve is an integral part of the injector assembly, which includes a high constant pressure pump that maintains a pressure of approximately 200 pounds. This type of pump requires a bypass system that returns the unused fuel back to the supply tank. This return has a secondary function which is to warm the fuel. The pressure of approximately 200 pounds will give the engine sufficient fuel to range up to about 58 mph maximum speed, depending upon the gear ratio.

All the fuel and oil lines are of a flexible metal designed to stand up under vibration, and after being depressed, returns to the normal shape leaving no sign of damage. The drivers of these diesel units have been known to place a clamp on this flexible return fuel line, thus restricting the normal flow of the

fuel. In doing this, it increases the pump pressure which forces more fuel into the cylinders causing a marked increase in the RPMs of the motor. This gives the vehicle a far greater maximum speed which is the reason for the drivers taking these steps.

The big damage in this method is the driver loses close control of the speed of the engine or vehicle. Example: -- He increases speed by pressing down on the accelerator. Upon letting up, returns the engine to idling speed. A Diesel with the return line restricted as set out above, due to the increase in measure of fuel supply to the injectors, causes the engine to continue its speed for some distance after the accelerator has been released. It will continue at this speed until the pressure in the injector section of the pump is reduced to normal. This is estimated to be  $\frac{1}{4}$  to  $\frac{1}{2}$  mile. With this occurring, one can easily see the danger of this type of operation. The driver being accustomed to allowing the engine to act as a brake in reducing his speed when reducing the motor RPM would have a delay in reaction time that could easily result in his vehicle colliding with another vehicle in various ways. Furthermore, this could readily result in a fatal accident due to the size and weight of the freight carrying vehicle striking a smaller vehicle.

Exhibit #1: - This is a photograph of the injector system and pump of a Diesel motor. Note the return line covered with a match pack to protect the line from visual damage, and a pair of vice grips clamped on the line in order to restrict the return flow of fuel oil.

Exhibit #2: - Another common point of restricting the return line at the fuel oil tank.

I have received information that in late model diesel units, transmissions have been equipped with a governor that automatically disengages the engine power at a predetermined point of RPM or speed.

It has been noted that a diesel motor with a return fuel line restricted has a tendency to smoke, however, it has been found that other reasons would cause this condition to exist. Therefore, one



BETWEEN OURSELVES

would have to consider that black smoke symptom that the fuel line is being re-  
emitting from the exhaust is not a true stricted.

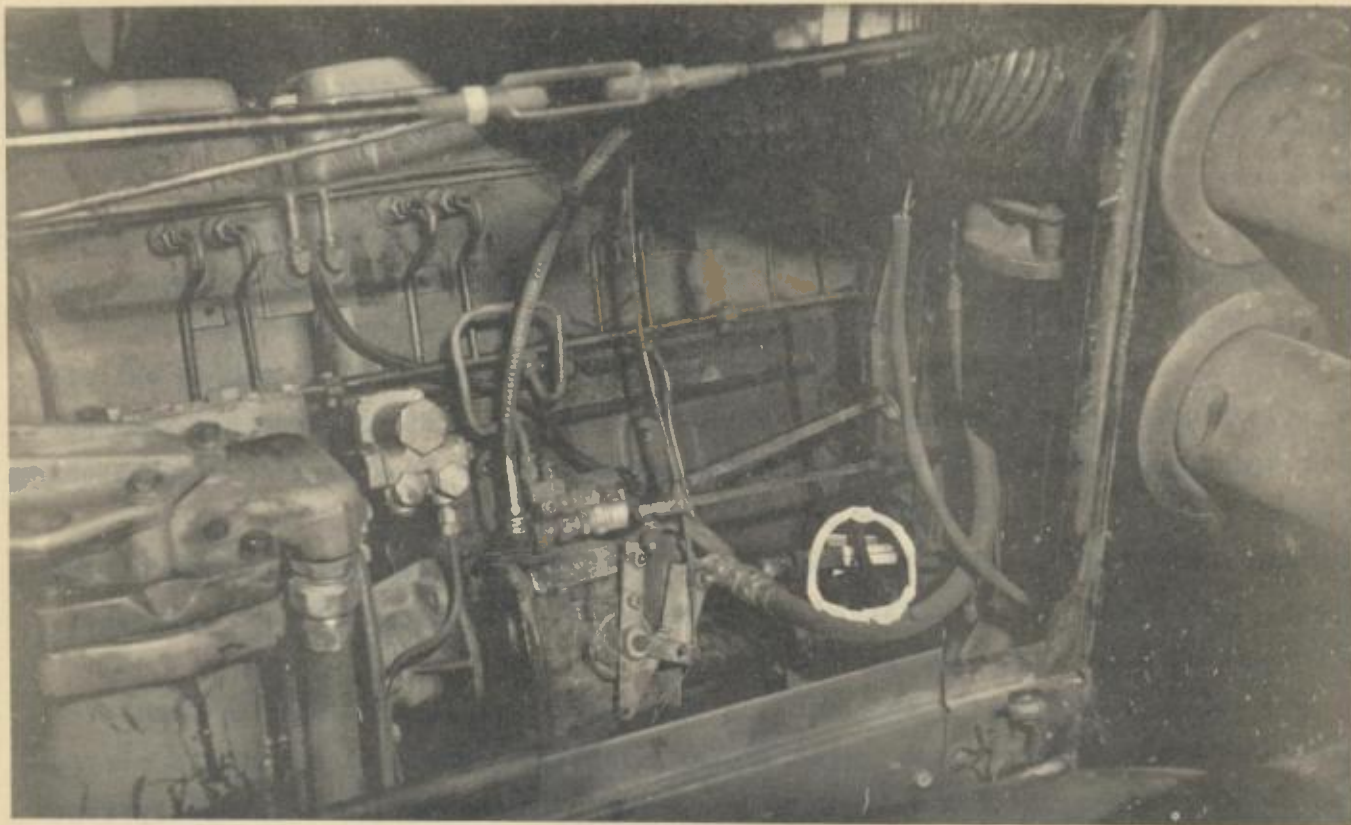


Exhibit 1

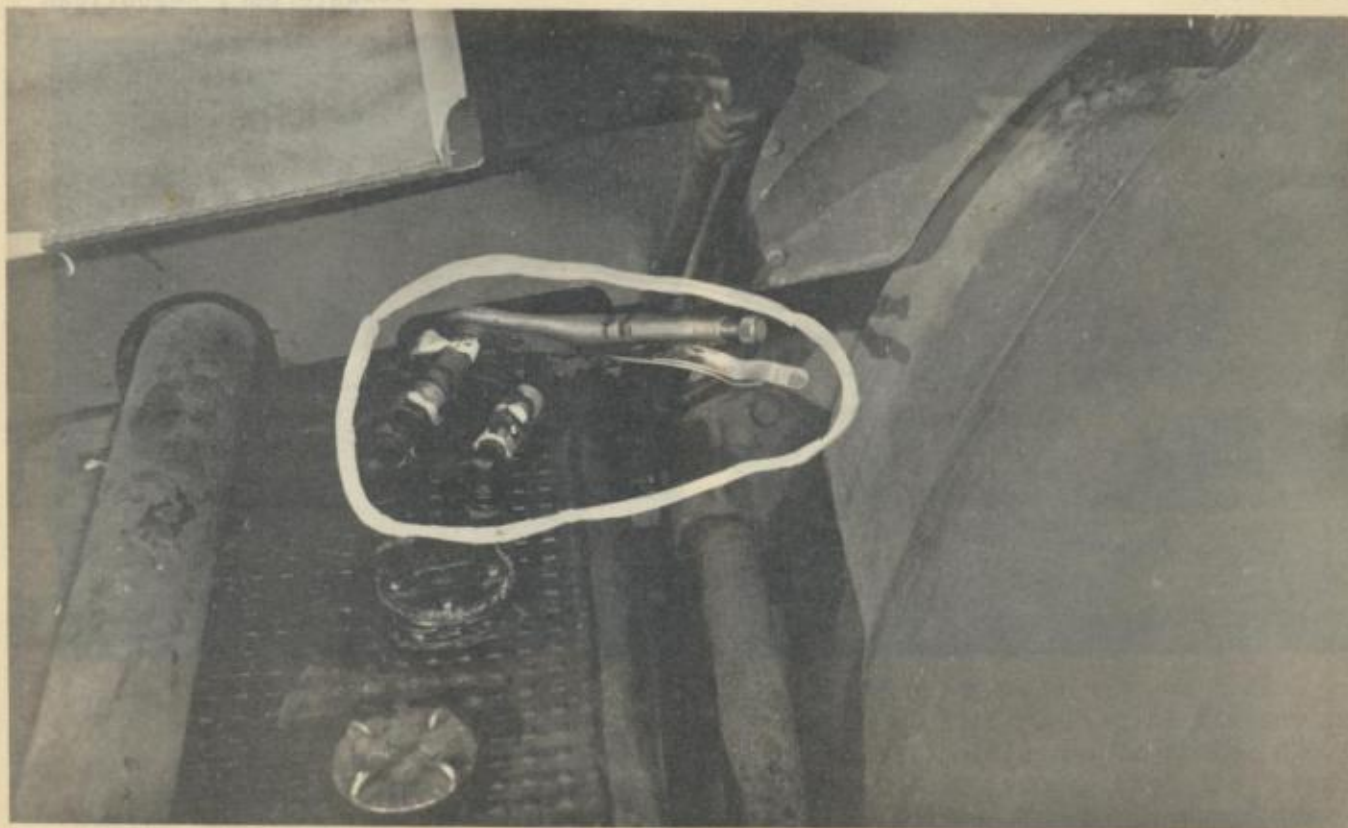


Exhibit 2

## HOBBY KEEPS TROOPERS ON THE TARGET

A man's hobby of 25-years is standing Litchfield state troopers here in good stead, if they wish to pour extra lead at targets on the pistol range at the barracks.

Trooper John Wilcox moved a branch of his bullet-making operations into the basement of the barracks here about a year ago. As a result, practice ammunition is available to the local troopers at less than 15 per cent of normal cost.

Wilcox, with a life-long interest in guns and hunting, started making bullets for his high-powered hunting rifles about 25 years ago. He garnered his know-how from books and articles on bullet-making and can brag of two bears he has brought down over the years with his own slugs.

The Litchfield operation, however, is strictly on the practice ammunition plane, with slugs being retrieved from the range, melted and re-cast at a cost, not counting labor, of \$1.30 per 100 rounds.

The whole bullet-making operation is done on the series of small presses pictured herein. Some presses, with proper dies, perform several of the sizing and chambering operations needed to knock out the ammunition in assembly-line precision.

---Waterbury Republican



Bullet making is a Monday night hobby of a group of Auxiliary Police at the Litchfield Barracks. With an assist from two of their sons, they turn out about 1,000 rounds of ammunition for use on the pistol range each week that they work. Photo at left shows Dave Zeigler is hand-setting bullets in shells, photo at right shows the double-barreled operation which sizes the bullets and shoots grease into the grooves. The operator is Albert Elwell of Harwinton.

BETWEEN OURSELVES



The top photo shows Albert McGoldrick dropping powder into primed shell cases. Photo at left shows State Trooper John Wilcox knocking bullets from mold first in assembly line step, photo at right shows Frank Zeigler in the final operation of seating bullets in casings. Also shown in the background is Officer Wilcox's son sizing and priming empty shell cases. With the exception of Off. Wilcox the men seen in these photos are all Auxiliary state troopers.

A LEGAL PRINCIPLE ABRIDGED

An old principle of common law written into the Bill of Rights has apparently been abridged by a 5-4 majority decision of the U. S. Supreme Court. It is the principle that a man's home is his castle, and that he is privileged to deny entrance to it except under extraordinary circumstances, and then only by special legal authorization.

The Bill of Rights states:

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

This passage has frequently been interpreted to mean that an officer of the law must obtain a search warrant if the regular occupant of the home refuses to admit him to it. Such a warrant is easy to get, when a search is justified by the circumstances, and little time need be lost.

Justice Frankfurter, however, and four of his colleagues did not see it that way.

The case under consideration was that of one Aaron Frank, a resident of Baltimore, Md., who would not allow a City Health Department inspector to enter his home and search for rats. A Baltimore ordinance authorizes health inspectors to enter any home during the daytime, and makes it an offense to deny an inspector admission.

The Supreme Court upheld the constitutionality of the Baltimore ordinance. Justice Frankfurter presented the majority opinion that the power to inspect dwellings is essential to public health and should not be "hobbled by the blanket requirement of the safeguards necessary for a search of evidence of criminal acts."

We gather from this that the old principle of common law does not apply to invasions of the privacy of the home by some departmental agent, and that it is wrong to attempt to restrict such an agent. If our interpretation is cor-

rect, the resident of a home has no protection from any duly authorized agent of government seeking to go through his home--unless the agent happens to be a policeman. In that case, he can still insist on a search warrant. To us this seems to be a travesty of the law.

The health inspector in Baltimore could have gone back for a search warrant and still have carried out his search without much loss of time. In that event, the interests of public health would have been served, and the provisions of the Bill of Rights would have been properly respected.

The court's decision is far-reaching, as many Americans are bound to discover in the future. If a principle clearly stated in the Bill of Rights can be thus easily undermined, the individual liberties of U. S. citizens are seriously threatened. ---The Meriden Journal

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BACKING

Have you ever tried walking backwards? If so you will remember being extra cautious because there was a fear of striking something. You anticipated an accident and took precautionary measures. More often than not you eliminated the need for this awkward movement by going a little out of your way to avoid it.

The same principle applies to operating a vehicle. Avoid backing wherever possible by maneuvering so it is not required. If necessary back slowly and anticipate trouble. ---Fleet Supervisor

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NEW SELLING POINT

A storekeeper had for some time displayed in his window a card inscribed "Fishing Tickle."

A customer drew the proprietor's attention to the spelling.

"Hasn't anyone told you of it before?" he asked.

"Hundreds," replied the dealer. "but whenever they drop in to tell me, they always buy something."

# TEENAGERS

Vox-Cop

May-June, 1959

## SIX EXPERTS ANALYZE CAUSES OF JUVENILE DELINQUENCIES

By G. K. Hodenfield

Juvenile delinquency -- sickness or sport?

Primarily it's sport, says a research report published this week--sport, adventure and a way of life.

The big majority of delinquents, according to six experts in the field, are essentially normal youngsters. They're just running with the gang and doing what comes naturally.

The study commissioned by the National Education Association, disclosed that only 25 per cent of the nation's juvenile delinquents demonstrate any degree of emotional disturbance. And only a few of these could be helped by psychiatric treatment--the rest are either immune or allergic to it.

### Varied Panel

The six authors of the report include a pediatrician, a criminologist, a psychologist, a psychiatrist, a sociologist and an authority on cultural anthropology.

According to these experts, 85 per cent of all delinquents come from lower class families. They acknowledge that terms like "lower class," "middle class" and "upper class" grate harshly on American ears and are difficult to define in universally acceptable terms. But, they said, the class distinctions are there, and are especially important in a study of juvenile delinquency.

As the experts drew their line, class status is largely a matter of family aspirations rather than personal possessions. The report set forth no hard and fast rules by which a family might be classified, but it did offer some guidelines.

In the case of the lower class youngster, for instance:

It is unlikely that his parents will belong to service or fraternal organizations.

His family probably spends its income on present pleasures, rather than saving for the future.

He may quit school, or intend to quit, as soon as it's legally possible.

He may use poor English, such as "ain't," "I seen him," or "when he come in."

He probably will tend to regard property--whether his own or the schools's--as something to be used hard and worn out, rather than conserved.

His attitude toward money probably will be "catch as catch can," and his way of life will reflect a great reliance on fate or luck.

In the case of the middle class youngster:

His parents probably belong to service and fraternal groups.

His older male relatives will generally wear suits and neckties on the job.

His family will probably save its money for future use.

The youngster will do average or better work in school, or, if he doesn't, he will worry about it.

He will regard property as something to be maintained or improved.

His primary source of money will be a regular weekly or monthly allowance.

His way of life will reflect a strong concern for the future, and planning for the future.

The survey team said there is considerable mixing and overlapping of the lower and middle classes. It didn't go into the problem of delinquency in the upper classes because, it said, the incidence is so low and so well hidden by protective parents. In fact, the experts

didn't even define an "upper class."

In the matter of mental health, the report found a big difference between lower class and middle class delinquents. Although the middle class produces only 15 per cent of all delinquents, two of every three of their number are emotionally disturbed. In the lower class, the figure is about one out of five.

The big reason for this, said the report, is the strong middle class drive to "get ahead." Parents may demand too much of the youngster, or he may demand too much of himself. If the home and school make impossible demands, the youngster may withdraw into himself and become "the sickest of the sick." Delinquent acts may follow automatically.

The major pressures on a lower class youngster, on the other hand, come from his "gang." There the emphasis is on toughness, smartness, excitement and "conning the sucker." The school and the cop on the beat may not approve of his actions but his gang does, and that is what's important.

The youth most likely to strike out against school and society, the report said, is the lower class youngster who wants to raise his status but can't.

Such a youth may want to finish high school and go on to college. But his older brother says, "you're old enough to drop out, what do you want to go to school for?" His father says, "look at me, I never went to college. Go on and get a job."

#### Gang Pours It On

To top it off, the neighborhood gang pours it on: "Hey, you still going to school? What are you, a sissy?"

Says the report: "This youngster must be tough indeed to move out and up."

The report breaks down the nation's juvenile delinquents this way:

Seventy per cent are normal lower class youngsters and five per cent are normal middle class youngsters. Fifteen per cent are lower class youth with some degree of emotional disturbance, and 10 per cent are middle class youngsters with emotional problems.

It is the lower class youngsters with emotional disturbances who are the hard-

est to treat, the experts said, because their parents refuse to recognize virtue or promise in clinical treatment.

"Even where clinical facilities are available," the report says, "they are likely to be rejected by parent and youngster alike."

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#### JUDGE DELINQUENT ACT IN LIGHT OF CAUSES, STUDY GROUP CAUTIONS

By G. K. Hodenfield

Juvenile delinquency is a thing of time, place and circumstance.

The childish prank of a 5-year-old may be hooliganism in a teen-ager.

To steal for kicks is out-right crime, to steal because you're hungry and don't know where your next meal is coming from is crime tempered by the instinct to survive.

Even adults can't always make up their minds about what's right and what's wrong. Some communities permit bingo games, others rule them illegal. Some churches consider bingo immoral, others use it as a source of income for charitable work.

\* \* \*

A panel of six experts, who have just concluded a nine-month study of juvenile delinquency for the National Education Association, says a delinquent act can only be judged in relation to the forces that caused it. The specialists represent the fields of cultural anthropology, pediatrics, psychiatry, psychology, criminology and sociology.

There's a big difference in the way adults and youngsters look at things. To the average adult, a misbehaving teen-ager may be "maladjusted." But to the teen-ager, what he does is purely "adjustive," he's just trying to adapt himself to his family life, his neighborhood, his friends.

Nearly everyone considers himself an expert on juvenile delinquency, and has firm ideas about its causes and cures. But, say the experts, it's not that simple, or delinquency would long since have ceased to be a major topic of national concern.

Over the years, says the NEA study, a great deal of fable and folklore has grown up around the problems of the adolescent. Myths, half-truths and misconceptions are accepted as fact.

Many people, for instance, point to working mothers as a major cause of delinquency. According to the experts, however, the effects of a working mother varies from family to family, neighborhood to neighborhood. More research is needed, they say, before this theory can be accepted.

Broken homes often are blamed. But it may be only because the youngster with two parents to back him gets a better break in court. The youngster from a broken home runs a bigger risk of being sent off to a state institution--and he's the one who gets mentioned in the newspapers.

The proposition that delinquents are not really bright is a common assumption with little or no scientific support, according to the report.

\* \* \*

Another popular idea knocked by the experts is that "a community with many playgrounds is a community with little delinquency." Carefully planned recreation programs can help, they say, if coordinated with other efforts, but their research indicates no direct relationship between such programs and delinquency rates.

Bad companions, heredity, poor physical health and slum neighborhoods also were cited by the experts as oft-quoted causes of delinquency which really are not.

"Juvenile delinquency is not a 24-hour malady," says the report. "It does not develop overnight. Serious and persistent trouble with the law....on the part of youngsters can be traced back to a long sequence of cause and effect...."

The current report offers no pat solution for the juvenile delinquency problem because, the experts say, there just isn't any. A report to be published later this year will deal with some principles which have been tried and found at least partially effective.

There is a desperate need for more and better research than ever has been attempted in the field.

## COMMUNITY'S JOB

Juvenile delinquency is growing rapidly in the United States, according to a report by the Senate subcommittee on juvenile delinquency just issued. Two million American youngsters in the 10 to 17 year bracket will soon have a juvenile court record, says the report.

Basing its projection on an uninterrupted nine-year climb in juvenile delinquency rates, the subcommittee says that in the 1949-57 period appearances before juvenile courts increased by almost 2½ times while child population in the 10-17 age group increased by only 25 per cent. One-fifth of the male adolescents in this age group have a court record, with a total of 12 per cent for both boys and girls.

But this is only part of the sordid picture, the report continues. There are many "hidden delinquents." One paragraph in the report deserves special attention. It reads:

"Emphasizing the need for rapid acceleration of community programs in prevention and rehabilitation, the subcommittee took particular notice of the sharp increase of incorrigible and delinquent behavior within our public school system."

While noting that the problem is nationwide in scope, the record cites specific evidence gained through a month-long investigation of New York City schools. Senator Hennings, chairman, says large masses of delinquent and predelinquent children are foisted upon schools "because communities are unable or unwilling to provide services and facilities to handle them."

J. Edger Hoover issues this warning:

"Fundamentally, the solution for the crime problem lies in bolstering law enforcement to meet the attack. To realize this goal, citizen support and cooperation are vitally needed. No community can have enforcement any stronger than the people desire and demand."

The net effect of the Senate probe may be to cause people to assume that "Uncle Sam will do something about it." and neglect a function of citizenship that is characteristically a community job.

---The Torrington Register

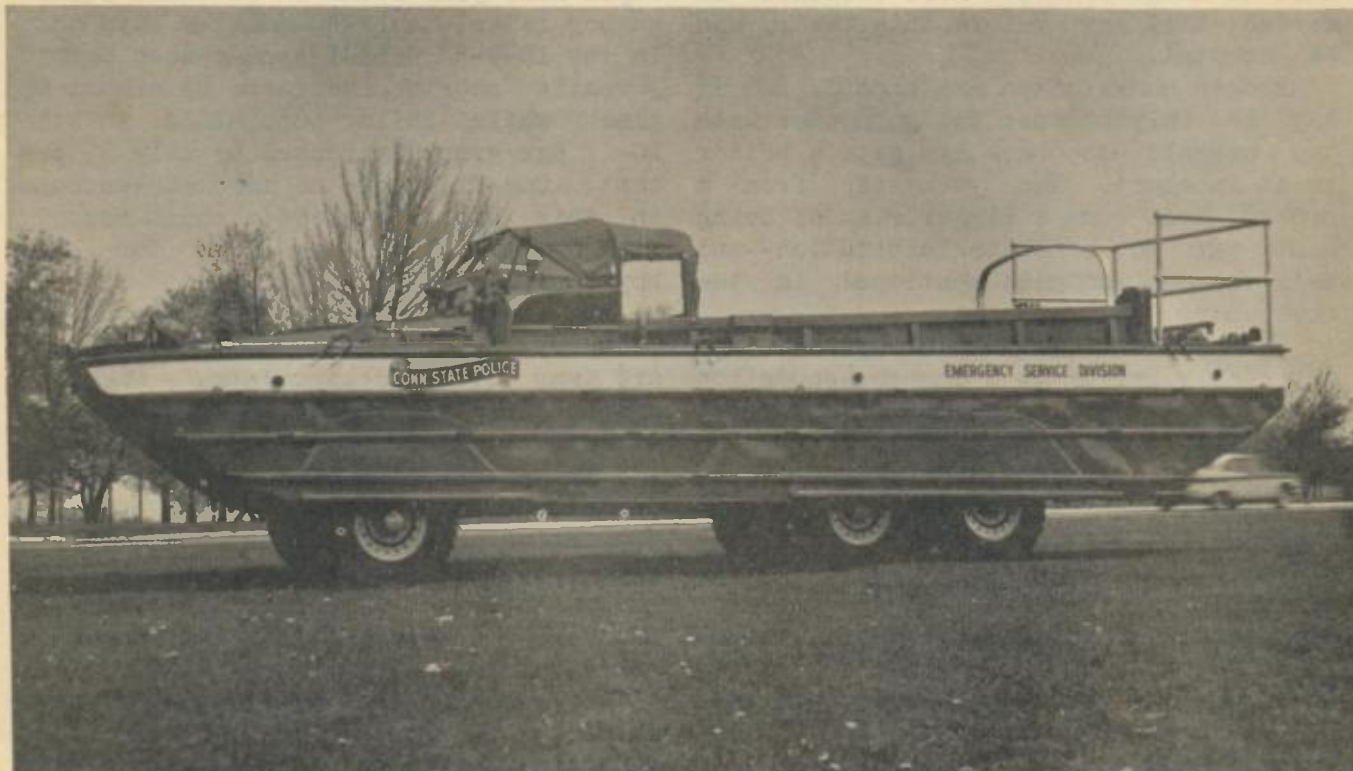


## *the Spotlight*

Vox-Cop

May-June, 1959

### State Police Amphibious Vehicle



Recently added to the list of department Emergency Vehicles is the Army DUKW pictured above.

Presently based at the Emergency Services Division at Wallingford, the vehicle is available for use anywhere in the state. It has a maximum payload of 5,000 lbs.

The following listed emergency equipment and tools have been installed on the amphibious vehicle.

- |  |   |
|--|---|
| 1 - 2,500 Watt Generator                               | 2 - Boat Hooks                                    |
| 2 - 1,000 Watt Flood Lights                            | 2 - 50 Ft. lengths of $\frac{7}{8}$ Manila Rope   |
| 1 - 1,000 Watt Spot Light                              | 8 - 50 Ft. lengths of $\frac{3}{8}$ manila rope   |
| 2 - Hand type flash lights                             | 4 - 50 Ft. lengths of $\frac{1}{4}$ " manila rope |
| 2 - 15 Ft. lengths of electrical cable for spot lights | 2 - 5 Gallon Emergency gasoline cans              |
| 2 - Spare bulbs for each spot light                    | 1 - Shovel and axe                                |
| 1 - 3 Way State Police Radio                           | 1 - Pair boat bumpers                             |
| 1 - Siren  | 8 - Mae-West Type Life Jackets                    |
| 25 - Flares  | 12 - Life preservers                              |
| 1 - First Aid Kit                                      | 2 - Pyrene fire extinguishers                     |
| 6 - Sets of grappling irons                            | 2 - CO-2 Fire extinguishers                       |
|  | 1 - Rubber sheet                                  |



## Emergency Lighting Unit

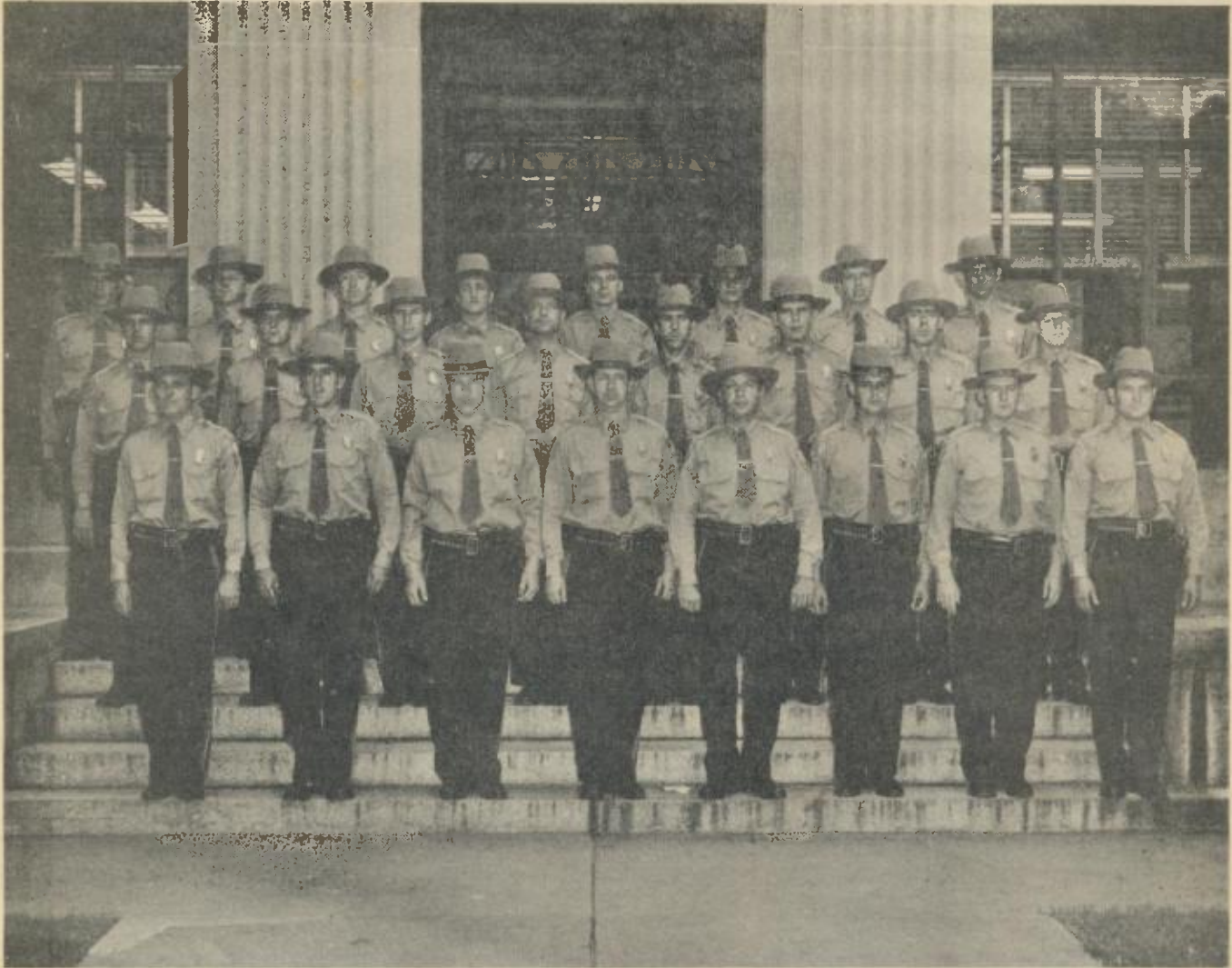


An emergency lighting unit has recently been completed by the Emergency Services Division for assignment as needed in Connecticut.

The unit has been fully equipped with the following:

- |   |   |
|---|---|
| 1 - 1,500 Watt Generator - Stationary           | 1 - 1,000 Watt spot & search light - roof mounted |
| 1 - 1,500 Watt Generator - Portable             | 2 - Spare bulbs for each spot light               |
| 800 - Ft. Extension cable                       | 1 - 3 Way State Police Radio and Siren            |
| 1 - Box of electrical outlets, plugs & fittings | 25 - Flares                                       |
| 2 - 1,000 Watt flood lights                     | 1 - 3 Ft. pinch bar                               |
| 1 - 1,000 Watt spot light                       | 3 - 100 Ft. lengths of 3/4 manila rope            |
| 3 - Hand type spot lights - Battery operated    | 1 - Pair of Asbestos gloves                       |
| 5 - Kerosene emergency lanterns                 | 1 - 5 Ton Hydraulic Jack and handle               |
| 1 - Box of spare parts & tools for lanterns     | 1 - First aid kit                                 |
| 1 - Under-water light                           | 1 - Portable Megaphone - Battery operated         |
| 1 - Hand type flash light                       | 1 - 3 Gallon Safety gasoline can                  |
|   | 1 - 1 Gallon Safety Kerosene can                  |

## GRADUATION CEREMONIES HELD



Twenty-four State Police Trainees were graduated from the State Police Training School May 26. Diplomas signifying completion of more than 1200 hours of field and classroom training were presented during ceremonies held at the Stephen Mix Mitchell School, Wethersfield.

Commissioner Kelly administered the oath of office to the men and appointed the graduates to a probationary state policeman status.

Included in the class were the following shown in photo from left to right, first row, Officers John W. Knox, Jr., Wilfred Q. Aubrey, Charles H. Hyatt, Jr., Donald L. Blakeley, Michael Swantko, Jr., Barry K. Fenn, Furman P. Campbell, and Roy Borzansky.

Second row, Officers Hector J. Desaulniers, Timothy J. Murphy, Jr., Roland Laliberte, Frederick L. Moffet, Henry H. Fillmore, Jr., John L. Mahoney, Francis E. Duvall and Raymond H. Brown.

Third row, Officers Henry A. Korineck, John E. Janczyk, George R. Berube, Ronald F. Dalton, James D. Tanguay, Earl H. Johnson, Edward F. Pickett and Robert L. Osterhoudt.

# IN-SERVICE STUDIES

Vox-Cop

May-June, 1959

## Search Warrants; Validity; Execution Within Reasonable Time

STATE OF CONNECTICUT v. CARMEN J. CESERO

Supreme Court Of Errors

April Term, 1959

Information charging the defendant with the crime of abusing an officer, brought to the Court of Common Pleas in Fairfield County and tried to the court, DWYER, J.; judgment of guilty and appeal by the defendant. ERROR; NEW TRIAL.

PHILIP REICH, for the appellant (defendant).

JAMES J. O'CONNELL, prosecuting attorney, for the appellee (state).

SHEA, J. The defendant has appealed from a judgment of guilty based upon an information, brought under Section 8502 of the 1949 Revision (Rev. 1958, Section 53-165), which charged in the words of the statute that he did "abuse [an] officer concerned in the administration of justice while in the execution of his office." The defendant seeks certain additions or corrections to the finding. He also claims error upon the ground that certain conclusions are not legally supported by the subordinate facts.

The finding of the court, together with such corrections as are warranted, disclosed the following facts: On July 27, 1957, and for several years prior thereto, the defendant was the manager of the Venice Athletic Club, located on Main Street in Bridgeport, and on that date he was in charge of the club premises. On July 5, 1957, upon the request of the prosecuting attorney, a judge of the City Court of Bridgeport had issued a warrant directing a search of the premises and a seizure of any gambling and lottery implements found therein. The warrant was directed to any proper officer within the city. A day or two later the warrant was turned over to a captain of the Bridgeport police. No action pursuant to the direction of the warrant was taken until July 27, when

the captain, in the company of a patrolman, went to the club about 12:35 a.m. to make a search of the premises to see if gambling was going on. Both officers were in uniform. Upon arriving, the captain knocked on the locked door, and when no one came to the door he kicked it after waiting three or four minutes. A minute or two later the defendant opened the door. The captain handed the defendant the search warrant, dated July 5, 1957, and then pushed past him and entered the main room of the club, followed by the patrolman. There were at least thirty men in the place, which consisted of a small entrance room, about six feet deep, and a large room, about sixty feet deep. The large room contained a pool table, an assortment of pool cues on the wall, soda and cigarette vending machines, and some furnishings, including chairs and a television set.

After the officers entered the large room, the defendant started to shout that the warrant was no good, and in a very loud tone of voice said that he was going to the captain's house without a warrant and get into the house, and that he was going to shoot the captain's head off or would knock his head off his shoulders with a club. The defendant then called the captain a vile name. The defendant started to tear up the warrant but the captain grabbed his hand, took the warrant from him and placed him under arrest. No search was made of the premises because of the conduct of the defendant. The captain did not make any return upon the warrant but held it in his possession until the trial of this case in the City Court, when it was made an exhibit in evidence. The captain had

been to the club several times prior to July 27 and had never found any evidence of gambling. A few months before this occurrence, he had gone to the club and attempted to search the people in it. At that time, he had made a number of arrests, but the charges were dismissed after a trial in the City Court of Bridgeport.

Upon these facts, the trial court concluded that the police were on the premises under a claim of right and that the defendant did not have the right to use the language he did, regardless of the validity of the warrant. To convict the defendant, the state assumed the burden of proving beyond a reasonable doubt all the essential elements of the crime. Not only was it necessary for the state to show "abuse" under the statute but it was required to prove that the abuse occurred when the officer was "concerned in the administration of justice while in the execution of his office."

Section 8 of article first of our state constitution secures the rights of persons against unreasonable searches or seizures. Search warrants are a species of process arbitrary in character. Resort should be had to them only for urgent and satisfactory reasons, and the rules of law applicable to them should be strictly construed. If a person acting under them expects legal protection, these rules must be carefully observed. 1 Cooley, Constitutional Limitations (8th Ed.) p. 618. An officer who undertakes to execute such a warrant must comply strictly with all the directions contained in it. As an executive officer, his sole duty is to execute, not to decide on the truth or sufficiency of the process committed to him for service. He has no judicial authority, and it is his duty to obey the mandate of the warrant. If the precept is directed by competent authority, and with legal regularity, and it so appears upon its face, an officer is justified in every action he takes within the scope of its command. WATSON v. WATSON, 9 Conn. 140, 146. Where the precept is good upon its face, it protects the officer who serves it even though it was not issued by competent authority. NETH v. CROFUT, 30

Conn. 580, 581; OSGOOD v. CARVER, 43 Conn. 24, 30; 2 Swift, Digest, p. 391.

The fundamental principles underlying and regulating the use of search warrants require that this arbitrary form of process be executed within a reasonable time from the date of issue. ELROD v. MOSS, 278 Fed. 123, 128; FARMER v. SELLERS, 89 S.C. 492, 497, 72 S.E. 224; STATE v. GUTHRIE, 90 Me. 448, 452, 38 A. 368; STATE v. PACHESA, 102 W. Va. 607, 612, 135 S.E. 908; Cornelius, Search & Seizure (2d Ed.) p. 541. Unless the search warrant is executed within a reasonable time, it is invalid when the search is made. STATE v. PACHESA, supra; PEOPLE v. WEIDEMAN, 324 Ill. 66, 67, 154 N.E. 432; PEOPLE v. FETSKO, 332 Ill. 110, 111, 163 N.E. 359; STATE v. PERKINS, 220 Mo. App. 349, 354, 285 S.W. 1021. Ordinarily, the determination of what constitutes a reasonable length of time is a question of fact under the circumstances of each case unless there is but one conclusion which can be drawn from the evidence, thus making it a matter of law. STATE v. PACHESA, supra; FARMER v. SELLERS, supra, 498.

The conclusion of the trial court that the defendant was guilty of the crime charged regardless of the validity of the warrant cannot stand. The determination of the question whether the officer was "concerned in the administration of justice while in the execution of his office" is dependent upon the validity of the warrant. If the captain was acting under authority of a search warrant valid upon its face, he was justified in entering the premises. He would then be "concerned in the administration of justice while in the execution of his office." But even if he was in possession of a warrant valid on its face, he was under a duty to execute it within a reasonable time. If he did not, the warrant would be invalid when the search was made. The answers to these questions are vital to a proper determination of the guilt or innocence of the defendant. Since the trial court did not resolve the questions, it becomes necessary to order a new trial.

The conclusions reached by the trial court upon the subordinate facts found involved the application of an erroneous

rule of law which was material to the case. *LaCHAPPELLE v. JEWETT CITY*, 121 Conn. 381, 385, 185 A. 175; Maltbie, Conn. App. Proc. Section 166, p. 206. Such conclusions cannot stand.

There is error, the judgment is set aside and a new trial is ordered.

In this opinion the other judges concurred.

---Conn. Law Journal

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## PRE-TRIAL PREPARATION OF COURT CASES BY POLICE

By George E. Miller, Chief  
Dept. of Public Safety, ASC  
Oak Ridge, Tennessee

Many individual officers and departments are woefully remiss in attention to the details so necessary to assure complete effectiveness of their work with prosecutors and courts, despite rapid strides in police training and methods. A major example of this lack is the frequent police failure to understand and appreciate the proper functions of prosecutors and judges and widespread misunderstanding of their own relationship to these court officers.

Establishment of channels and methods for constant exchange of information could contribute much to improving results from the efforts of all three members of this enforcement team. Adequate pre-trial scrutiny and preparation of cases by police and the furnishing of complete information to prosecutors can add immeasurably to a complete and just hearing and to prevent discharge in well-founded cases.

A much-cited case concerns a famous lawyer who, while defending a client charged with abortion, continually declined invitations to examine prosecution witnesses. The State supported a strong case by facts concerning time, place and circumstances of the alleged offense and offered sample testimony placing the accused at the scene and describing the acts committed. Upon completion of the evidence offered by the State, the defense moved for, and was accorded, a directed verdict of "Not Guilty", because the prosecution had failed to establish pregnancy of the subject, and, in the absence of pregnancy, an abortion could not have been caused.

Many cases are similarly discharged by courts because police or prosecutors fail to establish all the necessary elements of a case allowing no choice but discharge to the judge. Present weaknesses in many prosecutions can be remedied by more thorough pre-trial preparation by police. A worthwhile start in this direction may be made by an honest appraisal by police of the completeness of their preparation of cases for court.

Three major steps are necessary for thorough examination--each composed of specific items. Some variations will be necessary in dealing with specific types of cases.

1. Is case complete:
  - a. Are date, time, and places correct and properly identified?
  - b. Are names of persons and places spelled correctly?
  - c. Have all known witnesses been interviewed?
  - d. Are all elements necessary to establish case covered?
  - e. Have all necessary statements been secured, signed and properly witnessed?
  - f. Has physical evidence been properly identified and can continuous possession be shown?
  - g. Are sketches, photographs and results of scientific tests properly authenticated and identified?
  - h. Has jurisdiction and authority of arresting officer been properly established?

2. Prepare and furnish information in

complete, concise and logical form for use of the prosecutor to take care before preliminary hearing, grand jury and court. A mimeographed or printed form is most useful for this purpose and should contain in brief form the following: (All items will not be needed for every case and some cases may require additional items.)

- a. Name, address, sex, race, age and employment of person charged, and his condition at time of alleged offense.
- b. Specific offense charged, gravity, time, date, place and manner of commission.
- c. If a vehicle was involved, give make, type, motor number, registration number and state of registration, owner's name and address, operator's name and address, condition of vehicle and connection with case.
- d. Weather conditions, if pertinent, such as daylight or dark, rain, snow, fog, etc., road conditions and control devices present.
- e. List of witnesses, whether or not a signed statement has been obtained from each, and brief description of testimony expected from each. List conviction records available on witnesses.
- f. List of physical evidence, sketches, photographs and scientific test results.
- g. Probable defense to be offered.
- h. Evidence which may be used in rebuttal.

3. Check points on date of trial:

- a. Be certain that all prosecution witnesses have been summoned and are present in court.
- b. Give each witness an opportunity to review any statement signed by him.
- c. Have all statements and complete case report in court.
- d. Have arresting officer bring original notes made at scene for refreshing his memory on the witness stand.
- e. Have all physical evidence,

sketches, photographs, etc., available in court.

- f. Have defendant's previous conviction record available for court.
- g. Assist prosecutor during trial.

Certainly all major cases deserve this careful preparation by police. There are many times when minor cases are important and should be prepared just as carefully. Time spent in this manner will be amply repaid in a reduced number of cases discharged and by the satisfaction which comes from a job well done.

To the questions concerning the amount of time involved in preparing court cases in this manner, one answer is apparent. If a complaint received by police is worth the two hours, ten hours or one hundred hours of investigation necessary to secure the facts concerning it, then simple economy justifies the little time which must be added to assure that justice will be served.

---Scientific Criminal Inves. Bulletin

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**WARNING**

If your kid has one of those little one-cylinder automobiles or you have made him one from a lawnmower motor, he cannot legally drive it on a street or highway. Since it is powered by an internal combustion engine, Conn. law requires that it be licensed and it can only be operated by a licensed driver.

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"LET'S FACE IT--cars are mechanically superb; it is the driver who usually is at fault. Safety officials and engineers believe that 90 per cent of all auto accidents are caused by driver errors, ignorance, or recklessness."

---Stanley S. Jacobs

---The California Highway Patrolman,

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The man who watches the clock usually remains one of the hands.

A N   I N V E S T I G A T I O N   C H E C K   L I S T

At some point before, during or at the completion of an investigation the investigator should make certain that all possible information relative to that investigation has been gathered and made a part of his record. It cannot be emphasized too often that the time to gather the information necessary for an intelligent and searching analysis of the investigation is at the start of the investigation and not at some late date when it is discovered that some bit of vital information or evidence has been overlooked in the original investigation.

The following list of questions might well serve as a check list for practically any type of investigation.

A. WHO ? QUESTIONS

1. Who was the victim?
2. Who made the report?
3. Who discovered the crime?
4. Who saw or heard something of importance?
5. Who had a motive for committing the crime?
6. Who committed the crime?
7. Who helped him?
8. Who will sign the complaint?
9. Who put the evidence where it was found?
10. Who received the report?
11. Who was talked to?
12. Who worked on the case?
13. Who marked the evidence?
14. Who received the evidence?
15. Who identified the evidence?

B. WHAT ? QUESTIONS

1. What was the crime committed?
2. What actions were taken by the suspect?
3. What happened?
4. What do the witnesses know about it?
5. What evidence was obtained?
6. What was done with the evidence?
7. What tools were used?
8. What weapons were used?
9. What action did the officer take?
10. What further action is needed?
11. What knowledge, skill or strength was needed to commit the crime?
12. What other agencies were notified?
13. What was reported that did not occur?
14. What witnesses were not contacted?
15. What time was the crime committed?
16. What time was the crime reported?
17. What was the time of your arrival?
18. What time did you contact the witnesses?

19. What method was used to commit the crime?
20. What was the condition of the evidence?

C. WHERE ? QUESTIONS

1. Where was the crime discovered?
2. Where was the crime committed?
3. Where were the tools or weapons obtained?
4. Where was the victim?
5. Where was the suspect seen?
6. Where was the witness?
7. Where did the criminal live?
8. Where did the criminal hang out?
9. Where is he or they now?
10. Where would he most likely go?
11. Where were they apprehended?
12. Where was the evidence marked?
13. Where was the evidence stored?
14. Where was the evidence found?
15. Where was the evidence identified?

D. WHEN ? QUESTIONS

1. When was the crime committed?
2. When was it discovered?
3. When were the authorities notified?
4. When did the authorities arrive at the scene?
5. When was the guilty party arrested?
6. When was the victim last seen?
7. When did help arrive?
8. When was the arrest made?
9. When will the complaint be signed?
10. When was the evidence found?
11. When was the evidence left?

E. HOW ? QUESTIONS

1. How was the crime committed?
2. How did the criminal get to the scene?
3. How did he get away?
4. How did he obtain information in order to commit the crime?

5. How was the crime discovered?
6. How were the tools obtained?
7. How were the tools or weapons used?
8. How did you get your information regarding the crime?
9. How did you manage the arrest?
10. How was the evidence identified?

3. How much knowledge was necessary to commit the crime?
4. How much money was taken (list denomination)?

---Scientific Criminal Inves. Bulletin

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F. WITH WHAT ? QUESTIONS

1. With what tools was the crime committed?
2. With what weapons was the crime committed?
3. With what type of transportation did the victim and criminal get to the scene? (a) Automobile, (b) Bicycle (c) Train, (d) Bus, (e) On foot, (f) Other?
4. With what trade or profession are the tools used associated?
5. With what other crime is the crime associated?

G. WHY ? QUESTIONS

1. Why was the crime committed?
2. Why were the tools used?
3. Why were certain weapons used?
4. Why was the crime reported?
5. Why were witnesses reluctant to tell anything?
6. Why was witness anxious to point out guilty parties?
7. Why all elapsed time before crime was reported?
8. Why was there a certain Modus Operandi of entry or commission of crime?

H. WITH WHOM ? QUESTIONS

1. With whom did the criminal associate?
2. With whom was the victim last seen?
3. With whom are the witnesses connected?
4. With whom did the criminal commit the crime?
5. With whom did you talk at the scene and at other times?
6. With whom did you work on the investigation?
7. With whom did you expect to locate the suspect?

I. HOW MUCH ? QUESTIONS

1. How much damage was done?
2. How much property was taken?

PLASTIC BAG DANGER

This is the danger of those plastic bags in which your clothes are wrapped when they come back from the laundry:

When anything rubs against the inside of them, static electricity is generated. This causes the bag to cling to the rubbing surface. The more rubbing, the more clinging. If a child climbs inside one, as children are wont to do, and it begins to cling to his face, the more the child struggles, the tighter the plastic gets.

That's the word from the United States Public Health Service. Their explanation comes none too soon, because the bags have already begun to take a toll in human life.

On one day, a few weeks ago, three children suffocated to death by the aforementioned cause. In Indianapolis, Los Angeles and Riegelsville, Pennsylvania, little tots died.

The lesson should be obvious. If you plan to re-use the bags, store them carefully away from the reach of children. If not--destroy them. Don't just throw them away, because children have the dangerous habit of playing with something that's been just thrown away.

A child is an inventive creature, and what child wouldn't want to be a man from Mars, for instance, enshrouded in a transparent bag? The temptation is all too easy to a youngster to play in them.

Wonderful as they are for their intended purpose, these bags can become deadly weapons. Since they are becoming more and more popular in laundries and all kinds of stores, the need for caution becomes more and more pronounced.

---New Britain Herald

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Too many people work up a head of steam before they find out what's cooking.



# Safety minds

Vox-Cop

May-June, 1959.

## SIGN LANGUAGE

Concern over the average daily toll of 100 traffic fatalities is reflected in new approaches to highway safety. Better roads and automobiles can be built, but this is a long-range, expensive process; the immediate challenge is to minimize the hazards of driving on existing highways. Up to now, the importance of driver motivation and response has generally been neglected; examination of the human factors involved may reveal more immediate methods of improving highway safety at relatively low cost.

In an effort to cut down traffic fatalities, a safety education project is now under way at Columbia University, supported by the American Automobile Association and the Foundation for Traffic Safety. For the future, a group of electronics and traffic specialists at the annual meeting of the American Automobile Association last September proposed a \$150,000 two-year study to investigate the possibilities of employing electronics in traffic control. And there has just been established, with a \$1,000,000 appropriation, the Insurance Institute for Highway Safety, sponsored by 532 insurance companies concerned with the problem. Still other programs will consider the human element; a recent law passed by Congress permits the States "to negotiate and enter into contracts for ... research programs on the human factors affecting traffic safety."

### Human Factors Important

Although it is obviously desirable to discover why people act as they do, there is still very little detailed information as to what people do in traffic. Engineering must take into account not only topographical contours but human performance capabilities as well; public education should be based on

knowledge of instinctive reactions. Enforcement is a practical possibility only if a traffic law is compatible with "sensible" behavior, i.e., action which can be expected of the normal driver when faced with a given set of road conditions.

One simple and inexpensive method would be to apply knowledge of human behavior to the design and use of information-providing elements on the highway. If there is any significance, other than statistical, in the fact that roughly half of all motor vehicle accidents investigated by police departments involve only one car, perhaps it lies at least in part with failure of the highway to "communicate" properly with the driver. Up to now, signs, signals, and pavement markings have been merely suggestive, tailored to fit a general standard for the "average situation," which, like the "average man," does not exist. Most such devices now conform to standards set forth in a manual published by the Bureau of Public Roads and prepared by a joint committee of the American Association of State Highway Officials, the Institute of Traffic Engineers, and the National Conference on Street and Highway Safety. It is recommended for example, that the design of all stop signs be uniform with respect to shape (octagonal), color (white letters on a red background -- as of 1954), size (minimum of 30" by 30" in rural areas), wording, lettering (must be at least 1/3 the height of the sign) and illumination.

A recent opinion is that signalling elements ought to correspond with specific local conditions, to provide the motorist with an accurate mental image of what he will in fact encounter. The location, curvature, bank angle, grade and roughness of a road are fixed factors. But by taking into account their

influence on required maneuvers and the safe and "comfortable" speed which they induce, advance signing can be made more effective. Rather than simply provide an instruction or admonition, signs and other markings ought to set a pattern of behavior. This approach is not intended to eliminate all uniformity, but rather to improve standards and systems by relating them more intimately to the human factors involved.

Inducing a driver to fit his behavior to the physical situation ahead may not be as difficult as it seems, since the motoring public has some reflexes already built in. There is, for example, sufficient evidence that the narrower the road, the lower the "comfortable" speed. One might, therefore, induce a lower speed in advance of an intersection by simply making the highway appear narrower, through suitable marking. The solutions to many such problems may well be economically achieved with a "gimmick," whether it be painted lines with visual impact, a properly timed series of lights flashing in sequence to indicate rate of travel, or a rough road surface to provide physical and audible sensation. More speculative, but following similar reasoning, is the suggestion that traffic and vehicle lights correspond in shape to signs already in use; an octagonal red light might thus strengthen mental associations to improve compliance with the stop sign.

#### A Growing Problem

Road design to achieve safe vehicle speeds and spacing is a growing problem, particularly where "weaving" is required; an example is the proposed second deck for the George Washington Bridge. It is estimated that under rush conditions on the New Jersey approach, some miles will be needed to permit all the necessary lane changing; in the other direction, the added load is expected to boost to 12 miles the distance into New Jersey needed to disperse the traffic to the point of normal flow on the principal road.

The first requirement for solving highway problems is information, and now the latest techniques are being applied to getting it. In Westchester County,

electronic devices are being used to determine how motorists react when they encounter various types of dividers, fences, curbs and converging lanes of traffic; the paths of 300,000 cars have been checked and the recorded results will be fed into automatic machines for tabulation and correlation. Later, similar tests will be conducted at night on the New England Thruway as a prelude to installing new lights.

---A.D. Little Industrial Bulletin

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#### LET'S NOT BRAG

Connecticut is reported to be ranked second in the nation for its highway safety record for the first two months of 1959, which is all very fine. But it's a bit early to be boasting.

Figures released by the Conn. Safety Commission show that Connecticut had a rate of 2.8 deaths per 100 million miles traveled, second only to neighboring Rhode Island, with an average of 1.8 deaths.

These are pleasant figures to read, as well as the fact that Hartford was the largest city in the country to go without a traffic death for the same period. Our first reaction is one of "Well, isn't that good news!"

But with a newspaperman's inherent cynical approach to figures of this sort, we found ourselves wondering just what the reaction will be in some motoring circles. Unfortunately, we suspect that this will be the cue to some drivers to relax their vigilance a bit, since "statistics show" that Connecticut highways are safer than they were--or so it would appear.

And that's when the "accident curve" will start climbing, as sure as anything.

Constant vigilance, courtesy and common sense combined equal the price of real highway safety. Let's not get so puffed up that we wind up being picked up--perhaps in a basket.

---Waterbury Republican

## AUTOMATIC DRIVING

Modern cars have many automatic features. Unfortunately, the driver is often included. Instead of thinking for himself, as cigarette ads advise him to do, he lets his mind wander while his hands and feet are operating the controls of his car. In this state he is an automaton following a routine without benefit of human intelligence. If he's lucky, his reflexes will pull him through. If he isn't, he will wake up just before the moment of impact, perhaps to lose consciousness immediately afterward.

No driver can suffer such lapses frequently without getting into trouble.

There is no way of proving it, but automatic driving is probably the most prolific cause of accidents. One driver whose wits aren't functioning is bad enough: two drivers who meet at an intersection while their brains are static can add up to something terrible. It happens all the while.

After-the-accident reports seldom give the real reasons behind the crash. They contain all sorts of details without the essential fact--that horsepower had overruled brainpower.

Automatic driving is not confined to inexperienced drivers. Drivers with long experience and good records are not immune. In fact, we doubt that there is a driver in the world who has not been brought up with a jolt at some moment by the realization that he had let his attention stray from the driving job. Be honest with yourself. Hasn't this happened to you?

The mark of the really good driver is willingness to correct a fault when he has discovered it in himself. There is a cure for automatic driving. It is a simple cure: concentrate on being alert. Don't drive when your mind is occupied with matters that might spoil your powers of concentration. Don't drive when you are tired, angry or resentful.

Automatic drivers are even more dangerous than intoxicated drivers, and the worst of it is that they can't be spotted and removed from behind the wheel before the trouble occurs.

## YOU CANNOT RELAX

Year after year more automobiles than ever are being driven more miles than ever in the U.S. Every year speeding, drinking and careless drivers add to the over-all toll of injured and dead in traffic accidents.

Now the Travelers Insurance Co., which makes extensive annual studies of such things, comes up with the startling estimate that since the advent of the automobile more than 60 million Americans have been killed or injured in U.S. motor traffic. It is interesting to note that the population of the United States attained the 60 million mark as recently as the 1880s.

The last Travelers report calculates that commercial vehicles traveled about the same total distance as all passenger cars last year. Those who complain that trucks and the like are major problems in traffic may be surprised to learn that private cars were involved in four out of five fatal crashes, and seven out of eight non-fatal accidents, in 1958.

Private car operators should realize, too, that it is when "favorable" driving conditions prevail that more accidents occur. Nearly 80 per cent of all 1958 traffic accidents happened on dry roads in clear weather. And the cars involved usually had the right of way.

If this adds up to anything it's this: You can't relax behind the wheel.

---The Torrington Register

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## EMOTIONAL UPSETS

The Connecticut Safety Commission warns in a recent news release that emotional upsets such as anger, worry or frustration can be deadly distractions if they occur in traffic. The commission says that a traffic accident is seldom the result of a single cause. It usually results from a complex chain of events. But an emotionally upset driver can certainly form one of the links in that chain. With the continual emphasis on highway safety that marks the work of organizations like the Connecticut Safety Commission it might seem that the

motoring public would take more heed of the warnings. Yet the traffic toll on the nation's highways is one of the worst blots on our modern mode of living.

Referring to the emotionally upset driver, the commission makes the following points:

Many traffic accident victims are drivers who, for one fatal moment, allow their emotions to reach the boiling point. When the stupidity or carelessness of another driver makes one fume, it is time to take inventory. When a driver lets anger take the wheel, he is headed for real trouble.

A car can't think for itself. When a driver's mind is not on his driving, he is a potential killer.

When temper takes over from good judgment, the motorist is apt to do something foolish or even deadly. A good driver can become a bad menace when he loses control of his temper in traffic.

When a driver is preoccupied with personal worries, it is impossible to concentrate on driving. Each year, many persons are killed or injured by drivers whose minds are not on the road.

All of these observations make sense. But we believe that there is a very important factor which the commission must also recognize. It is not necessary to be emotionally upset to be a menace. The driver who has operated for years and never had an accident is likely to be more preoccupied than a new driver. He is a complacent driver because of his safety record.

But accidents continue to happen and even the best drivers get involved. So, it still pays to read the warnings of organizations dedicated to highway safety and then carry them out.

---The Bristol Press

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Our underwater correspondent reports he observed a baby sardine happily swimming with his mother when he saw his first submarine.

Shaken with fright, he quickly swam to his mother's side.

"Don't worry, honey," assured his mama, "It's just a can of people.

## POPE WARNS AUTO DRIVERS

Vatican City--Pope John XXIII recently urged automobile drivers to be more respectful of traffic laws, which, he told 15,000 Italian Automobile Club members participating in a national rally, "are drafted by experts and are to be respected by everybody with common sense, courtesy, patience and watchfulness."

In an address from a window of his study overlooking St. Peter's Square, the Pope reminded drivers that traffic policemen have a hard job "whose duties include (moral) strength, kindness, charity and justice."

---N.Y. Herald Tribune

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## DRIVERS NEED SUNGLASSES

Better vision and seeing habits are the key to highway safety. Traffic and automotive engineers have achieved great efficiency in making highways safe by providing better signs, and in adding safety features to the modern automobile. All this is wasted, however, if the driver of a high-powered car is not himself "safety-engineered".

Not only do countless motorists need glasses, but many do not realize that their vision is faulty, and drivers' examinations are generally so weak as not to have exposed their shortcomings. Beyond this, many a motorist who wears glasses is laboring under the delusion that he sees well when, actually, his aging eyes and vision have deteriorated to the point where he lacks the clear, sharp vision that insures safe travel.

Trouble-free driving is a full-time seeing job. And good seeing means not only sharp vision but good seeing habits as well, such as getting an all-over picture of the highway by keeping the eyes rolling and constantly checking through the rear-view mirrors.

Every driver, no matter how good his eyesight is, needs sunglasses for use in bright daytime glare (but never at night). There are several reasons why their protection is extremely important.

First, the frequent interruption of

vision caused by direct glare is a great hazard, especially at moments when critical decisions must be made. For example, you may reach a hilltop where the sudden brilliance of the sunshine blinds you so that you fail to see that the line of traffic has slowed down. Then you're liable to smash right into the car ahead. "Obscurement of vision" is often held responsible for accidents, and no doubt glare is frequently the specific reason for this obscurement.

There's also the matter of fatigue. Tests have definitely proved that glare is a powerful inducer of fatigue. And the fatigue factor in vision is closely related to general body fatigue, which lowers efficiency, slows reflexes, and makes driving a difficult, dangerous task.

Furthermore, glare is apt to bring on poor seeing habits. It discourages constant scanning from left to right and from front to rear, and makes you resort to seeing pattern that calls for the least exertion. When you're tired from driving against glare you develop a straight-ahead stare.

All in all, it's very foolish for the man-in-the-car to be caught without sunglasses on a bright day. It's foolish to wear cheap ones of the 25-cent boardwalk variety, too. Every driver should have high-quality sunglasses--with his prescription ground into them if he's an eyeglass-wearer.

---Safety Briefs

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#### SAFETY AWARD TO ERA

The New Era was named as the recipient of the National Safety Council's Public Interest Award for 1958.

A total of 39 daily and 14 weekly newspapers (of the more than 10,000 newspapers in the United States) were named to receive the award, which is given "for exceptional service to safety."

This marks the 10th consecutive year that The New Era has received this national award. The Era is the only newspaper in America, daily or weekly, to have won this recognition from the Na-

tional Safety Council every year since 1949.

Announcement of the latest award came in a letter from Howard Pyle, president of the National Safety Council, Pyle wrote:

"It is my pleasure to inform you that The New Era has been voted the National Safety Council's Public Interest Award for 1958. We here at the Council know all you have been doing for safety, and we are delighted that the judges agreed.

"The award is designed to allow us to express in tangible form our appreciation for exceptional service to safety. I am sure you feel, as we do, that there is another dividend as a result of your safety efforts--the knowledge that you have helped prevent many accidents. Many thanks for your support."

#### Six From Connecticut

Other Connecticut newspapers receiving the award this year were: The New Canaan Advertiser, The New London Day, The Hartford Times, The Waterbury Republican-American, and the Winsted Evening Citizen.

Weekly newspapers receiving the coveted award are located in Connecticut, California, Ohio, Michigan, Minnesota, Rhode Island, Arkansas, Iowa, Virginia, Illinois, and Mississippi.

Of the 53 awards presented to newspapers, daily and weekly, Connecticut received more -- six -- than any other state.

Judges, all specialists in the public information or safety field, included: Hugh Curtis, editor of Better Homes & Gardens; Norman Damon, vice president of the Automotive Safety Foundation; Robert P. Keim of The Advertising Council; Norman Shaw of the Cleveland Press, and Dr. Albert A. Sutton, Medill School of Journalism, Northwestern University.

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"THE MOST SKILLFUL driver is not necessarily the best or safest driver. In fact, a skillful driver sometimes tends to rely on his skill instead of employing courtesy, patience, respect for law, common sense and so on--qualities which are even more important in avoiding accidents."

## NUTI JOINS ADMINISTRATIVELY WITH TRANSPORTATION CENTER

The Traffic Institute of Northwestern University will be joined administratively with the Transportation Center at Northwestern, it has been announced by President J. Roscoe Miller. Heretofore the two organizations have been separate administrative units within the University in Evanston, Illinois.

Franklin M. Kreml, director of the Transportation Center, will direct the combined operation. The Traffic Institute will now become a division of the Transportation Center, retaining its own director and maintaining its present program.

In commenting upon this action, Dr. Miller said, in part, "When it was established, we assumed that the Center -- established to work in all modes of transport -- would become the focus for University activity in the transport field. It is, therefore, appropriate that the Traffic Institute become a division of the Center.

"The program and the identity of the Institute, will, of course, be maintained -- in fact, its program will grow and broaden more rapidly. The objectives and program of the Transportation Center remain unchanged and will, we believe, be earlier achieved as a result of this action."

Kreml, founder of the Traffic Institute and Traffic Division of the International Association of Chiefs of Police in 1936, became the first director of the Transportation Center in 1956. For a year prior to that time he was acting director of the Center, engaged in organizing that program.

The Transportation Center offers a broad program of graduate and undergraduate training aimed at solving major problems in the highway, rail, air, pipeline, and water divisions of the nation's transportation industry. Research and consultative services also are part of the Center's program.

The Traffic Institute functions in the street and highway traffic field. Originally a police traffic training school, it has expanded its activities to include courses for virtually all

types of traffic safety personnel, research and development work, publications, and field service assistance to local and state governments.

"Under this administrative arrangement," said Kreml, "I am certain that the Institute and Center programs will grow both in depth and scope. This seems inevitable in light of our greater joint capacity, increased flexibility, and broader range of talents, the latter resulting from the bringing together of two staffs, each of which is preeminent in its field.

"The integrity of each program will be maintained. Funds will not be co-mingled; program staffs will be integrated, but not merged."

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## DEATH ON TWO WHEELS

A photograph in a Hartford newspaper recently showed a smashed bicycle and some scattered school books in the foreground: in the background, a policeman was questioning the occupants of an automobile. The reader didn't need to look twice to catch the inference.

Every year, between 400 and 500 bicycle riders are killed on the roads of this country, and 25,000 more suffer disabling injuries. The National Safety Council reports these figures.

The figures are appalling, all the more so because in four out of five of these accidents the bicycle rider was violating some law. A 42-state survey revealed this fact.

Among the violations were riding on the wrong side of the street, riding more than one bike abreast, failing to observe signals, bicycle allowed to get into a poor state of repair, and inadequate lights for night use.

A large proportion of the bike accident victims could be found in the lower teenage brackets. Every lad now shining up his bike for the busy season ahead should be reminded of these things. Death may ride on the handlebars along with the other passenger who does not belong there. Bear that in mind.

--Meriden Journal

DOES YOUR SON DRIVE?

If he doesn't now, it will only be a few short years before he will. When he's eleven or twelve his interest in the family car will quicken; he'll sit behind the wheel in your parked car and "make believe," he'll watch you as you go through the routine of starting and stopping, and you'll smile when he says, "I could drive if I had to. It's easy, All you do is turn the key, and..."

But pretending isn't enough when he's sixteen. He'll have a new vocabulary of speed and know about "pipes" and "dig out" and "dragging." You'll shiver at the words, but you're convinced that it's vital to his social development for him to drive. So you'll lecture and hope --and pray--and let him learn. Yes, he'll drive.

Yet you wonder about your boy at the wheel. You know that youth is the time of adventure. That young men have always been inclined to accept the challenge, flaunt the rule, take a chance.

Can they be really safe drivers? Yes they can. But teaching them to be safe poses one of the greatest single problems parents can face, even with the help of high school driver education. Unfortunately not enough parents succeed.

Does your son drive or is he about to start? Perhaps there are questions in your mind about young men at the wheel. The insurance industry and state traffic officials have studied this problem for years. Here are some answers which might interest you.

1. How do young men under 25 rate as drivers?

As a group they are the worst. From coast to coast, state vehicle records show that they comprise about 15% of the total drivers and are involved in about 25% of all accidents.

2. Why are auto insurance rates higher for young men under 25? They cost the companies more money. State-inspected insurance records are painfully clear in this matter. Proportionately, cars owned or principally operated by a young male, for exam-

ple, will cause twice as many liability claims and each claim will average 3½ times as much -- as a family car with no young male driver.

3. Why don't young women under 25 pay the same rates as young men? They don't cost their insurance companies as much money. Traffic officials explain that young women don't seem to feel the need to "impress" others by daring driving.

4. Isn't it just a few "bad actors" who cause all the accidents and penalize the big majority of young men who drive?

No. Safety experts say that assumption is part of the problem. Many of us refuse to believe our own son could be reckless. While there are many very good young male drivers, most of the accidents in this group are "first" accidents. Repeaters may attract public attention, but they are not the major expense factor.

5. Why don't insurance companies spread the cost of these accidents among all policy holders? Most Americans think it's only fair for each group to pay its own way. In assessing rates according to how the car is used, where it is driven and who drives it, the insurance companies complied with public demand.

6. What can we do to help our sons in driving?

Encourage driver education classes. Set a good example. Support strict law enforcement. Make your son understand that a mature attitude in driving is the most important part of safety. Responsibility on the highway "separates the men from the boys."

---Michigan Police Journal

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Sleep is the best cure for fatigue; in fact, it's the only sure cure. Get plenty of rest before you drive. Rest to drive your best.

DRINKING AND HEARING

Supervisory Management says: "How's that again? Don't rely too much on your hearing after you've had a few drinks. Alcohol can cause temporary impairment of hearing, according to a report in a recent issue of the Journal of the American Medical Association. The report cites a study showing that a higher tone intensity is necessary for a person to perceive a given tone or to differentiate between tones, after he has been drinking.

And Theodore J. Loveless, who served last month as course director for the Traffic Institute's course in chemical tests for intoxication, said:

"Chemical tests, while not a panacea, are a very important tool for the furtherance of traffic safety. The total drunk is not much of a traffic problem. He usually knows he can't drive or is quickly identified by police. A greater hazard than the 'completely drunk' is the operator who is under the influence of alcohol to the extent that he has a false sense of confidence in his driving ability. Studies made in some states indicate that drivers who fall into this category are involved in about 50 per cent of the fatal accidents.

"Chemical tests help discover this type so that they can be removed from the highway. Furthermore, they protect those who have not had sufficient alcohol to impair their driving ability, as well as those who have had nothing to drink but are suffering from one of the many pathological conditions which produce outward symptoms similar to intoxication. These are the reasons we consider the chemical test course a vital part of our training program."

---Traffic Shorts

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SPLASH - DASH - THEN PAY CASH

A Detroit judge recently fined a driver \$21 for splashing a woman pedestrian, and a Dearborn, Mich., judge slapped a \$50 fine and a \$5.40 cleaning bill on another motorist for a similar offense.

---TSA Bulletin of Detroit

YOUNG MAN AT THE WHEEL

If you protect your car when other youngsters  
 Are smashing theirs and blaming it on luck...  
 If you respect yourself and not those punksters  
 And pass the safety test -- and not the buck ...  
 If you can hold the normal pace, not faster;  
 If you can think and not make thrills your aim;  
 If you can keep control and be your master  
 And not make life a childish chicken game ...  
 If you have guts to show your highway virtue  
 And be a sport and keep the human touch ...  
 If you resolve no reckless dope will hurt you ...  
 If you depend on skill -- but not too much ...  
 If you can fill each pleasant motor minute  
 With careful kicks wherever you may go ...  
 Your car will be your pal when you are in it  
 And -- what is more -- young man, you'll be a pro!

---Don Moore  
 National Safety Council

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A campaign to popularize the use of seat belts in passenger cars has been announced by three national safety and health organizations: the American Medical Association, the U.S. Public Health Service, and the National Safety Council. Theme of the campaign: "It's smart to use seat belts." ... The Department of Health, Education, and Welfare has ordered safety belts installed in its 500 automobiles, on recommendation of the Public Health Service.... And, on the light side, a squib in the Chicago Sun-Times says "Auto seat belts are vital to public safety. They keep drivers from leaving the scene of the accident."

---Traffic Shorts



# AROUND THE CIRCUIT

Vox-Cop

May-June, 1959

## STATION "A", RIDGEFIELD

### SPRING, SPRING

A sure sign of the season is seeing Houseman CHARLIE BRENNAN practicing his driving skill, riding sulky on the power mower giving the grounds a manicure. OFFICER FRANCIS making the pilgrimage to Lime Rock in his white MG. OFFICER PIRRI once again giving advice on tree grafting. OFFICER ALBERT taking golf lessons from Pro Pirri. RESIDENT OFFICER FAGERHOLM again tracking the elusive Sherman bear. The usual number of summer cottage owners reporting breaks that have happened sometime during the past winter.

### FROM THE GRAPEVINE

OFFICER DIRIENZO reported that he found that the advice given him in accident investigation by OFFICER LEONARD was greatly appreciated in a recent civil action in Superior Court. OFFICER KOSLOFFSKY has sold his Bridgeport home and now is breaking ground for his Brookfield estate. OFFICER BENZ and SERGEANT CROCE are now in the framing stages of their new homes. LIEUTENANT SMITH was heard saying that the fishing off the Carolinas was terrific, but as yet we haven't viewed any pictures. Someone has asked, "Does SERGEANT ABEL have stock in Columbia?" OFFICER HICKEY states that his car sometimes starts off with a bang. The efforts of LIEUTENANT SMITH, SERGEANT McNAMARA and STATE POLICEWOMAN BOLAND are bound to pay off in Leland Cash obtaining the American Bravery Medal if preparation of the account of the episode counts.

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A man at a crowded bar was heard to comment wryly:

"I'm so full of penicilin that if I were to sneeze, I'd probably cure two or three people."

## STATION "B", CANAAN

### GETTING IN FORM

Sgt. Joe Ciecierski, one of the three top pistol shots in the department, is getting in form for the coming summer pistol tournaments. Sgt. Starks asked for and got some expert coaching but even if it bears fruit the Lieutenant looks with a jaundiced eye on any more departmental pistol shooters from Station B, it is reported.

### THE NEW LOOK

State Highway employees installing new black top on the barracks drive and parking area. Lieut. is looking for the T-bird drivers prone to jack-rabbit starts on the, as yet, soft covering.

### TRIAL JUSTICE DIES

A half dozen officers led by the Lieut. recently acted as active and honorary bearers at the funeral of the late Lester B. Root, veteran Trial Justice of the North Canaan court.

### AUXILIARY SERVICE WANTED

Auxiliary Personnel Officer Richard Chapman is having trouble enlisting the services of auxiliaries to do traffic control at the Lime Rock Park sports car race track. Superior Court Judge William Shea ruled against any further Sunday races there and they are now held on Saturdays. Many auxiliaries work on Saturday and Off. Chapman has found it more difficult to recruit without imposing on the same ones each time.

### NEVER AGAIN

Arthur C. Lockwood, late of Willimantic and Hampton, Conn. but formerly of Canaan and Torrington and other Litchfield County towns swears he won't ever set foot in the county again. Arthur was released on parole from a 3-7 term at Wethersfield on February 16 of this year. May 16 he borrowed a friends un-

registered car. A little thing like license tags didn't bother him because he had salvaged some tags he had on a car owned by him which he recently junked. Just outside of Winsted on Rte. 44 he got all shook when Off. Vincent Brennan sought to stop him. Lockwood took off at high speed and complete disregard for other early evening traffic. He failed to make a turn and crashed the car. Trying to avoid hitting him Off. Brennan, following close behind, missed him but overturned on his side against the highway bank damaging the venerable 1956 cruiser. Lockwood took off into the brush leaving his topcoat and electric shaver behind. He made it through Winsted on foot and was hitchhiking west on Rte. 44 when he "thumbed" Lieut. William Menser in civilian clothes. "Going to Canaan," asked Lockwood? "Sure thing" says the Lt. P.S. He went to Canaan--to the Canaan barracks. Grass and leaves on his clothes which he couldn't readily explain and an inadvertent identification of the top coat resulted in multiple MV charges and a high bond. His parole officer will probably want him back after he satisfies the dictates of the Winsted Town Court. Officer Brennan, faced with the multiple insurance forms, accident reports etc, was more than happy to see him caught.

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STATION "D", DANIELSON

LONG SERIES OF CRIMES SOLVED

Officers Paul Deschenes and William Pelzer again prove that cases are broken only by real scratching for evidence and much leg work.

It was this pair who were responsible for the conviction of Wilfred Trudelle of Baltic for starting more than fifty fires including the Sacred Heart Church in Baltic. This was the result of good police work and long hours spent in leg work.

Again their method paid off when a break and entering of the La France Beverage Co., in Central Village was re-

ported. The safe in this place had been battered and the place ransacked. In the debris Officer Deschenes picked up several small bits of evidence and that coupled with bits of information from many people, who did not realize they were witnesses to this crime, built up a circumstantial case against two men, Robert Bourque and George F. Cote.

Warrants were obtained on this evidence and both men arrested. Bourque and Cote have been through the mill and had the reputation of being hard nuts to crack.

The evidence found at the scene had been checked by Captain Chameroy and Dr. Stollman and when confronted with this and the proof that it pointed directly to them Bourque and Cote admitted after long hours of questioning they had committed this crime.

In Windham County Superior Court they pleaded guilty and Bourque was given a prison term and Cote a long stay at the County Jail.

This case was closed and Pelzer and Deschenes could have rested on their laurels but without missing a step both started pulling out the old unsolved breaks in this area where the MO fitted the work of Bourque and Cote. More leg work rechecking the evidence and witnesses and back to Cote and Bourque they went accusing them of other crimes. The evidence against the two was overwhelming and they admitted these old crimes and apparently feeling they might just as well get the whole thing over admitted being implicated in other crimes and named other men involved with them over the past four years.

As a result thirty-seven cases were closed as solved and seven men arrested.

Like the iceberg that is 90 per cent under water the work of Pelzer and Deschenes is not visible to any except the men working with them. We know that they are consistent and hard working on each case assigned them and their successes are due to their enthusiasm and the application of good police practices.

We wish them continued success.

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When you're weary, be wary!

STATION "E", GROTON

BELLIGERENT SPEEDER

A youth speeding about 95 mph was chased by Officer Potter. While in the process of being chased the operator slammed on his brakes and put the machine in reverse. Officer Potter sensing what was taking place and to avoid a collision swerved off the road just in time. When the officer attempted to apprehend the youth the latter resisted and when other troopers arrived the culprit continued to fight until he was handcuffed.

DANGEROUS LOOT

Resident Officer Cable arrested two youths for theft in connection with the taking of a full case of dynamite, a half filled 25 lb. can of blasting powder, blasting caps, two revolvers, ammunition and a hunting knife. Assisting Officer Cable in the case was Officer Jacques. Enough material for a real "bang up" time.

NORWICH YOUTH WINS ROAD-E-O

A high school student of Niantic took top honors at a safe driving Road-e-o held in New London. Officer Greenberg served as one of the judges.

ON THE ROSTRUM

"Drivers who 'cheat' by breaking the laws when no policemen are in sight, cheat only themselves," said Lieutenant Avery addressing a social meeting at St. Patricks Catholic center. He also displayed slides of fatal accidents in this area. Slides of the State Police dogs were also shown.

Officer Bickford spoke at a local Lions Club meeting. "Operators who won't slow down to save their lives will slow down to save their licenses," he told the members. He and Sergeant Bellefleur spoke to the club about highway safety.

TURNPIKE USED AS RACE TRACK

Thirty-five miles in 17 minutes was the record of an out of state operator on the new turnpike. And he even stopped long enough to pay his toll at a bridge,

which was only a dime. Having to pass through a toll station he didn't even slow down, the fare here is 25 cents. Five policemen were involved in the chase and apprehension.

FIRE FIGHTERS NOW REST EASIER

Officer Bickford and State Forester Barnes arrested a Mystic man for setting nine brush and wood fires in Groton and Stonington.

FEMALE REASONING

Officer Piezzo arrested a woman operator for speeding on the turnpike. In court the woman explained she was listening to a radio broadcast on the car radio and snow was predicted. With not too far a distance to go she "stepped on it" to avoid the snow. Oh well, can't blame that on a soap opera.

OFF. CORCORAN RETURNS TO DUTY

We are pleased to have witty Officer Corcoran back in the fold again. Bill has had a rough session again in the hospital and convalescing at home. The "ticker" started "untickering" again.

BIRTHS

With the arrival of spring and the migration of birds into the area even Mr. Stork is not to be left out of the spotlight. He has delivered baby boys to Officer and Mrs. Papp and Officer and Mrs. Rankin. Congrats to both couples. We understand he has other orders and will enjoy our sea breezes more before leaving.

DRUG ADDICTION

Officer Hickey and SPW DeMatteo arrested a woman on a charge of manipulating of prescriptions to get drugs.

CASTRO MAKES SHORT STOP AT NEW LONDON

Cuba premier Fidel Castro enroute to Boston by train stopped at New London for a short time. Captain Courtney and a detail of New London officers were on hand, just in case. No incidents were reported in the area.

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If your mind is in neutral, make sure your vehicle is parked.

STATION "F", WESTBROOK

GOOD WORK

Off. Richard Hurley, in the short span of a week, captured the operators of two stolen cars. Both of them were wanted for other criminal offenses. While pursuing one of these cars the stolen vehicle collided with the assigned car of Off. Martin Devine, who had joined the pursuit.

Officers John Maroney and William Doyle have teamed up and concentrated on investigations here. The end result--many cases have been closed as cleared by arrest.

CONGRATUATIONS

Officer Donald Johnson is passing out cigars with the legend, "It's a boy." There are now two boys and a girl in the Johnson family.

STATION BRIEFS

Meanwhile Dispatcher Leon Phinney is boasting of the extent of his progeny. At last count he was a grandfather for the fifteenth time.

Karen Nichol, daughter of Resident Officer Thomas Nichol, has been accepted at the University of Connecticut, where she plans to major in home economics.

Officer William Griffin is giving indications that pioneer blood is running through his veins. After purchasing a lot in Ledyard he took an axe and proceeded to clear the trees from it. He attests to the fact that handling an axe is more difficult than it looks.

THOSE WONDERFUL EXPENSE CHECKS

The two turnpike patrol officers met at the end of their respective patrols and stopped momentarily to pass the time of day. "Boy," exclaimed one, "I'll be glad when the expense checks arrive, I'm broke and don't have the price of a meal!" "Well," counseled the other, "You'd better go into the restaurant and get a sandwich, at least that will prevent you from getting a headache from not eating." "I don't think I will," said the first officer, "Anyway, if I

get a headache, I'll go into the toll house and get an aspirin, they're free."

DOG CAPTURES BURGLAR

In a small country town a veterinarian was also serving as a constable. One night the telephone rang, and his wife answered the telephone. "Is your husband home?" said the anxious voice. "Yes," replied the wife, "Do you want a veterinarian or a constable?" "Both", came the answer, "I want him to open my dog's mouth, because he has the back end of a burglar in it!"

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STATION "G", WESTPORT

Personnel at Station G recently acquired added first aid knowledge from the first aid refresher course conducted at the barracks. All officers waiting an opportunity to put this knowledge to practice. Calling Doctor Kildare!

OFFICER DONALD HURST recently conducted a photography class of aspiring photographers, assisted by AUX. OFF. LOU KARALUS. Included in the course were instructions in the use of the new attachment for the station camera for use in fingerprint photography.

OFFICERS LOU PINTO AND ROBERT SAUTTER doing a commendable job in reducing excessive noise on the Connecticut Turnpike due to defective and illegal mufflers. They will soon be known as the muffler specialists.

Horace Greely once said "Go west young man" and so went our houseman, smiling JOHN PALMERI, who sojourned to California recently on a two week vacation.

Smoke signals over Waterbury every Friday evening have been translated by OFF. GEORGE FRAY to read "Houseman RAY CONLON come home". These messages after further investigation were found to originate from the Conlon "Tepee."

Weston RESIDENT OFFICER BENJAMIN DAVIS is busy these days supervising construction of his new home. With this hot weather he's concentrating mostly on the swimming pool. (Esther Williams

Special).

OFFICER SOBOLEWSKI looking trim these days--diet and exercise did the trick. Now OFFICER BILL DEMLONG is asking for the diet but wants no part of the physical end of the guarded secret.

All personnel at Station G welcome our new dispatcher, HOWARD TIMMONS.

OFFICERS ED COLLINS AND AL VENNING, the local Isaac Waltons, busy these days getting their quota of trout. Be sure it's just the quota boys.

OFFICER ROY CARLBERG soon to desert the bachelor ranks and join the majority. Welcome to the club, Roy, and so long to the Jug End Barn.

Your mystery reporter observed the stork flying low over the OFFICER D. B. SMITH estate. I predict it will be a little baby.

OFFICER T. G. SMITH looking cool riding around in his new Angelia (small sports car). We understand he'll be moving to Westport soon.

OFF. DONALD, "DAVEY CROCKETT", HURST doing a "bang-up" job with the pistol team.

Our garage had a new face lifting and looks like the parking lot at the Waldorf Astoria.

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STATION "H", HARTFORD

#### BASKETBALL SEASON CLOSES

The Station basketball team "Roly-Polys" finished a rather successful season winning six and losing only three of their games. Included in this hard schedule were two victories over Station "I". Members of the team were Lieut. Kimball and Officers Niedzial, Sterniak, Palumbo, Reynolds, Cabelus, Ragazzi, Harrington, Hayden, Nepiarsky, Riemer and Zdanowicz. The group made a very sharp impression outfitted in their new blue and gold uniforms and jackets with their Radio call numbers on same.

#### GOLFERS ORGANIZING

The Station "NIBLICKS" are mobilizing and all are polishing and adjusting their gear for the coming season. This

is a select group and we may look forward to hearing that motorized equipment may be in vogue. The paid up members are Lieut. Kimball, Sgt. Tex Calkins, Sgt. Jim McCormick, Off. Sterniak, in possession of a brand new set of clubs, Off. Riemer, Off. Niedzial at present on vacation taking up home economics, Off. Rust getting the BUG and hopes to join up as soon as he completes his Cloak and Dagger assignment and Off. Cabelus who hopes to make the grade as an alternate on the squad!

#### AUXIES FACE HEAVY SCHEDULE

Off. Waterman reports that the future activity of the Auxiliaries is rather heavy what with many Parades, Fairs and Carnivals in the near future. Jeeps will be manned and operated over the week ends. All gear and equipment is being readied for inspection.

#### TRANSFER

Sgt. James McCormick has returned to the Troops at Station "H". Nice to have you aboard "Jim".

#### SON BORN TO NIEDZIALS

Off. and Mrs. Carl Niedzial were blessed with a bouncing baby boy on Sunday May 3rd, 1959 weighing in at 8 lbs 10½ ounces. The heir will be christened Carl Christopher. Mr. and Mrs. James Hughes (SPW Doris Murtha) are to be the child's God-parents. The best of luck to all.

#### DOG FANCIER SUPREME

Off. Moe Palumbo, "Beagle King", has 7 hounds at his kennels at present. Among them are some that have garnered ribbons at various Trials around Connecticut, Massachusetts and New York. (OWWWOOOOOO) Come to think of it, Moe's dogs don't bark--teaches them not to when they're young.

#### BASEBALL TAKES THE SPOTLIGHT

With the New York Yankees presently in the cellar in the American League (a temporary condition according to Sergt. Vincent O'Brien) it would be interesting to have a resumption of the daily breakfast-time verbal encounters between the above mentioned Sergeant and "Butch"

Palin, an ardent Red Sox fan. Some very interesting and amusing verbiage has been exchanged by these two fellows in the past, concerning all matters relative to their American League selections.

OFF. RIEMER ATTENDS SEMINAR

Off. Robert Riemer is presently attending the Homicide Investigation Seminar at Harvard Medical School in Boston. Will, no doubt, return with a "Harvard" accent.

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STATION "I", BETHANY

RECRUITS GRADUATE

As we go to press for this period we note that the recruit class at the academy has just completed its studies and has been assigned to the various barracks. We wish to take this opportunity to congratulate the staff at the academy for a job well done and welcome the new men to their respective assignments.

CASE QUICKLY CLOSED

Recently, an armed robbery in Orange was solved in a matter of minutes due to the very good co-operation between the local department and Station I. At approximately 1:10 a.m. a call was received at Station I from Orange PD that an armed robbery had taken place in that town and giving a description of the men involved. This information in turn was given to our cars on patrol. Within 20 minutes Off. Richard Brown reported he had a car stopped on the Parkway which answered the description as given and upon search of car and occupants it was found the three men were the ones responsible for the armed robbery. They had a sawed-off shotgun and a loaded revolver in the car when apprehended by Officer Brown. He is to be congratulated upon his alertness in this instance.

HAIRDOS--PROBLEM FOR MEN TOO!!

When one looks around the station these days one wonders whether or not the college influence is creeping into

the area what with all the crew-cuts blossoming out around here. Now there are those who say that this type of haircut is good for the scalp, and we also have those who do not agree with this axiom. We say that this type of hairdo is OK for those men with a shape-ly head, but brother, for some of these fellows with the square-type cranium, it sure makes the points very noticeable.

CONVERSATIONAL GEMS

Recently we overheard a conversation going on between our astute linguist, Sgt. "Bilko" Panciera, and his new protege, Off. "Boxer" Conroy, and it went something like this:

Sgt: Now Mike I have just been informed that the Internal Revenue Department has a streamlined tax form for this year. It goes like this:

- A. How much did you make last year?
- B. How much did you have left?
- C. Answer: Send in "B".

Now, we all know why it is that when Sgt. "Bilko" sends his trainees out on their own, they are very astute.

Another gem of witticism came to our attention the other day in the course of a conversation between Off. "Akim" Longo and Off. "Roman" Bochicchio. During a long drawn out wangle over some trivial mistake in a point of law Officer Longo was heard to state to Officer Bochicchio and we quote:

"Now for crying out loud, Mike, we know mistakes will happen, but must you give them so much help?" Now we ask you, isn't that a dilly?

OUTDOOR FIRES HAZARDOUS

We understand that our car washer, "Soap Suds" Lucuk, has also been bitten by the home building bug. The other night he and his attractive mother-in-law were up on the building lot to cut down the brush and burn same and in the process of doing so the fire got a little out of hand and it was necessary to ask aid in putting it out from the neighbors. The idea in building a new home Walt, is build it "Up"--not burn it "Down".

HOME NAMING CONTEST

Our mechanic Armand "Roberto" Rosan-

elli is looking about for a name for his new home these days. We suggest from watching that pile of "Iron" grow in his back yard that he call his place "The Iron Chateau", eh? How's that for a name Armand, do we win the prize?

THE LAST WORD

We understand that the other day Off. "Elvis" Stensland had occasion to stop a female motorist for some trivial matter and give her a verbal warning for same. As we all should know from past experience, the female not only got in the first words of the conversation but when Officer Stensland was retreating to his patrol car, she was overheard getting in this parting shot. "Don't think it hasn't been pleasant meeting you, Officer, because it hasn't!" As we all know, this is what is called gaining "experience."

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STATION "K", COLCHESTER

We missed the last issue of Vox-Cop because yours truly was partaking of a little sick leave just prior to the deadline so we'll have to try and dish up a double dose of hot items from the "Lazy K" for this issue. We were certain that, after our contribution to the January-February issue, there was no possibility that we would ever again be handed this assignment. Not so, however, for we have been asked (loose term) to have another go at it.

Since our last literary effort, there have been three new additions to the families of personnel at this station. TROOPERS--no SPW's--were born to OFF. AND MRS. FRANK PISCH, OFF. AND MRS. WES HOLMES and OFF. AND MRS. STANLEY RADGOWSKI. The cigar smoke around here was so thick that you could slice it--a large volume of it contributed by "OLE' SPIT AND POLISH" ANDREOLI after he made it known that the usual custom at this barracks was for the boots to relay their stoogies to the "Old Sarge."

Several of the personnel have already taken part of their annual leaves this

year. LT. LAWRENCE just returned from a week's sojourn but he's not talking about where he went or what he did after he got wherever it was that he went. SGT. KEN TRIPP took over as ranch foreman while the boss was away and he did a commendable job of running the spread. JOE "LITTLE GEM" STOBA took a flying trip to Florida. Some of his optimistic friends contributed cash that was to be used for flight insurance for the hop but word has it that the dough was diverted to more practical use by Brother Joseph. Immaterial--since he got back safely. OFF. "WHISPERING JACK" KORWIN is sporting a Florida tan which he maintains was acquired at "some of the lakes around Hartford."

We welcomed back OFF. RAY ANDREWS who returned from an active duty stint with the National Guard in Georgia. They must have worked him pretty hard because he has wasted away to a mere shadow of his former self. Other than to state that it was "rough" Ray won't disclose too many of his activities in the deep south. We also welcomed to the fold OFF. "BUNNY" BUNNELL who comes to us from duty at a shore resort in Westbrook. George has made a rapid adjustment to the rugged life up here and is quite enthused over the fact that there are several airports nearby. "Bunny," who holds a private pilot's license, was quite elated to find out that some of the brothers either own their own private planes or have access to others. OFF. DON McCUE recently purchased an Ercoupe and, of course, "J.B." TOMLIN is still stuck with his interest in a sick Stinson.

PETE BECKWITH, our able dispatcher, has been temporarily transferred to Groton. HERB GAUTHIER of Windsor replaces Pete here at "K" and is presently being broken in on the job by Dispatcher RONNIE DAVIS. Herb has had considerable experience in radio communications and should make a "Grade A" man on the horn. Davis has just joined the "Auxies" and he cuts a mean figure in his new uniform. A confidential source, however, discloses that he is allergic to the woolen uniform trousers and has to wear "Long Johns" to protect his tender epidermis.

MARY AND NORM TASKER have moved into

their new Colchester home recently. Norm did much of the construction on the house himself aided by some of the "building specialists" stationed here. We understand that "moving day" was quite an event. WALT CHAPPELL, our mechanic, has also acquired a new home and should be moving in anytime. CLIFF "MONEYBAGS" BOMBARD has sold "one of the houses that he owns" in Manchester. It must be nice to be well off. OFF. FRANK PISCH is in the early stages of construction on his new home in Manchester and we hear that RAY ANDREWS has bought a pre-cut job. Now all he needs is someone to put it together and a lot for someone to put it together on. OFF. DON FERRIS is also planning a new domicile. He has the completed plans and construction will probably be under way by the time that this issue has been distributed.

Most of OFF. FRED AVERY'S spare time has been spent in putting an addition on his own home. Visitors to the Avery abode are greeted at the door with an assortment of carpenter's tools. "You wanna' drink--you gotta' work." They say that OFF. DICK MAYNARD is a mean man with a saw.

SGT. BILL MATHEWS has been placed in charge of all the rolling stock here at the ranch and he's seeing to it that all the boys are keeping their cars shipshape. OFF. LEO "MORTIMER" CZAJKOWSKI now checks his oil about ten times a day. He ain't taking any chances.

OFF. ART WOODEND brought his family (mother-in-law included) to the station for a visit while on day leave recently. While the kids were sampling ice cream in the dining room, "Woody" was downstairs in the cell block trying to coax "Mama" into one of the guest rooms--the one with the lock that jams. Fortunately (for Mama) she saw through the ruse--she might have been there still.

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"NINE OUT OF TEN pedestrians killed have never been licensed to drive and therefore have no way of fully understanding the limitations of the driver and the motor vehicle."

---National Safety Council

STATION "L", LITCHFIELD

LIEUT. NELSON WEDS

On April 20th Lieutenant Nelson and the former Ann Weir of Litchfield were married. Following the ceremony a small reception was held at the "Deer Island Gate," Bantam Lake. Good luck.

DURENS' 25th ANNIVERSARY

On Sunday April 26th, Sergeant and Mrs. Duren were the guests of honor at a surprise reception given by their children celebrating their 25th Wedding Anniversary. Between one hundred fifty and two hundred guests, including many station personnel and Station "L" Auxiliaries attended and many fine things received. A good time was enjoyed by all. And now for the 50th, folks.

STATION "L" YACHT CLUB NEWS

With the '59 boating season nearly upon us, Station L's drydock boatyard has been active during many off duty hours. Two newly acquired craft have been receiving the prime attention of Fleet Admiral J. J. Kenny Jr. and Line Admiral C. L. Wilkerson. Gala launching ceremonies are rumored to be planned and Admiral Kenny says this year to avoid unnecessary waste of "Critical materials" he is installing a funnel and bucket under the bow during christening ceremonies. The Admirals advise "Reservations not necessary but recommended." "Oh, for the life of a sailor,"

NEW DRIVEWAY

Station "Yardbird", Jack Tobin, is probably the happiest man over the extension of the new driveway on the south side of the barracks. Jack says, "I will save a lot of steps with so much less lawn to mow, now let's make the rest of the yard parking space." Then you'll have no work at all John.

PINBALLITIS??

Electronics "Whiz Kid", Officer Hurlburt, is reported to have commented, "I've spent so much time studying the insides of these infernal pinball machines that every time I nod my head or



go around a corner fast, my eyes must light up TILT." Put another nickle in the slot, Boy.

TALL TIMBER

"CHIEF FORESTER", Al Thompson, is such an admirer of the tall evergreens in the state of Maine that he is trying to raise his own version of the Maine Woods in his backyard. Al says every man should have a good stand of timber on his property. "Woodsman, save those trees."

PROOF OF THE PUDDING?

The entire station personnel is happy to see the smiling face of "Happy Joe Staselunas" back in the kitchen. Joe really serves up a good meal. Joe says he enjoys his own cooking so much it's dangerous. Can't see the floor or his feet anymore. Try "Slenderella" Joe.

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HEADQUARTERS

BETROTHAL ANNOUNCED

Iola McCorrison recently surprised us when she came to work one morning flashing a diamond engagement ring. "Mickey" said she and Jim have no definite plans, but we think 1960 will tell the tale. Congratulations to them both.

DEATHS

We extend our condolences to Frank Virelli on the recent death of his Mother; to Alice Cobb, whose husband passed away on May 29, and to Kay Bonas on the loss of her father, also to Eleanor Tennant on the loss of her mother.

LOOKING AHEAD

Jeanne Genlot will become the bride of Norman Burns on Saturday, June 20. Gloria Willey will also take the big step on Saturday, July 4.

SUSAN KODAY WEDS

On June 6th, Susan Koday exchanged marriage vows with Robert Silver in Washington, D.C. The couple will make their new home in Stafford Springs.

Best of luck and happiness to the newly-weds.

LOYAL FAN REWARDED

A certain ardent Red Sox fan on the second floor of our Headquarters Building has been displaying her team-auto-graphed baseball which she acquired a few weeks ago. A loyal fan, such as she, deserves a token for all her rooting. It isn't easy when one's team is flirting with the cellar position in League standings, is it Dot?

VACATIONS

Recent vacationists include Grace McCann who spent a week at Cape Cod; Jean Bonolo and Lillian Day who flew to California for two weeks of sun and enjoyment. Wayne Erickson soaked up some Florida sunshine and Warren Sanderson visited New Hampshire, Massachusetts, New York and New Jersey.

PERSONNEL CHANGES

Headquarters has seen only one new face since the last issue of Vox-Cop and that is Dot Rohan of Manchester. She has replaced Bea Connors in General Office, who transferred to the Probation Department located in Rockville. We hope "the girls" will enjoy their new positions.

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Summer advice to all eaters: If you are thin, don't eat fast. If you are fat, don't eat. Fast!

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A young governor in an eastern state was asked to address the prisoners at the State Penitentiary. It was his first speech after election and he was somewhat nervous.

He started off, "Fellow citizens" --then realized that the prisoners were deprived of their citizenship during their imprisonment. He stopped and started again. "Fellow prisoners"--

He realized too late his second mistake, so he continued, "Well anyway I'm glad to see so many of you here."

OFFICER STEPHENSON RETIRES

SALUTE TO THE LAW



Off. William H. Stephenson

Officer William H. Stephenson, of Rockville, who served in the department for 24 years, much of the time at Stafford Springs Barracks, retired from the force May 20, according to an announcement by Commissioner John C. Kelly.

Stephenson joined the department in 1935 and after completing his training at Ridgefield was assigned to Stafford Springs. He was later transferred to the Hartford Barracks. During World War II he served four years in the U. S. Coast Guard and upon his return to state police duty was reassigned to the Stafford Barracks where he had been stationed up until his retirement.

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ACCURATE DESCRIPTION

Police Officer: "Can you give me a complete description of your missing cashier and the car he was driving?"

Banker: "I can't give you a description of his car, but he was five feet eight inches high and \$10,000 short."

Law Day, U.S.A., was observed for the second time on May 1. The first observance in 1958 occurred because of the efforts of Charles S. Rhyne, then president of the American Bar Association.

The law is timeless, yet it may be changed by time. It is always subservient to the will of the people as expressed through their chosen representatives. The original concept remains unchanged: the law is for the good of society.

Law Day reminds us that our rights should not be taken for granted. The laws which protect them grew by long and difficult stages, dating back as far as 1215, when the English barons rebelled at Runnymede and forced King John to sign the Magna Carta. Many of the principles of Magna Carta are embodied in the American Constitution.

The law is not perfect, as those closest to it must admit. Samuel Johnson called it "the last result of human wisdom acting upon human experience for the benefit of the public." This is a fine but not completely accurate description. Flaws do appear in the law, but they can be rectified when the need can be provided. Our system provides the means for canceling out its own mistakes of legislation.

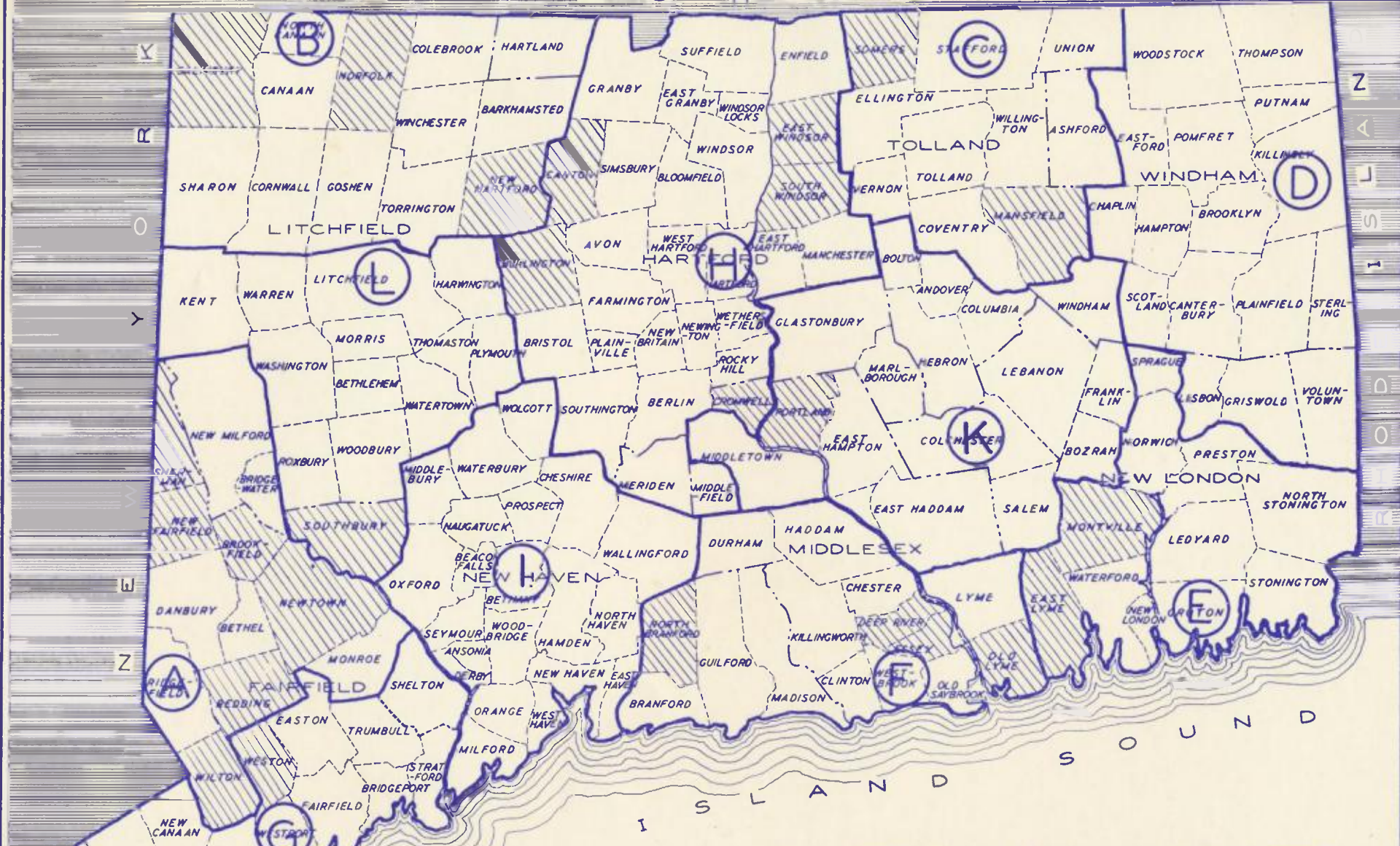
The law affects us as citizens every day in everything we do. It safeguards our persons, our property rights, regulates our marriages and divorces, provides us with a means of righting personal wrongs without resort to violence. does countless other things which have a bearing upon our lives.



We owe our respect to the law, and to those who interpret it, apply it and enforce it. Most of all we owe our respect to the great tradition which has come down to us through laws framed and enacted by the designers of our system of government.

Law Day furnishes us with a reminder of our debt to the past and our obligation to the future, which we can best meet through better understanding of the law, its bases and its development in this great free land.

---The Meriden Journal

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



 Towns having a Resident Officer  
 State Police Stations

CONNECTICUT

STATE POLICE DEPARTMENT  
DISTRICTS AND STATIONS