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Code of Honor
of the
Connecticut State Police

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

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

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

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

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



JOHN C. KELLY
Commissioner

BY THE Yankee Clipper

Vox-Cop

January-February, 1959

"Sneak" Drivers Pose Bad Highway Hazard

By John Quinn

Large numbers of Connecticut motorists who lose their licenses under Gov. Ribicoff's speeding blitz are taking chances daily on the highways during their suspension periods.

This is borne out by Motor Vehicles Dept. statistics on the three-year anti-speeder drive. They show that while the number of license suspensions for such road infractions has jumped considerably, so have the totals for driving while under suspension.

The sneak motorist is considered more of a menace on the highway than one with the legitimate right to drive because of the mental stigma imposed by the knowledge of wrong-doing.

The constant fear of becoming involved in an accident or passing a red light or hitting the accelerator too hard causes the suspended driver to "tighten up" in difficult traffic situations, according to MVD officials.

Such over-cautious motorists are most often the ones who slip again. The second offense is often far more disastrous than the first.

Police estimate that nine out of 10 drivers whose licenses are taken away for 30 or 60 days as the result of speeding convictions "take a chance."

Most are persons who depend upon their autos for a livelihood and feel they can get away with it for the short suspension period. Others get "itchy" looking at the car standing idle in the driveway or garage.

All forget that another mistake can lead to a severe penalty.

The suspended driver who scoffs at the law and takes to the highway legally unprotected runs the risk of heavy financial troubles if he is involved in

even the slightest accident. Without a legal right to operate, he is forced to assume the entire blame. Fines, lawyer's fees, indefinite loss of license and cancellation of insurance can really put this violator behind the financial eight ball.

In many instances insurance companies checking with the Motor Vehicle Dept. on suspensions, will cancel or suspend the client's policy for the license-loss period. The driver must thus risk the entire burden if he gets behind the wheel illegally.

This hurts both the sneak motorist and his victims if he becomes involved in a major accident.

But just the same they take the chance, perhaps over and over again, thinking they can pull the wool over the eyes of the law. Statistics show that a good portion of those picked up over the past years for operating while under suspension are repeat violators.

But many, many more operators are traveling the highways undetected.

The large number of arrests for driving while under suspension, however, speaks well for law enforcement agencies which claim they can spot an illegal driver quite easily.

Police claim that a suspended motorist will "freeze" at the sight of a bluecoat.

He's overly cautious. He looks all around. He sits too erect in the driver's seat. He is almost too careful to make sure he is proceeding at a speed less than normal and that he observes every rule of the road.

This is usually the driver the cops will stop for a mere routine check. Nine times out of ten, the facts confirm

their suspicions.

In many instances these violators admit their guilt on the spot. Others try to bluff their way through, telling the cops they have lost their license or left it at home.

Some even try to pass off an illegal duplicate or a borrowed license. Such schemes are immediately detected, however, when the arrest is checked through the MVD.

During the Governor's three-year speeding crackdown, 28,611 Connecticut speeders have lost their licenses for varied periods.

In the first year of the crackdown, suspensions for speeding soared to 10,055. The previous year--1955--only 372 motorists had their licenses lifted for this reason.

In 1958, a total of 9,271 speeders had their licenses either revoked or suspended. This was just 14 under the figure for the previous year.

Last year, however, the greatest batch of "sneak drivers" was nabbed for operating while their licenses were under suspension. The 2,071 figure was made up mostly of those who lost their right to drive because of speeding convictions.

In 1956 and 1957 close to 3,000 speeders who "took a chance" had their licenses re-suspended--a sharp contrast to the mere nine such violators tagged from 1953 through 1955.

A total of 32,478 motorists had their licenses suspended in 1958, according to the Motor Vehicle Dept.

Next to speeding, the major source of suspensions is the Accident Security Div., which suspended 7,273 motorists last year following MV hearings on accidents. Drunken drivers topped this list, with 3,304 suspensions.

Some 2,527 motorists who failed to furnish proof of financial responsibility following accidents had their licenses lifted.

Reckless drivers were next on the suspension list with 1,305.

As the result of facilities on Connecticut highways, 240 motorists lost their licenses. Another 660 drivers were suspended for evading responsibility.

A total of 736 suspensions was handed

out for operating without licenses, and 611 were tagged for operating unregistered motor vehicles.

For failing to report accidents to the MVD, 1,573 motorists were denied the privilege of driving for various terms. For improper use of markers, 174 lost licenses; for operating without permission, 299, and for allowing an improper person to operate an auto, 227.

Some 376 operators were suspended for criminal offenses involving a motor vehicle, and 104 lost their licenses for allowing a minor to operate a motor vehicle. ---Sunday Herald

POLICE TRADITION

By A. Leokum

Anyone who reads detective stories, goes to the movies, or watches television, is sure to have heard of Scotland Yard. When you say the words "Scotland Yard" you somehow think of a very efficient detective who works quietly and calmly, and who always gets his man!

Scotland Yard as it is used today, means much the same as our expression "Police Headquarters," only it applies to London. The people who work for Scotland Yard include about 16,000 officers and men, who are responsible for an area of about 735 square miles and a population of about 8,500,000.

Scotland Yard performs many more services for the city of London than just supplying it with policemen and detectives. It is in charge of London's traffic, it licenses and controls all buses and their drivers. It also gets involved with civil defense, buildings and housing, medical services, lost property, and the registration of aliens.

The history of Scotland Yard is an interesting one. About a thousand years ago, King Edgar of England gave King Kenneth of Scotland a piece of ground near Westminster Palace in London. He required that King Kenneth build a residence there and visit it each year to pay homage for the kingdom of Scotland.

King Kenneth built a palace there, and lived in it whenever he came to England. It remained the property of the

Scottish kings and came to be known to the people of London as "Scotland."

When Queen Elizabeth died in 1603 and James VI of Scotland became king of England and Scotland as James I, this palace no longer had a purpose. So it was divided into two yards, known as Great Scotland Yard and Middle Scotland Yard, and was used for government buildings.

In 1662 it was used by police officers for the first time. In time, the police department of London made it their official headquarters, and thus Scotland Yard came to stand for police headquarters throughout the world.

A PATROL

By

Supt. J. S. Cruickshank
Royal Canadian Mounted Police

"I am very sorry for all the anxiety I have put everyone to owing to our continued absence but I could not send out word before I did, and it was no good coming back while the man was in the country." With these words Reg. No. 3775 Sergeant C. S. Harper, ended his report covering his patrol to apprehend Asa Hunting who was wanted for abducting a young girl and running away with her into the wilds in the fall of the year 1913.

The reason for the anxiety could well be understood for the patrol commenced at Lake Saskatoon, west of Grande Prairie, Alta., on November 4, 1913 and nothing further was heard from them until they arrived back on January 20, 1914, some 77 days later.

On patrol with Sergeant Harper was Reg. No. 5591 Cst. F. Stevenson, and Richard Harrington, who was engaged as a guide and packer. Three Police horses and six pack horses hired from Harrington were used for transportation for due to the wild country to be travelled, it was necessary to pack provisions for one month plus 500 pounds of oats for the horses.

The patrol reached the foot of Nose Mountain on November 13 when heavy snow made travel difficult. It took seven

days to reach the summit of the mountain, a distance of 40 miles, the last 500 feet being almost pure ice. Here one pack horse lost its footing and rolled 50 feet, but was saved by being caught by a tree while another pack horse's front cincha broke but the horse backed clear, not getting hurt.

Once over the mountain the patrol hit the old Jasper trail which was blazed but the snow was waist deep for the first 50 miles and Porcupine River valley was reached on November 25 where two days' rest was taken as the horses were in poor condition and the oats were all finished. Hunting's old camp was found on December 2 but some Indian trappers said he had not been seen for two months. However, they pointed out some tracks and the patrol then reached his second camp only to find him gone.

It was necessary to retrace steps and follow the Smoky River over the Jasper trail and on December 6 one pack horse tumbled off a mountain trail and was lost. All food except tea and sugar was then exhausted but a trapper they met gave them a sack of dried moose meat on which they lived until December 12. By that date they had climbed Porcupine Mountain and hit Smoky River where they found an Indian encampment, the occupants of which were also out of food and were living on lynx and rabbits. As the horses were then in bad shape Constable Stevenson remained to rest them while Sergeant Harper proceeded on foot.

Grande Cache was reached that night and it was found that Hunting had been there to purchase food some three days previously. Purchasing some provisions the sergeant with a guide started for the Muddy River on foot where Hunting was supposed to be. On December 22 the smoke of a camp fire was seen and the girl was found in a tepee in a spruce clump. When Sergeant Harper informed her he was a Policeman she commenced to scream so he carried her out and leaving her with the guide went back to see if the screams would bring Hunting to the camp. Within a short time Hunting came running to the camp with his rifle at the "ready" but was ambushed and told he was under arrest. He submitted meekly.

The party returned to Grande Cache on

Christmas Eve and rested for one day before back-tracking with the prisoner over the Porcupine Mountain. The old tracks were covered in with snow, they had no oats and food was scarce. All camps were made in the open, sleeping on spruce boughs with one member staying awake each night to keep fires going and watch the prisoner. Nose Mountain was crossed by January 8, 1914 in bitter cold and by the time the foot of the mountain was reached the party had only one dead lynx, tea and two cups of tapioca for three days' subsistence until they reached a food cache on January 12. Here they met Constables Cornelius and Gordon who, with a guide, were searching for them. Apart from Hunting, who had both feet slightly frozen, the remainder of the party suffered no ill effects other than colds, but the horses were in a pitiable condition. The entire party reached Beaverlodge on January 18 and finally Lake Saskatoon two days later when they notified the Officer Commanding by wire of their safe return.

It was fortunate Sergeant Harper did persevere and bring back the prisoner for he and the abducted girl would undoubtedly have lost their lives in the intense cold spell which followed shortly after their return to civilization. The only complaint by the NCO was that the dried moose meat he had received as a gift early in December was so hard they could never chew it sufficiently, which they overcame by chopping it into bite sized pieces which they gulped down after masticating it as much as possible.

Such patrols, and there were many of them, were not written for publication for popular consumption but they were of the stuff on which the reputation of the Force was built.

---RCMP QUARTERLY

TOUGH CHOICE

And the Florida Highway Patrol reports that a man turned in his driver license with the comment that he was forced to do so by the welfare commission under penalty of losing his pension for the blind.

---Today's Traffic

BRITISH SPEED

Staid and conservative Old England opened a new stretch of express highway the other day that was termed by Prime Minister Macmillan, in dedicatory ceremonies, as historically memorable as the first jet engine.

It was, he said, something different in the history of British transportation -- the country's first motorway. The new road, only eight miles long, by-passes Preston, Lancashire, on the way from London to Scotland, and the opening was a banner day, described as the introduction of the largest English road program since Roman times.

We Americans can extend our congratulations and felicitations to our cousins across the Atlantic on their accomplishment in the modern automotive age even though we look upon it as dwarfed by our own vast network of U.S. super-highways, of which our own Connecticut Turnpike is no small contribution.

However, most of us will stand aghast at the British program and policy as to this new motor road and the highways to follow, for we are told that they will be tailored to the Briton's taste for high speeds.

For example, there will be no speed maximum on this new Preston by-pass and similar highways to be built, but falling below 50 miles an hour may result in a driver being warned to "step on the petrol." Even the turnoffs are designed for 70-mile-an-hour traffic, and on opening day, with the road shrouded in the familiar and often fatal December fog, reporters described the average speed of drivers as 83 miles an hour.

Happily there are no impediments to traffic on the eight-mile straightaway and all "learning drivers, motor bikes, small motorcycles, invalid carriages, bicycles, pedestrians and animals" are banned. It will be interesting to observe the success or failure of this British speed outburst.

---New Haven Journal Courier

A reformer is someone who insists on his conscience being your guide.

GERALD O'CONNELL, N.U.T.I. HEAD
FORMERLY CONN. STATE POLICEMAN

By Ethel Beckwith

The way sick people head for the Mayo Clinic, those with traffic headaches go to Gerald O'Connell. As training director of the Traffic Institute, on the Northwestern U. campus in Evanston, Ill., he has the cure.

Once a Connecticut state cop, the white-maned O'Connell is becoming known over the world. His students come from many fields in addition to police.

Some are connected with trucking companies and railroads. Some are interested in traffic efficiency inside plants. Judges and attorneys as well as traffic students from other universities compete for seats in O'Connell's classes.

Jerry crossed the threshold toward the national spotlight in 1939, when, still in State Police uniform, he won the Alfred P. Sloan Award to attend the institute's nine-month course in traffic police administration.

Winning his diploma, he was assigned to the Connecticut State Police Training Academy and served with the State Traffic Commission.

In 1942 he was called to the institute to be assistant director. Five years later he became chief.

Born in New Haven in 1912, he joined the State Police in 1938. He married Frances Dinnean of New Haven, a graduate of Albertus Magnus College. Her mother, Mrs. Helen Dinnean, R. N., who lives in Hamden, is a graduate of St. Vincent's Hospital, Bridgeport.

Jerry and Frances have four children: Ellen, 15; Frances, 12; Paul, 7, and four-year-old Clare.

The institute, opened in 1936 strictly for police, now has Air Force and Army personnel as well as civilian students.

Best known is the scholarship plan. Police are annually in national competition for the free course awarded by the Kemper Foundation for Traffic Safety, Chicago.

HOW TO LIVE THROUGH THE WINTER

In the persistent and record-breaking cold of this winter the great killer has been not ice but fire. For every case of death by over-exposure or heart attack brought on by the sub-zero temperatures there have been ten caused by fire. Every day the newspaper carries a new horror in the form of some family cut in half or destroyed entirely, some group trapped, burned to death, or suffocated by smoke. The lower the thermometer, the longer the trail of destruction which fire causes.

Faulty or overworked heating equipment is responsible for a large part of fires, but carelessness, the hazards of high winds and the difficulties of fighting fires under conditions caused by low temperatures also play their parts. In every case, there are things we can do to increase the chances that it won't happen to us, or that if it does we can escape and bring our children out safely.

Space heaters which are dangerously built or improperly operated seem to be the biggest single cause of fatal fires in private homes. The old-fashioned kerosene or oil-burning types are a menace to which no family should be allowed to subject itself, and the hazard is increased by the handling of fuel, often by youngsters, which they involve. There are modern, efficient space heaters available, and these alone should be allowed. In Meriden the Fire Chief in years past has offered the services of qualified men to inspect equipment which householders may be uncertain about; we have no doubt that he would respond to such calls this year.

Chimney fires, fireplace blazes gone out of control, furnace flare-ups caused from over-use are more likely to occur in this weather. A fire extinguisher makes a good decoration for the mantelpiece, and the number of the fire department looks fine posted over the telephone. It's a good idea, too, to keep all room doors shut at night; it saves on the heat as well as acting as a fire brake.

For the rest, every householder should make sure that his family knows

what to do in case of fire and how to do it. To make everybody climb out on the roof in a practice drill these freezing evenings may be too much. But to drill every member in his possible escape routes, how to reach them, and what not to do in the way of opening doors or breathing fumes is vitally important. Cool heads and closed doors can save lives even when property goes up in smoke.

---Meriden Journal

BOLDER HITCH-HIKING

Out in nearby Branford the other night two youths, both under age 16, flagged down a 100-car freight train lumbering through the darkness along the Shore Line Division of the New Haven Road. It turned out that the youngsters, who waved a flashlight to bring the long string of cars to an emergency stop, wanted merely a hitch-hike back to their homes in New York. Instead, they caused a 30-minute rail service delay, upset the road's operating schedule for the time being, and found themselves in the hands of New Haven juvenile authorities.

The incident, however, did point up one situation, which does not seem to be improving, that is the growing number of hitch-hikers, who are becoming bolder and bolder along our highways. Not many, it is true, flag down a railroad train for a free ride. In this instance it was no doubt the audacity of immaturity that led to the unusual act.

But hitch-hikers, not much older are very much in evidence on our heavily-traveled automobile roads, where, particularly at night, they are a danger to traffic.

Not only do hitch-hikers along the road shoulders and sometimes in the highway itself, present a hazard, but experience has shown many a kind-hearted driver has given a lift to one or more ride-seekers, only to painfully regret it later. There have been sluggings, hold-ups, robberies, beatings and car thefts, all from motorists obliging hitch-hiking strangers.

Those kids, who stopped the 100-car freight train in Branford had nothing

like that in mind. However, their manner of seeking a ride home well can serve as a reminder to all of us of what FBI Director Hoover has been warning for a long time--beware of hitch-hikers.

---New Haven Journal Courier

TURNPIKE -- TO AND FROM GEORGE WASHINGTON BRIDGE

So many motorists are having trouble reaching the George Washington Bridge from the Connecticut Turnpike we offer here the proper route--which could be changed, so always check before going.

SOUTHBOUND

Connections From The Connecticut Turnpike To The George Washington Bridge Via The New England Thruway.

Follow the Connecticut Turnpike to the New England Thruway (which is part of the New York Thruway system and will be posted as such). Continue on the Thruway to Exit #10 (Mamaroneck Avenue--White Plains).

There are two exits #10. One to Mamaroneck Avenue--White Plains, the other to Mamaroneck Avenue--Mamaroneck. Be sure to use the one marked Mamaroneck Avenue--White Plains. Then continue on Mamaroneck Avenue to the entrance onto the Hutchinson River Parkway. Continue south on the Hutchinson River Parkway and follow the signs posted to the Cross Country Parkway, continuing on the Cross Country Parkway to the following parkways:

Cross Country Parkway to the Saw Mill River Parkway to the Henry Hudson Parkway to the George Washington Bridge.

NORTHBOUND

From George Washington Bridge To The Connecticut Turnpike Via New England Thruway.

From the George Washington Bridge, follow the signs posted To Connecticut until reaching the Hutchinson River Parkway which would take you over the following parkways.

Henry Hudson Parkway to the Saw Mill River Parkway to the Cross Country Parkway, continue on the Cross Country Park-

way to the Hutchinson River Parkway.

Follow the Hutchinson River Parkway to Interchange #18 (Mamaroneck Avenue). Follow Mamaroneck Avenue to signs reading "To New England Thruway and Connecticut" which will take you to interchange #10 of the New England Thruway, continue on the New England Thruway to the Connecticut Turnpike.

---The Hartford Automobiler

POLICE CO-OPERATION

Artificially and arbitrarily set up boundaries between communities are no barriers against crime and criminals. There is as free flow of thugs, burglars, thieves, hold-up men and the gentry, generally, between cities and towns as there is of the wind that whistles through the treetops. Therefore, cooperation between police departments is of extreme importance in these days when crime is rampant and the underworld seems to be surfacing everywhere.

The New Haven area has just experienced examples of such teamwork between police organizations that is outstanding. It demonstrates what can be accomplished, and so often is, when modern police methods are put to work on a unified program.

Police of the city of New Haven and the towns of West Haven, Hamden and Branford, conducted co-operative investigations which led to the clearing up of nearly three dozen burglaries as well as miscellaneous attempted house-breaks and thefts in an epidemic of such cases, which had extended back through the past few weeks. The joint sleuthing resulted in eight arrests being made, one allegedly an exconvict.

Modern systems of rapid communications by radio-equipped squad cars, teletype, and telephone hookups and the trend toward uniformity in crime-detection procedures, as well as up-to-date card filing and indexing, have brought the separated departments together not only in actual contact one with the other, but in their way of handling today's police work.

Such cooperation, which exists not

only on an area basis, but at the county, state and, interstate levels, and tying in with the FBI on the national scale, makes every community a safer place in which to live.

---New Haven Journal Courier

OLD DAYS

In 1907, a special Stanley Steamer was built for a speed trial. It was very light with a pointed front, very flat body bottom and a curving, decked over top. On a Florida beach, it attained the then amazing speed of 197 mph with the speedometer climbing fast when the car hit a bump. It began to soar like an airplane and was actually airborne for more than 100 feet. Upon landing, it was smashed to pieces and the boiler was found nearly a mile away. The driver, terribly injured, survived.

Speaking of steam cars, Ken Purdy says, in Think magazine: "Beyond any doubt, superbly efficient steam cars could be built today. They would be cheap to make--remember the Stanley's engine had only 15 moving parts--cheap to run, incredibly long lived. They would conserve our dwindling oil reserves: a steam engine uses little lubricating oil, and converts 90 percent of its fuel to useful purpose, against a good gasoline engine's 35 percent. They would transform our big cities: no exhaust would come from them and almost no smoke. Someday we may have them, for the atomic-powered car, if it ever comes to pass, will be, like the atomic submarines driven by steam".

It is commonly thought that the self starter, in 1912, spelled the end of the steamer, but, in 1923, a steamer was developed which could build up 750 pounds of pressure in 45 seconds.

---Virginia Traffic Safety News

The Pennsylvania Game Commission notes that 9,262 deer were killed in 1957 by automobiles. This is about twice as many as were killed by hunters.

---Virginia Traffic Safety News

Changing Times



Shown in the above photo taken in the early thirties is the motorcycle patrol of Station "H", left to right: Officers Arthur Koss, Kenneth Stevens, Lionel Poirier, Henry Mayo, John B. Murphy, Elton Nolan, William Mackenzie, Edward Shedroff, Richard Martin, Eric Swanson, Frederick Johnson and Arthur Kathe.

During that period, 1925-1936, Headquarters was located in the front in what had been the residence of former Governor Morgan G. Bulkeley. The building shown in the photo was located in the rear and prior to being converted to the barracks, Station H, was the stable and garage. These buildings were demolished later and our present quarters constructed on the site and occupied in December, 1938.

JUDGE RULES AGAINST
USING ROADBLOCKS

Judge Robert A. Bainbridge of the judicial district court in Lodi, California ruled Wednesday December 17, that roadblocks are illegal without "specific, reasonable grounds for believing a law is being violated."

The judge, without a jury, was trying truck driver Wallace Boulton of Woodbridge, who had been stopped by California Highway Patrolmen making a routine check of commercial vehicles.

Boulton was charged with driving with a suspended driver's license, and with operating a vehicle having defective brakes and horn.

Judge Bainbridge held that the state "failed to show any reasonable grounds for having stopped" Boulton's truck. He added:

"A person lawfully within the United States has the right to the free use and passage of a public highway."

He said that since no reasonable grounds for stopping the defendant were shown, the evidence presented to the court was illegal and inadmissible. He ruled Boulton not guilty.

Deputy Dist. Attorney Loren Rupert said he does not plan an appeal of the ruling at this time.

The ruling was not expected to have any effect on traffic checks traditionally made on the Christmas and New Year's holidays by the California Highway Patrol and some local police departments.

---Visalia Times-Delta

ROAD BLOCK TEST

A highly successful police method of encouraging safe driving during periods of acute hazard, as at the year's end festivities, has been put in legal question by a judicial district court in Lodi, California.

Judge Robert A. Brainbridge ruled that the California Highway Patrol has no right to stop motorists at road blocks, unless there is "specific reasonable ground" that drivers are violating the law.

In Southern California, road blocks at strategic points of heavy holiday traffic have proved effective: As deterrents, as checks to faulty vehicles and as detectors of reckless or drunken drivers.

Instead of resenting road blocks, the public has readily cooperated and acknowledged their value.

The Lodi decision should be appealed and submitted for constitutional test in the higher courts.

At first glance it seems absurd that traffic police should first wait for an accident to happen before moving to correct possibilities that are obviously perilous, and foreshadowing fatality if not corrected.

The Lodi verdict offers another instance where the letter of the law lags behind the realities of life.

Since the law cannot heal the maimed nor resurrect the dead it should be adjusted or interpreted to give traffic police a chance to do their most important duty, which is prevention.

---Los Angeles Examiner

TIRES

How much help are snow tires for winter driving?

In stopping ability at speeds of 20 miles an hour on snow or ice in 20-degree weather, snow tires are 10 to 13 per cent more efficient than regular tires. The National Safety Council says that for starting traction on glare ice when the temperature is around 20 degrees, snow tires are 28 per cent better than regular tires, but that chains are 231 per cent better. On loosely-packed snow at 20 degrees, snow treads have a 51 per cent edge over regular tires, while chains are as much as 313 per cent better.

There is no sadder or more frequent obituary on the pages of Time than "We have always done it this way."

---K V P Philosopher

TEENAGERS

Vox-Cop

January-February, 1959

WHY DO KIDS JOIN GANGS? HOW DO YOU STOP A RUMBLE?

By Eugene Gilbert
President
Gilbert Youth Research Co.

They know the language of gangland. They know a zip gun can be made easily from a piece of lead pipe and a spring. But when you ask them how to stop a "rumble," the current idiom for gang battle, their outlook is pretty hopeless.

Answers like "Not a darn thing," "Impossible to do anything" and "You can't do anything because there are too many gang members" from teenagers we polled in our nationwide survey showed a majority was unable to offer any solution for these vicious outbreaks of violence. Sixty-two per cent of the youngsters took this attitude of resignation and futility.

A minority of those questioned, 41 per cent, favored strong police measures. The balance pleaded for greater understanding.

Few Are Gang Members

The youngsters insisted that only a tiny minority of their age group are gang members. Eighty per cent of the boys questioned--and 87% of the girls--disclaimed any knowledge of neighborhood gangs in their areas, even though many who were interviewed live in the country's largest cities.

They took a strong moral tone toward the gang member, flatly condemning those who belonged as "bad," and announced that even if there were need to band together for self-protection, they would not join a gang.

But protection was listed as a secondary reason for gang membership by the 16 per cent who said that gangs existed in their neighborhood. The majority felt that gangs existed to cause trouble, that being the conclusion of 67 per cent

of the boys, and 73 per cent of the girls.

Asked if they carried any type of weapon, if they had ever used a weapon, and if this use was justified, the youths overwhelmingly answered "no." Ninety-eight per cent said they did not carry any weapon, and nearly the same percentage, 93, stated they did not think having a weapon was ever justified. Nor did they know many of their classmates or associates who did.

Urge Strong Arm

The teenagers reiterated their insistence on strong police action when they were asked, "In the case of small crimes, do you think the police department and the courts are more effective than social agencies?" Forty per cent felt the police could be utilized, 12 per cent wanted parents of offenders to go to work on the problem, and social workers ranked a low 2 per cent as a useful force in combating juvenile gangland.

Some of the teenagers showed a sociologist's concern. Frances V. Anderson of Philadelphia, Pa., suggested "removing the causes of frustration."

Lower than the lowliest in the youngster's estimate is the girl gang member. Only 2 per cent know of any girls in gangs, and as Gary Speiss of Creve Corner, Mo., said, such a girl must be "a rather low form of person."

Why Gang Wars?

When questioners dug into the reasons for forming gangs and starting gang wars, many teenagers interviewed showed adult perception of these motivations, The need for belonging, a desire to show

off, and the realism of joining a gang for protection were mentioned most frequently. And in the case of female gang members, emotions like loneliness, lack of affection at home, and a feeling of inferiority were frequently mentioned as causes.

There was majority agreement on the correlation between large city living and delinquency. Eighty-six per cent of those polled agreed that cities breed trouble. "Too many temptations, not enough chores," commented Nedra Kreanen of Portland, Oregon.

Farm life is a better environment, several stated.

The great majority of youngsters believe that gang battles could be reduced if weapons would be impossible to buy for teen-agers. But 20 per cent of those polled are not impressed by this argument. They say teeners would find their own ways of making weapons.

Said John Billings of Philadelphia, Pa., "Ever hear of zip guns? They don't have to buy them, all they need is a spring and a lead pipe. Anything can be used as a weapon. Can we hide bread knives and pipes?"

---New Britain Herald

TWO STUDENTS OF CRIMINOLOGY UNVEIL JUVENILE DELINQUENCY

By Frank H. Richardson, M. D.

One of the most helpful steps toward the prevention of juvenile delinquency would be for someone to devise a method by which it could be determined at an early age (say when they started school) what boys were likely to become juvenile delinquents. Then, treatment could be started that would be truly crime preventative. Waiting till juvenile delinquency appears and then trying to cure it is like locking the stable door after the horse has been stolen.

But could anyone work out such a system. Two students of criminology, Prof. Sheldon Glueck and his wife, Dr. Eleanor Glueck, believed they could. It required endless research by many workers to collect the materials. But after 10 years

of effort they have set up what they call "predictive tests." They describe them in "Unveiling Juvenile Delinquency."

To accomplish the task they chose 500 young men who were persistently delinquent, and matched them with 500 others who had never shown signs of delinquency. Race, national derivation, age, intelligence, and residence in slum areas were closely matched. All were given complete physical, psychological and psychiatric examinations, intelligence and achievement tests, even Rohrschach evaluations. Careful histories were obtained with painstaking thoroughness.

Selected Data

From this vast accumulation of material the Gluecks selected data they believed had been shown to be indicative of the probability of a boy's becoming a juvenile delinquent. They discarded other data, too difficult or time-consuming or expensive to obtain, such as the Rohrschach test results. Even drawing conclusions from studies of bodily types, and from certain psychological characteristics, though quite significant, were discarded for practical reasons.

The authors emphasize emphatically the fact that this is no easy-to-apply means of separating potential delinquents at an early age from those who are not likely to be used only by persons with vast experience and after absolutely reliable data has been obtained by highly trained workers. And they would be the last to advise that they be employed as a substance for the balanced judgment of experienced workers with boys.

What were some of the factors included? Under the first heading, "Social Background," five categories were chosen. These were: (1)--Character of discipline exerted by the father; (2)--Kind of supervision exercised by the mother; (3)--Affection of the father for the boy; (4)--Affection of the mother for him; and (5)--Cohesiveness of the family. The higher these factors rate in the case of a particular boy the less likely is he to become a juvenile delinquent.

What factors elicited by the psychi-

atric examination were to be included? It was found that the more (1)--Adventurous; (2)--Extroverted; (3)--Suggestible; (4)--Stubborn, and (5)--Emotionally unstable a boy is, the greater is the likelihood of his becoming a problem citizen.

Much more will have to be done before these tables can be employed freely. But it is encouraging that there is a possibility of knowing early what youngsters stand most in need of preventative treatment.

---Rel. by The Associated News

JUVENILE PROBLEM TYPES

Not all school children are little monsters, according to the National Education Association, despite the impression that may have been credited by the publicity given to juvenile delinquency. The NEA finds a higher percentage of those in school lead exemplary lives than do members of the older generations.

In a handbook for parents and teachers entitled "Juvenile Delinquency -- Research, Theory and Comment," the education association goes into some detail in analyzing the age groups of the most susceptible and the influence of schools on the problem. It even categorizes delinquency into two parts: cultural and emotional delinquencies.

Less than five per cent of school age children were found to be other than normal, reasonably healthy and law-abiding citizens, and of this five per cent a remarkably large number were found to be not in school. Of delinquents, 95 per cent of those 17 years old, 85 per cent of those 16 years old, and 50 per cent of those aged 15 do not attend schools, according to the NEA's survey.

"The big stumbling block -- for the general public as well as for teachers -- is the scarcity of reliable information on the subject compared to the abundance of medicine-man prescriptions," complains the NEA. Despite the lack of material and proper guidance, the schools seem to have done a commend-

able job in promoting citizenship among their students.

In dividing juvenile delinquency into two parts, the educators have eliminated from the hard core of hoodlums the passively anti-social cultural delinquent. He is described as the otherwise normal child who shows anti-social tendencies only so far as is necessary to conform to the code of his gang.

The emotional delinquent is the bully, the sadist or the violent hoodlum who is motivated by inner urges. He is the true delinquent, the menace to society and the one responsible for the shadow of guilt cast wrongly on many of his youthful contemporaries. He is also the one in need of psychiatric or psychological help.

It is both gratifying and revealing to note the small percentage of youths who have earned themselves the label of juvenile delinquent. Even this small group, however, is responsible for some of the most heinous crimes and it is to the eradication of this element, and not the blackening of youthful reputations, that the fight against juvenile delinquency must be waged.

---The Torrington Register

THE VALUE OF A SMILE

It costs nothing, yet creates much.

It enriches those who receive, without impoverishing those who give.

It happens in a flash and the memory of it sometimes lasts forever.

No one is so rich he can get along without it, and no one so poor but that he is richer for its benefits.

It creates happiness in the home, fosters good will in business and is the countersign of friends.

It is rest to the weary, daylight to the discouraged, sunshine to the sad, and Nature's best antidote for trouble.

Yet it cannot be bought, begged, borrowed or stolen, for it is no earthly good to anybody until it is given away.

And if in the hurry and rush of the day, you meet someone who is too weary to give you a smile--leave one of yours.

For no one needs a smile so much as those who have none left to give.

COMPLIMENTS

Vox-Cop

January-February, 1959

WILLIAM J. ROACH
SUPERINTENDENT
FREDERICK S. HICKEY
DEPUTY SUPERINTENDENT



DEPARTMENT OF POLICE
CITY OF WATERBURY
CONNECTICUT

January 6, 1959

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

Dear Commissioner Kelly:

Another year has passed into history. Its passing makes one stop and re-check the events of the year and "Count our Blessings".

We, of the Waterbury Police Department, are very grateful for the wholehearted cooperation and assistance rendered us by the Connecticut State Police Department in bringing to a successful conclusion several major cases and many of a minor nature.

The value of this cooperation was proven in the bringing about the successful conclusion of the hold up and robbery of the East End Branch of the Colonial Trust Company of this city on February 6, 1958.

On behalf of the members of the Waterbury Police Department and myself, personally, I extend to you and the members of your organization our most sincere good wishes for all that is best for 1959.

Cordially yours,

William J. Roach
Superintendent of Police

WJR:kva



C O M P L I M E N T S

Queens Village 27, New York
February 22, 1959

Dear Commissioner Kelly,

I would like to extend my sincere thanks and appreciation to you and all the fine men in your organization, and in particular to Officer Tucker (#383) and also to Officer Hayden (whose name and badge number I am not sure of as it may possibly be Hagen) but to whom I spoke with via telephone.

Yesterday, February 21, 1959, my automobile engine suddenly developed serious trouble on the Wilbur Cross Highway in the vicinity of the service station in Union, Connecticut. It was necessary for me to leave my car at the repair shop where it will remain for several days yet. I was assured that I would be able to flag and board a New York bound bus in the vicinity of the Union service station. Although about 4 or 5 New York bound busses came by within the next four hours not one of them stopped for me despite my violent efforts to attract the attention of the bus operators. Finally shivering with cold (due to the icy wintry blasts on the highway) I phoned the Springfield Mass. depot of the Greyhound Lines to

ask the dispatcher to have the bus pick me up at Union. I was informed that the Springfield dispatcher had no way of contacting the bus operator. Finally becoming convinced that I would be stranded there once night fell and probably freeze to death I decided to contact the Connecticut State Police for their aid in securing me transportation to New York. Within 10 minutes or so of phoning Officer Hayden (or Hagen), Officer Tucker arrived on the scene. Officer Tucker spent considerable time and effort for me and was extremely conscientious and courteous in his efforts in my behalf. Through his intervention a bus was flagged and I was soon home-ward bound.

Flagging a bus may not seem to be a great accomplishment for an officer, but if it were not for Officer Tucker's efforts I might have frozen to death long before I could pick-up a bus.

Very truly yours,
Meyer M. Hunger

(Ed. Note: The officers concerned in this instance were Kenneth W. Hayden and John A. Tucker, both of the Stafford Springs Barracks.)

Patrolmen who were the subject of letters of commendation during the period of December 16, 1958 to February 25, 1959 were:

Everett Anderson	Robert Guiher	Donald Nurse
James Angeski	Kenneth Hall	John O'Hara
George Beckwith	Thomas Harkins	Martin Ohradan
Alfred Bickford	Paul Harrington	Richard Powers
Roger Boske	Donald Harris	Lester Redican
Robert Cabelus	Kenneth Hayden	Charles Sanga
Frank Cassello	George Heline	Lawrence Secor
Robert Coffey	James Jacob	John Skelly
Leonard Cusson	Donald Johnson	David Smith
Paul Deschenes	Merrill Johnson	Norman Tasker
Joseph Donovan	John Kenny	William Taylor
Mahlon Farrow	John Kozma	Stanley Teed
Joseph Fitzgibbons	George Lawrence	John Tucker
Edward Funk	Ronald Luneau	Ralph Waterman
John Garity	Walter Metz	Joseph Zdanowicz
Harold Greenberg	David Miller	Victor Zordan
	Robert Ness	

Also the subject of commendatory letters were Det. Joseph Jasonis, Insp. James Duane and Aux. Officer Theodore Wernicke.



the Spotlight

Vox-Cop

January-February, 1959

ARTHUR HORAN AND WAYNE BISHOP ARE DESIGNATED AS SERGEANTS



Sergt. Wayne Bishop



Sergt. Arthur Horan

State Policemen Arthur P. Horan and Wayne H. Bishop, both of Hartford, were designated state police sergeants in the governor's protective service January 14 by Commissioner John C. Kelly.

Sergeant Horan, who entered the state police training school in Bethany February 16, 1950, served at the Colchester and Stafford Springs barracks prior to his assignment to the protective service of Governor A. A. Ribicoff on January 5, 1955. He attended the Police Traffic Training Course at Northeastern University, Boston, in April, 1952.

Sergeant Bishop joined the State Police Department May 6, 1947. After his initial assignment at the Bethany Barracks he was transferred to the patrol force at the Westport station and then to the Special Service Division at Groton on April 1, 1953. He was assigned to the governor's protective service May 3, 1956.

Vincent Searles Promoted; Stays In Fire Marshal Div.



Sergt. Vincent J. Searles

Commissioner John C. Kelly on February 6 announced the promotion of Vincent J. Searles, of Trumbull, to rank of sergeant. Sergeant Searles, who is assigned to the Fire Marshal's Office at Headquarters, retains his assignment.

He joined the State Police Department August 1, 1941 and received his training at Westbrook. His first assignment was to the Bethany Barracks. In 1943 he was transferred to the Westport Station and in 1944 returned to Westbrook.

After assignment to the Fire Marshal's Division in 1950 he was promoted to Safety Inspector April 1, 1956.

Sergeant Searles attended the Arson Investigator's Seminar at Purdue University, Lafayette, Indiana in May, 1950, and a special refresher course in radiological monitoring at the University of Connecticut in September, 1952.

CHIEF HERMAN O. SCHENDEL RETIRES; WAS POLICEMAN MORE THAN 42 YEARS

Chief Herman O. Schendel, who retired as Chief of Police at Manchester recently, joined the Manchester department in 1915. Except for two years, he served continuously. He was appointed chief in 1947.

Born Dec. 11, 1892, he worked at Cheney Bros. until 1915, when he became a regular patrolman. Following a short break in service from 1918 to 1920, he was named a captain, and finally chief, in 1947, taking over command of a force with 16 regulars and one cruiser at that time.

In 10 years his innovations included the funeral escort service; an accident, complaint and police records system; and pioneer work in the use of radar equipment.

Largely through his efforts, the modern station and court building on East Middle Tpke., were converted from an old town almshouse on the site in 1954. Also under Schendel's direction, the School Traffic Officer force here has grown from 4 to 24 men.

Freedoms Foundation Award

In May 1951, he received from Freedom Foundation an award for his work here in organizing a Manchester Civil Defense department, built around an auxiliary police unit he had founded.

He was active in the International, New England, and Connecticut Chiefs of Police Associations.

NEW POLICE CHIEF NAMED IN AVON

The Avon Board of Police Commissioners recently named Malcolm Heath as chief of police.

Heath, 37, was acting chief since the recent resignation of William Scott.

A six-year member of the police department Heath was made a sergeant in 1956. He is a native of Canton, moving to Avon 12 years ago. The Heaths and their two children live on Lawrence Road.

STATE POLICE LIEUT. JAMES REARDON NAMED MANCHESTER CHIEF OF POLICE



Chief James M. Reardon

Lieutenant James M. Reardon, a veteran state policeman, assumed command of the Manchester Police Department January 5. A member of the State Police Department for 23 years, Reardon was named to the post by Manchester General Manager Richard Martin to replace Chief Herman O. Schendel, who retired.

Lieutenant Reardon, second in command of the State Fire Marshal's office at the time of his appointment, retired from state service.

Sixteen men originally applied for the job when Schendel's retirement was forced by a charter change which eliminated deferred retirements. Lt. Reardon was high scorer and one of three personally interviewed for the job which carries a salary range of \$6,578 to \$7,982.

No members of the local department took the examination, although several were eligible.

Lt. Reardon lives at 75 Benton St., Manchester, with his wife, the former Agnes Pongratz, and daughter, Jean Ann, a freshman at Holy Trinity High School in Hartford.

Before joining the State Police in 1935 he worked at Cheney Brothers, a Manchester mill. His first assignment was at the Groton Barracks where he won a citation for cracking a \$5 million arson ring operating in New England.

For a time, after being transferred to Hartford in 1943, he worked on fire investigation and for the department's Special Services Division.

Lieutenant Since 1954

He was assigned to the Fire Marshal's Office in 1945 and in 1949 was named motion picture inspector, responsible for theater safety. He was promoted to lieutenant in 1954.

Lt. Reardon is secretary of the National Fire Protective Assn. and a member of the Connecticut and New England Building Officials Assn. and the State Police Assn. of Connecticut.

He is well known as an Elk. He was active in forming the local lodge and is Elk district deputy for Eastern Connecticut. He is a former president of the Connecticut Elks Assn. and a former exalted ruler of the New London lodge. He is also a member of the Knights of Columbus.

Reardon took over a \$300,000-a-year department that in 1914 had only six regulars.

Today, the force has 38 men and keeps eight cruisers on the Manchester scene.

Reardon is Manchester's fourth chief of police. John Sheridan was named the first chief in 1903, following organization of the local department earlier.

Samuel G. Gordon held the post from 1911 to 1947 and was succeeded by Schendel.

ANGELO B. BUFFA NAMED TORRINGTON POLICE CHIEF



Chief Angelo B. Buffa

Angelo B. Buffa, a member of the State Police Department for 20 years and a resident of Torrington, was appointed chief of the Torrington Police Department February 11 succeeding the late Hugh E. Meade who died suddenly December 20. The appointment was unanimously approved by the Board of Safety to take effect March 1. The starting salary will be \$6,750.

Buffa, a sergeant in the State Police, stationed at Canaan Barracks, joined the department in 1938 and was promoted to his present rank in 1954. He served at Stafford Springs, Beacon Falls (later Bethany) and Litchfield Barracks before being transferred to Canaan several years ago.

He is recognized throughout the state as one of the department's most capable officers and has received two depart-

mental commendations for outstanding work. A few years ago, while attached to the state's attorney's office, his detective work was instrumental in the revelation of a number of voting fraud cases in Winsted.

The new chief was born in Italy and came to this country and Canaan as an infant. He moved to Torrington in 1916 and has resided here ever since. He is married and the father of three children, two daughters, Bernice and Cathy and a son, John. The family home is at 26 Colt Avenue.

21 Applicants

Buffa was recommended for the post by John E. Potter chairman of the Safety Board and a member of a special committee appointed by Mayor Gelormino to screen the 21 applications received. Potter stated that of the total number, 13 applications were from members of the local department, two from civilians, and six from members of the State Police Department. Potter said the recommendation met with unanimous approval of other board members and after his recommendation, the mayor added his support.

The mayor and members of the board commended Asst. Chief Frank Shirlock for the efficient manner in which he has administered the department since the death of Chief Meade.

CONGRATULATIONS!

Congratulations to Angelo B. Buffa, Torrington's new police chief.

Chief Buffa has proved his capabilities during 20 years of outstanding work with the Connecticut State Police Department, during which the exceptional manner in which he carried out his duties has earned him two departmental commendations and praise from professional policemen and civilians with whom he has been associated. His back-

ground indicates he is well-qualified to serve as chief executive of the Torrington department.

Torrington's Board of Safety, too, should be commended for completing a difficult task efficiently and expeditiously. The untimely death of Chief Hugh E. Meade left the Board with the problem of selecting as his successor a man who could be depended upon to serve the general public well by directing high-caliber police operations here. More than twenty applicants received serious consideration, after which Chief Buffa was selected as the man for the job.

Chief Buffa faces a real challenge in his new position. Our sincere hope is that his performance as chief will justify the confidence of the Board of Safety in his abilities, and that he will receive whole-hearted cooperation from all.

Congratulations again, Chief Buffa, and best wishes for success in the future.
 ---Torrington Register

HAIL TO THE CHIEFS

When Manchester retires a chief of police, it seems to consider a character analysis the first order of business in the farewell ritual. When we retired the late Chief Samuel Gordon, everybody made it quite clear that there had been controversial aspects in his behaviorism, and then joined in honoring him nonetheless, and in wishing him quiet, gentler years among his flowers. Now, retiring Chief Herman Schendel, it is also apparent that here was no pale zero of a man in public office, but one who had strong tastes and directions of character and behavior which often led to controversy. Yet critics as well as supporters will join in gratitude for the central fact of the public service he did render, and in good wishes for many long years of fruitful happiness for him.

We are not all cut out in the same pattern, and it will be a sorry day when we are. As for the more interesting facets of the character of Chief Schendel, it has always been apparent to any de-

cently objective observer that, although they had much to do with whether or not people liked him, they had almost nothing essential to do with the question of whether or not he was a good chief of police. That he was, day in and day out. He ran his department by progressive, efficient standards; he helped keep Manchester a basically good and orderly community during these extremely difficult post-war years. Nobody can or should want to take that away from him.

It is, rather, fuel for legitimate, justified praise. He was an individual. But he was always a lawman first, and a good one, and he himself can be proud of his record. The best of everything to him, for many more years.

Now it is Police Chief James Reardon, who seems admirably equipped for the duties of the post. We congratulate him upon his appointment, and upon the opportunity open to him. All those who know him have reason to hope for a fine performance, in matters both big and little.
 ---Manchester Evening Herald

BILL IN LEGISLATURE ASKS 25 MORE MEN

Senator Alfio C. Urbinati (D-Norwich) recently asked the General Assembly to add 25 policemen to the State Police force.

Urbinati introduced a bill that would increase the State Police force to 475.

The manpower boost would be the first since the 1957 Legislature authorized an increase of 100 men for motor patrol duty on the Connecticut Turnpike. The 129-mile superhighway was opened a year ago.

JAIL AND FINE FOR 2nd CONVICTION

In California, a new law requires courts to impose both a minimum fine of \$250 and a minimum five-day jail sentence on any driver convicted a second time of drinking and driving. The law also prohibits the court from granting probation or suspending sentences in such cases.
 ---Test Talk

VISITOR FROM FORMOSA GUEST OF DEPARTMENT



Lt. Col. William T. F. Ma, Director of the Foreign Affairs Office, Kaohsiung Municipal Police Headquarters, Taiwan, Republic of China, was a recent visitor at State Police Headquarters. Commissioner John C. Kelly and Sgt. Henry Kaliss are shown above as they discussed Lieutenant Colonel Ma's visit with him.

While observing the C. S. P. for a week, the Chinese visitor toured Headquarters, the Hartford Barracks, Bethany Barracks, Training School and made a few side trips to points of interest in the state such as Yale University and the Colt's Patent Firearms Mfg. Co.

Lieutenant Colonel Ma arrived here February 16 after a visit with the Philadelphia Police Department and departed February 23 for a visit with our neighbors to the north, the Massachusetts State Police. His visit was made through arrangement with the Training Division of the IACP at Washington, D. C.

Between



Ourselves

Vox-Cop

January-February, 1959

Advice On When To Be Quiet

"A blow on the head is the world's best teacher." This is an old axiom taught repeatedly in the famous "School of Hard Knocks." Many other good lessons may be learned from this and the equally well known "School of Experience." Ranking high in lessons is the one which governs "when to speak and when to be silent."

In a police officer's day-to-day contact with the public, he is asked his opinion on a wide variety of subjects. Many of these he should avoid "like the plague." On others, he should steer a discreet middle course, no matter what the subject or who attempts to draw him out on it.

In the area of good public relations there are certain subjects which are considered controversial, and some definitely taboo. The subjects we will list and the advice that is mentioned will help any police officer to avoid making enemies. When these subjects arise in conversation, change the subject as soon as possible. If it can't be dropped neutralize it by sitting "on the fence."

Politics -- Yes, avoid it all the way down-the-line from Washington to the members of the Town Council. The people who can discuss their point of view calmly and without prejudice are few and far between.

Religion -- This is definitely taboo! A person's religious beliefs are as sacred to him at the 10 remaining hairs on a bald man's head. The only comment a wise police officer will permit himself on this subject is: "It's a good thing."

Gossip -- If you must listen to it, don't commit yourself, even though it may seem justified. The person who draws

you out in gossip is the first to believe you gossip about him, when he isn't around.

Belittling Other Departments -- Hold yourself in check; nothing in this world is perfect! Take a tip from the selling field: "Good salesmen sell the merits of their own goods -- not the demerits of a competitor's line." When you tear down your competitor's -- you are focusing attention on one of your own faults.

Airing Departmental Problems -- They are your own -- not the public's So -- observe the old adage: "Don't wash your dirty linen in public." The public's concern is with the service you perform, not with your department's problems. Airing the problems in public will only spread and embellish them.

Local Quarrels -- The city or town doesn't exist where some local disagreement is not going on more or less continuously ... either between one businessman and another, -- between groups or clubs, political parties, local newspapers, or just plain people. To take sides on such quarrels means that you alienate the friendship of the other side in almost every instance. Friendship is difficult to regain once it has been lost.

Our Friends' Problems -- Discussing the problems of our friends is never wise, irrespective of whether or not we are involved in their problems. If the friend owes us money -- the business is between us; and a third individual should not be involved.

Another Police Officer -- A fellow who brings us tales about a Brother Officer is sure to try prying out of us something he can carry on down the line and the chances are that he will reveal

all you've said to him.

Personal Peculiarities -- Joe McJokes may get a thrill out of raising pet skunks. We may think his, a most hilarious preoccupation, but it is something very serious with Joe. If someone tells him how funny we found his hobby, we may be certain there will be no more friendship from Joe or anyone he can influence. If we laughingly tell Jack Smith about Joe, Jack, who may very well have a hobby of weaving pillowcases, will think, "Gosh, if he thinks Joe is nuts -- what would he think of me?"

Physical Afflictions of Others -- Mrs. Brown may feel that her 295 pounds is burdensome enough without having fun poked at her and Mr. Jackson may wish he had more than 90 pounds on his six-foot frame, but sees nothing humorous in his personal appearance. The same holds true for the mentally deficient, the crippled, the afflicted and all who are deviates from the so-called normal.

There are many more subjects that belong on the danger list. These are the ones that invariably lead to trouble, lose cooperation and alienate friendships for any police official.

When they are brought up one can well change the subject and change it fast. To what? The merits of some new idea we are trying to work out to make our city a better one in which to live!

---Law & Order

PROFESSIONALISM

Professionalism is a frame of mind -- created in the mind of the public and in ourselves. It is brought about by setting a pattern of high ethics, exceptional skill, and the desire to serve the community with the highest in police standards. Politeness, expertness and thoroughness all tend towards creating a good impression. A law enforcement officer can command respect through his method of carrying out assignments. He must retain his dignity, self-respect, and control his temper when others cannot. He must not jeopardize his position in the community by doing things that he would not condone if done by

others. His devotion to work must overshadow all other feelings and emotions. He must give the community the best brand of law enforcement he knows how. Honesty and integrity, coupled with specialized training, and an intense desire to improve his work capacity and efficiency will start the policeman on the road toward recognition as a "professional law enforcement officer."

---The Police Chief

IMPARTIAL POLICEMAN BEST, TAMM TELLS CHIEFS MEETING

The best police officers are those who display complete impartiality toward the accused, the Assistant Director of the Federal Bureau of Investigation told the International Association of Chiefs of Police in October.

Quinn Tamm said that the policeman in his investigation of crime has only one pursuit--truth. In enforcing the law, he said, the police officer has "no alternative but to set his personal views aside, bury his individual sentiments and display but one appearance, the reserved impartiality of the professional policeman."

Mr. Tamm pointed out that in a democracy the police officer is "the embodiment of the law" but is far from a power unto himself.

Declaring that the rights of the accused must be scrupulously observed, he said:

"Zeal in the public service is a commendable attribute of a policeman. But let his zeal be so great that it leads to indiscretion in the field of fundamental rights and the inevitable result is that commendation swiftly leads to condemnation, no matter what his good faith may have been . . . Society desires its criminal law be enforced, but enforced in strictest accordance with the law."

He cited these changes needed in the public attitude:

Abandonment of the idea that Americans must accept the policeman as "an enemy out to get them" and elevation of the policeman in the public eye "to

where he is accepted as a truly professional man, a member of an advancing science in his own right requiring both superior character and intellect."

Mr. Tamm spoke at the IACP annual convention held in Miami, Florida.

---Policemen's Association News

POLICE GRIEVANCES

By George Sokolsky

No one is conscripted to join a police force in this country. No one is ever required to be a policeman. It is a job sought after, with full knowledge in advance of employment of the rules and regulations governing the person who enters upon such a career. For the risk a man is expected to take on the police force, it is a poorly paid position, but that is known, too, well in advance, the salary at every stage being governed by legislation and is published.

Once on a police force, a man can better himself economically by diligent service, by passing examinations and getting promotions or by being a thief. Thievery on any police force usually is of two kinds: 1. By accepting money to permit criminal or lawless elements to operate; 2. By shaking down law-abiding citizens, such as storekeepers, or building contractors for real or concocted violations.

A decent head of a police department faces great difficulties which are in the nature of a police organization. He must maintain discipline, rigid positive discipline or his police force falls apart and becomes corrupt. He must be sure that the men and women under him attend to business and that they are not thieves. But discipline is difficult to maintain under Civil Service provisions.

The attempt to unionize the police force of New York City or anywhere is basically an effort to transfer disciplinary powers from a police commissioner to a labor union. The outcry against this particular move is that it is objectionable because James Hoffa is responsible for it. Actually it is a dangerous movement whether James Hoffa or

anyone else is involved because it will destroy the power to discipline in an organization where discipline is the essence of existence. To object to Hoffa is to miss the point that the idea itself is objectionable.

Let's look at some examples: Two patrolmen operate in a prowl car. A check-up of their activities indicates that they are feathering their own nests in various ways. It is not smart to bring them up on charges because the valiant citizens whose complaints led to the investigation, fear to testify. The best way to handle that situation is to take them out of the prowl car, transfer them to different areas and have them pound a beat for six months. They will not misunderstand. The discipline could turn them into decent cops.

A modern city is large, widespread and in spots uninteresting. Some police are needed for the center of things; others for the dull and distant outposts. Usually, when police are told to work in the dull and distant outposts, they complain and some even quit. Their work is too far from home! Suppose there were a grievance board and each policeman who was sent to do his work where he does not want to do it, called the transfer discrimination or suppose he used political "influence" to keep him on the same beat all his days, what kind of a disciplined force would the police have?

Nowadays, in a city like New York, the police organize religious or benevolence associations which give the impression of great nobility. And that may be the original intention. Such organizations soon become as protective as labor unions because they raise false issues.

For instance, let us say, without prejudice, that an inspector retires. This inspector was of Irish descent. His predecessor was of Irish descent. The police commissioner has a man for this job, who fits it perfectly, has had special training for it. But he is of Italian or Jewish or just plain Yankee descent. Immediately the issue is raised: This job belongs to the Irish. It is also true vice versa. The fragmentation of our people is encouraged by

the elected politicians because they find it an easy method to negotiate for bloc voting and they do everything possible to prevent a competent administrator from turning his department into Americans without regard to race, creed or color. There are no votes to be got that way.

A so-called grievance board would become another instrument for political interference with the police. What is required is more stringent discipline, constant movement of men about the city and a rigid shifting of men from jobs that are easy to jobs that are hard. That will make any city safer.

---King Features

HOFFA, BEST ARGUMENT AGAINST POLICE UNION

There will be no unionization of the New York City police--by Jimmy Hoffa or by his henchman Henry Feinstein or by anybody else.

On this point Police Commissioner Kennedy has expressed uncompromising opposition from the beginning. A policeman, as the sworn law enforcement agent of all the people, has no business in a labor union. Membership in any union carries the implicit idea of strike as the ultimate weapon to gain desired ends. But obviously no police force can assert such a destructive privilege. And that is one commanding reason why this city forbids policemen to join a union.

We are glad to see that Mayor Wagner, for all his labor-minded outlook, is continuing to back up Kennedy. In fact, the Mayor has been downright emphatic in his re-stated opposition to police unionization. He will fight this thing in the courts, if need be. As an extra touch, Wagner even talks of a disciplinary crackdown on Hoffa's handyman Feinstein, who doubles in city employ at \$8,500 and trying to organize policemen into his fiefdom, Teamsters Local 237. Feinstein, of course, is the collective-actionist who threatened to give the Police Commissioner "a taste of Teamster economic force and pressure" by picket-

ing police stations and shutting off supplies.

Now this is not just Feinstein talking. For behind Feinstein is Hoffa, and it is Hoffa who signaled the drive to organize all police over the country, with New York City as the first big target.

To some sturdy citizens this may seem so preposterous that it isn't worth worrying about. But for a labor boss who already controls all the truck drivers and is actively engaged in trying to seize every form of transportation, what is so incredible about Hoffa's campaign to make the police a branch of the Teamster empire? The man's grasp for power and more power becomes increasingly evident each day, and so appropriate law enforcement as a Teamster preserve would immeasurably accelerate Hoffa's dizzy drive for greater control over 175 million Americans.

But New York City, fortunately, will not tolerate Jimmy Hoffa as its de facto Police Commissioner. It will not stand for any police union. Hoffa, indeed, has supplied the best argument against such organization. Everything said some years ago about Mike Quill's attempted unionization of the police goes thousandfold for Hoffa.

To that extent the Teamsters' emperor has unwittingly performed a real educational service. If Hoffa has also fallen on his face in the process, so much the better.

---N.Y. Herald Tribune

HOFFA'S MOST BRAZEN MOVE

This business of the Teamsters attempting to organize police departments as members of their union:--

First, it must be recalled that it is a federal offense for any police union to strike. The tragedy of the anarchy which swept Boston in 1920 when the police called a strike is too grim a lesson for the whole nation.

So, the Teamsters high command has said, if the police by law can't strike, why shouldn't they join a union--meaning the Teamsters.

The answer to that one is so basic that it should cause every American to rise up in indignation at the complete and utter nerve shown by Jimmy Hoffa.

Were the New York police or the members of any other city police force a part of the Teamsters, they would hold a fist over that city so powerful that nobody except the United States Army could challenge it!!!

The police, if they belonged to the Teamsters, would never HAVE to strike. They could demand and demand and demand, and get everything they demanded, or the city would be clobbered by striking truck drivers and every other Teamster affiliate. And how fair, for instance, could a Teamster policeman be if he were assigned to police a strike in which other Teamsters were involved?

The reaction to the initial Teamster announcement was so prompt and so clear, that Hoffa has been forced to backtrack, and to claim that it was all a "mistake." Possibly the fact that many of New York's finest, when interviewed by the New York papers, said that they wanted nothing to do with the Teamsters.

It is one thing for police to want to form their own union to protect their own interests. It is quite another thing for a national labor organization, especially one with the militant background, the suspect leadership and the national reputation of the Teamsters, to attempt to organize policemen.

---New Britain Herald

POLICE COMMISSIONER
MUST BE IN COMMAND

In the dispute between Police Commissioner Kennedy and the Patrolmen's Benevolent Association, this newspaper stands with Kennedy.

From long experience New York has learned that the sole responsibility for the conduct of the Police Department must rest with the head of that department. It's set forth at length in the City Charter, and anybody who doesn't believe in the validity of that principle ought to try changing the organic law.

What the P. B. A. wants is "grievance machinery," which means that any time a policeman is dissatisfied with an order he can appeal outside the department. The Police Commissioner, in short, would not be the final authority about anything.

Now, it seems to us that decision-making in law enforcement and the protection of the public should belong solely to the Police Commissioner. There must be discipline and unquestioned command.

Of course, policemen have grievances. They can and do express them, clear up to Commissioner Kennedy. But this is within the department. The controversial matter is decided on qualification and merit. What the commissioner says goes; his is the last word, for instance, about where and what work a policeman shall do in the interest of public safety.

But the P. B. A., which isn't a union but is beginning to act like one, wants the Labor Commissioner or an arbitrator or somebody else to sit on top of the Police Commissioner.

The P. B. A. has its answer from Kennedy--a flat no. Maybe the commissioner could have been more diplomatic, but that isn't his way.

Let the P. B. A., if it chooses, go to court. Kennedy, a lawyer himself, says: "We will defend on the law and the facts. They don't have a leg to stand on."

If Mayor Wagner happens to feel slightly uncomfortable, we advise him to keep right on backing up the Police Commissioner. And no citizens' committees, please!
---N. Y. Herald Tribune

The greatest thing about man is his ability to transcend himself, his ancestry and his environment and to become what he dreams of being.

---Tully C. Knoles

"You can tell Americans trust in God by the way they drive."

---The Arkansas Baptist

**MRS. E. J. HICKEY DIES,
STATE POLICE HEAD WIDOW**

Mrs. Agnes Collins Hickey, widow of Edward J. Hickey, former State Police commissioner, died January 3 at her home, 34 Ellsworth Road, West Hartford.

She was born in Portland, daughter of the late Thomas F. and Ellen T. Sheedy Collins, and had lived in West Hartford 20 years. She was a member of the St. Thomas Women's Club.

She leaves two sisters, Miss Ellen G. Collins and Miss Catherine V. Collins, both of West Hartford.

Funeral services were held from the Ahern funeral home, 180 Farmington Ave., January 5 with a solemn requiem Mass in St. Thomas the Apostle Church at 9. Burial was in Mt. St. Benedict Cemetery.

Bearers, all members of the State Police Department were Sergeants Walter Perkins, Henry Kaliss, Thomas O'Brien, Marcel Simon and Vincent O'Brien and Insp. James Duane.

**HUGH E. MEADE DIES;
WAS TORRINGTON CHIEF**

Torrington Police Chief Hugh E. Meade, 61, died December 20 during a visit to his hunting lodge at Norfolk. Death was due to natural causes.

Born September 10, 1897 in Mt. Washington, Mass., he had been a resident of Torrington for the past 26 years.

He was appointed to the Connecticut State Police Department July 6, 1923, and after eight years of service was transferred to the State Motor Vehicles Department.

October 3, 1933, he was appointed chief of the Torrington Police Department, a position he held until his death.

During his service with the State Police he was stationed at the Westbrook and Canaan Barracks.

He was a member of the Connecticut State Police Association and was formerly president of the Association. He was also a member of the New England Chiefs of Police and the International Association of Chiefs of Police.

**MISS CATHERINE V. COLLINS DIES;
WAS SECRETARY TO LATE COMR. HICKEY**

Miss Catherine V. Collins, secretary to the late Comr. Edward J. Hickey, died suddenly at her home 34 Ellsworth Road, West Hartford, Saturday, January 31.

Miss Collins, who retired from the State Police Department in 1953, was born in Portland, the daughter of the late Thomas F. and Ellen Sheedy Collins. She leaves a sister, Miss Ellen G. Collins, of West Hartford, and several nieces and nephews.

Rev. Richard J. Foley was celebrant at a Solemn Requiem Mass in St. Thomas the Apostle Church on February 3.

Bearers at the funeral, all members of the State Police were: Retired Lieut. William A. Sullivan, Sergeants Walter E. Perkins, Vincent J. O'Brien, Thomas F. O'Brien and Inspectors James W. Duane and Roy B. Paige.

Burial was in Mt. St. Benedict Cemetery.

**DONALD FROST,
FORMER STATE TROOPER, DIES**

Donald Gale Frost, 45, Foote Ave., Canaan, an investigator for the State Liquor Control Commission and a former state policeman, collapsed while skating at Canaan January 18 and died later in Sharon Hospital.

Frost was stricken ill at the Canaan Country Club and fell on the ice. He was taken to the hospital for X-rays and died there a few hours later.

Dr. Kurt Gudernatch, Sharon medical examiner, said after an autopsy was performed that death was due to a coronary occlusion.

Frost was born March 23, 1913, in Calais, Maine. He had spent most of his life in Canaan and was employed by the State Liquor Control Commission as an investigator in recent years. Before that he had been a former state policeman at the Canaan Barracks. He was a veteran of World War II and a member of Pilgrim Congregational Church, Canaan.

Funeral services were held January 21.

Safety minds

Vox-Cop

January-February, 1959

How One State Saves Lives On The Highways

HARTFORD, Connecticut
Travel on the highways of this State, and you are constantly warned by signs: "Don't speed--save your license."

Other signs, on all main highways entering the State, give the warning in these words: "Don't speed--conviction means loss of license."

These signs, over a period of three years, have paid off. The pay-off is measured in hundreds of lives saved. Auto deaths on the highways of Connecticut have been cut to less than one half the national average. Connecticut's gain, if matched across the nation, would mean a saving of nearly 20,000 lives a year.

A simple conclusion underlies this State's approach to the growing problem of death on the highways. The conclusion is this: Drivers of cars, as a rule, will not slow down to save their lives. They will slow down to save their driving license.

PUNISHED: 28,000 DRIVERS. To back up its warning, Connecticut has suspended the licenses of more than 28,000 drivers convicted of speeding in three years. In the year before the new penalty went into effect, only 231 licenses were suspended.

An effort in 1958 to upset the system failed. Too many families with teen-age drivers felt more comfortable with the new regulations in force than they had before they went into effect. Many other people were impressed by the State's steadily improving safety record.

Now, New Jersey has adopted a similar program for cracking down on speeders. Pennsylvania authorities are studying Connecticut's system and may copy it. California, with a highway death toll

that matches the national average, is showing interest.

There is more to the Connecticut plan --which was put into effect in 1956, with strong support from Governor Abraham Ribicoff--than the loss-of-license penalty for speeding.

MANY ROADS TO SAFETY. A new driver, to get a license, must pass stricter tests than ever before. There are new and tighter checkreins on drivers under 21. Courses that teach motorists safe driving habits are more numerous than in the past. Dangerous curves and other hazards have been eliminated from highways where accident rates have been high.

Still, the emphasis is on putting an end to speeding.

A convicted speeder automatically loses his driving privilege for 30 days. A second offense brings a 60-day suspension. Caught a third time, a driver loses his license indefinitely. The Motor Vehicle Commissioner has the authority to restore such a license after 90 days.

Connecticut's plan has led to a steady decline in the number of the State's highway deaths. The toll in 1955--before the crackdown on speeders began--was 324 persons killed. In 1958, with thousands more cars traveling hundreds of thousands more miles on Connecticut's highways, the death toll was down to 251.

Capt. William A. Gruber, chief of the traffic division, Connecticut State Police, says that the attention given to the loss-of-license penalty for speeding undoubtedly has helped to reduce the number of fatal accidents from causes other than speeding.

"A driver who speeds is apt, too, to pass stop signs and engage in reckless passing and driving," he says. "If he is anxious not to be caught speeding, he will pay more attention to his other driving habits."

FORMULA FOR SUCCESS. Highway-safety authorities point to a co-ordinated safety program in Connecticut as playing a big part in reducing the death toll. They credit such factors as these:

- * Connecticut's State Police Department, first of its kind in the U. S., is also regarded as one of the best. Its officers developed many of the accident-investigation procedures now used in many of the States.

- * A strict driver-control system. A point score is kept on every driver who violates rules or is involved in an accident. Those who accumulate 10 points must show cause, at a hearing, why their licenses should not be suspended.

- * Drivers between the ages of 16 and 21 are given provisional licenses, which can be lifted more readily than those of older drivers. This helps to curb irresponsible youths.

- * Children of 16 or 17 can get licenses only if they pass special courses given at all high schools, or at approved private driving schools.

WHAT DRIVERS SAY. Talk with salesmen, truck drivers, students, workers who commute by auto between their homes and jobs, and you are told that they pay much more attention to speed limits than they did a few years ago.

"I keep glancing at my speedometer much more than I used to, and less at my rear-vision mirror looking out for a cop," says an insurance salesman who travels widely by car. "I never used to worry about speeding tickets when I was in a hurry, but I do now. I need my license for my job."

Connecticut State Police do not use speed traps to pounce upon unwary motorists. Nor are radar timer or helicopters generally used for law enforcement, as they are in some States.

Highway patrols have been increased on some roads. But drivers get a break, too. Speed limits actually have been raised on some stretches of highways where engineers' surveys have shown them

to have been set unreasonably low.

TOUGHER PENALTIES URGED. Speeding has not been fully eliminated, as the number of suspensions proves. Local influences and pressures remain a problem.

Police Chief Thomas J. Sullivan, of Wethersfield, who is president of the Connecticut Chiefs of Police Association, tells of one loophole in the enforcement program.

"Some courts are inclined to be over-protective toward speeders," he says. "Charges are reduced in severity, or even dropped."

Nevertheless, says Chief Sullivan, "The campaign has succeeded in slowing down many drivers. The mere threat of loss of license is a great deterrent."

Go to a municipal court and talk to the judge whose job it is to sentence traffic violators, and you get another view. Says Judge Richard T. Scully, of West Hartford.

"I am satisfied that a sincere and honest effort is being made by all judges to co-operate with the drive to get speeders off the highways. Fewer cases are being 'fixed'.

"I'm not satisfied that we've got this thing under full control. We have made a giant step but still have a long way to go. We need to streamline the arrest procedure--get a uniform traffic ticket that is impossible to 'fix'.

"We need stronger penalties for dangerous drivers. We need to improve our public-education program. We need a standard test for inebriation."

A POLITICAL ASSET? Governor Ribicoff, a Democrat, says he isn't afraid of losing votes because of his leadership of the antispeeding campaign. On the contrary, he believes that the program was "definitely a plus factor" in helping him to win re-election by a whopping majority last November.

"Fines are not enough," he says. "People will slow down to save their licenses, even if they would not slow down to save their lives."

Other State leaders apparently are coming to the same conclusion. The loss-of-license penalty for speeding that cut highways deaths in Connecticut is gradually winning support in other states.

HIGHWAY DEATHS UP

It is difficult to keep public interest in any crusade over a long period of time. This is certainly true of something like traffic safety.

In December, 1955, Governor Ribicoff initiated his now famous traffic safety program. It was aimed at the heart of the major cause of fatal accidents--speed. Every Connecticut resident is familiar with the license suspension feature of this program. Generally speaking, the program has been quite successful or at any rate the number of fatal accidents has been on the decline.

The figures are in for last month and they are not good. A total of 23 persons were killed in automobile accidents in January, compared to only 9 a year ago. The Connecticut Safety Commission believes one of the causes for the big increase is that there was little snow last month which encouraged people to step on the gas instead of the brake.

Another reason, it seems to us, is that people have lost a certain amount of interest in the safety program. People are traveling faster in their cars than they did when the program first started. Many motorists have returned to that unreliable rule of thumb and are traveling at the speed limit, plus five or more miles per hour for good measure.

Maybe the latest automobile death figures will slow everyone down again.

---New Britain Herald

DANGERS OF AN OPEN WINTER

If the Connecticut Safety Commission has sized up the circumstances correctly, the open winter in this state is a real hazard. So far this year, 23 deaths in automobile accidents have been recorded, 14 more deaths than occurred during the same period last year when there was plenty of ice and snow.

Bad weather, according to James K. Williams, executive director of the commission, tends to reduce the number of cars on the roads. The fewer cars are operated, the fewer the chances of accidents. We don't believe it's quite

that simple, although we can see the force of the argument.

When driving conditions are obviously dangerous, most drivers will take extra precautions. Storms put up their own warnings to be read by everyone who ventures on the roads. Rough going slows down the traffic parade: sometimes halts it entirely. But the deceptively open road gives out no danger signals.

We may theorize as much as we care to about the reasons why the statistics of fatal accidents have been climbing this January: the fact remains that 23 persons have died in automobiles on Connecticut roads in less than a month, mostly because of carelessness. These deaths could have been prevented. They are chargeable to human error. The weather, good or bad, does not drive foolish motorists to their graves. They do that for themselves.

---Meriden Journal

CURBS ON SPEEDING

As of Jan. 1, the state of New Jersey began the posting of several hundred aluminum reflector signs with the wording, "Speeders Lose Licenses," along major highways in that state. Thus New Jersey's Gov. Meyner, who took a lesson from Gov. Ribicoff's safety book in ordering mandatory revocation of licenses for excessively fast driving, has gone Connecticut one better.

The conspicuous signs, visible by night as well as day, ought to serve as a constant reminder that New Jersey's new automobile regulations, effective with the new year, have teeth in them, and that drivers, who travel above 70 miles an hour in a 60-mile zone or above 60 miles an hour in a 50-mile zone, do face loss of their right to drive.

More than ever before are such restrictions, backed up by signs meaning exactly what they say, needed in this new year, 1959. In Connecticut "recommended" speed limits are everywhere being disregarded. As revealed in the sad traffic record of the recent Christmas season, pedestrians are obliged to take their lives in their hands in

crossing highways at what should be at least reasonably safe crosswalks. Law-abiding motorists found themselves beset by danger around every turn in the road as speeders, with reckless disregard for others, spurned rules of the road, the posted limitations, and even the most elementary of common sense safety. And it was the same story on the highways of the nation.

The holidays' traffic toll brought a peak total very close to 600 highway killings, an alarming and shameful record that fell short of the 706 traffic deaths set in the United States in the four-day 1956 Christmas week-end.

In a vast number of these car accidents, as well as the thousands of others which did not result in deaths, speed was the main cause.

---New Haven Journal Courier

MOTORISTS ARE SAFER

Widely publicized campaigns against motoring carelessness and the high number of deaths resulting therefrom seem to be making some headway, according to the National Safety Council. Acknowledged as the leading safety proponent in the United States, the council says drivers are becoming more considerate of other highway users and the mileage death rate is dropping appreciably.

Armed with detailed statistical analyses to back up its optimism, the council is able to show the 1957 death toll of 38,500 is really a more favorable figure than the 34,000 dead of 1946. In the earlier year there were only 34 million cars on the roads, compared to 66 million in 1957, and the mileage traveled rose from 340 billion miles to 650 billion.

This higher number of vehicles and miles traveled over the 11-year period has decreased the mileage death rate (number of deaths per 100 million vehicle miles traveled) from 9.8 to 5.9 and although the final tabulation has not been compiled for 1958, the first eight months of last year showed a drop over corresponding months of 1957.

Other factors have combined with

greater courtesy to make the highways safer in the past decade, principally the elimination or decline of non-vehicle type obstacles. Deaths from automobile collisions with trains, street cars, bicycles and pedestrians all declined during the post-World War II period, as did those in accidents on urban streets.

Collisions with other automobiles and fixed objects such as bridge abutments, poles and trees showed increases during the decade. The number of deaths on rural roads, including turnpikes and other main arteries, climbed 70 per cent, indicating a definite need for greater care on the open road.

Highway safety's general improvement, slow though it may be and tempered with disappointing reversals in several categories of accidents as it is, is a direct result of changing attitude on the part of motorists. Continued prompting by the National Safety Council, strict law enforcement and a further improvement in courteous driving habits will result in more drivers and passengers reaching their highway destinations intact.

---Torrington Register

TURNPIKE SAFETY RECORD

The first full year of operation of the new 129-mile Connecticut Turnpike has revealed a most gratifying safety record--only 505 reportable motor vehicle accidents, 188 injuries and eight fatalities during the 12-month period. And all this in spite of very heavy travel by both passenger cars and trailer freighters at high speeds.

Credit for the fine record goes not only to the built-in safety features on the new super-expressway engineered to meet the automotive needs of present and future, but to the heavy police patrols and strict enforcement of the driving laws.

How vigilant state troopers have been in protecting the lives and property of all who use the Turnpike from their own acts of omission or commission and the errors of others, is reflected in the figures for the year. Through December

31, last, the police attached to the five stations covering the Turnpike, issued a grand total of 6,417 summonses and another 12,674 warnings.

The patrol is maintained on an around-the-clock schedule from one end of the Turnpike to the other with instructions to halt drivers exceeding the speed limits or who may be otherwise violating the automobile laws.

Certainly the results speak for themselves. May the good work continue.

---New Haven Journal-Courier

ROAD COURTESY REMINDER

The Merritt Parkway is one of the best-known stretches of high-speed roadway in the East. Over the years, it has come to be one of the most heavily-traveled highways in the state.

But one characteristic of the commuting traffic on the parkway is the amount that moves during the hours of darkness. This can make for some tough night driving.

Through the suburban towns of Fairfield County this ribbon of road runs. And while the parkway can provide some pleasant daytime hours behind the wheel, the scenery itself is such that it contributes to making the headlight glare of a passing car seem even more blinding.

One of the forerunners of modern turnpikes constructed for speed and commuting convenience, the Merritt Parkway has withstood well the use and abuse of the years.

The significant problem in regards to night driving here is headlight glare. Fortunately, center strip shrubbery goes most of the distance toward eliminating this problem for motorists going in opposite directions.

It is the nuisance of potential danger of being blinded from behind, via the rear-view mirror especially, that makes headlight glare a tangible source of annoyance on the Merritt Parkway.

The same scenery that pleases the suburbanite and traveler in the daylight hours intensifies the problem of being blinded from behind at night. The wooded

territory comes right down to the roadside at many points along the road, creating a corridor in which intense light can be concentrated. The glare from the headlights of a thoughtless driver who does not lower his beams cannot be partially diffused through any open country along the road.

While Connecticut motor vehicle law provides that a driver lower his beams when following another car, many motorists simply do not think this stipulation is as important for cars going in the same direction as it is for vehicles headed in opposite lanes. Perhaps a little public education is in order.

In the meantime, with the problem intensified on the Merritt Parkway, it seems to us that strategic placing of road signs urging that lights be dimmed would do some real good. The signs would remind motorists that high beams bother the fellow they are passing as well as the driver going the other way.

---Meriden Journal

CONNECTICUT'S SAFETY LEAD IS IN DANGER

There is growing evidence that other states are launching highway safety campaigns that may equal or even outstrip Connecticut. New Jersey has already launched a drive against speeders that has produced instant and spectacular results. And now Rhode Island announces that it is cracking down on drunken drivers. Under the new policy the licenses of drivers charged with drunken driving will be suspended immediately they are arraigned in court on that charge, whether they plead innocent or guilty, as they are in this state. In the past such licenses were retained during all the legal processes including appeals to higher courts.

What this does, in effect, is to place the public interest above private convenience. Under the old system potential drunks were permitted to continue driving for weeks or even months until their cases were finally adjudicated. Now they are legally ruled off the road when arraigned. It is possible

that in some instance a driver may eventually prove his innocence. But it is rare indeed for any individual to be charged with drunken driving without some pretty good physical evidence to back up the charge.

The truth is that drunken driving has become so common in some communities that enforcement authorities often reduce the charges to something less. And there are courts in some communities who wink at these serious infractions. Indeed, in some cities it is considered quite dangerous to be on the road at midnight, Saturday, when the taverns and grills are expelling their drunken and half-drunken human contents, many of whom get into their cars to drive home.

There is a difference between drunken driving and other traffic infractions because in the former there is a kind of premeditation. Most rules of the road are violated spontaneously or unwittingly. But before a person can be arrested for drunken driving he has to commit a series of preliminary acts. To that extent drunken driving is done with malice aforethought. Anyone who has seen the horror and devastation that a single drunken driver can inflict on innocent people can have no qualms about making the punishment swift and certain. Unfortunately it cannot be said that it is done uniformly. The new Rhode Island practice is encouraging evidence that some officials are waking to the seriousness of the problem, and are adopting virtually what has been standard practice for years in this state.

---The Hartford Courant

DO YOU DRIVE PERFECTLY?
SO DOES EVERYBODY ELSE

By Patricia McCormack

Apparently, no one is an "average driver" anymore. Nearly 100 per cent of drivers interviewed by "depth probers" rated themselves "above average" in driving skills.

"Mr. Typical Driver," for example, puts a lot of the blame for traffic mishaps on drunken drivers and speeders.

But if he himself is caught tipsy at the wheel, he'll insist he's only had "a couple," with no harm done. And if caught speeding, he'll boil over as he tells you he was only going five or 10 miles over the limit, endangering no one.

The nationwide survey, conducted by the Opinion Research Corp., also found drivers taking issue with ticket-giving and the abilities of some traffic court judges.

More than half of the adult drivers, for example, said that "many of our judges in traffic court are not very well qualified for the job."

The drivers want warnings instead of tickets for minor violations, since "tickets, in such instances, insult a driver's intelligence."

Cops Rated Tops

In their appraisals, the drivers were a little easier on policemen than they were on traffic court judges. One out of two said the cops are tops.

The depth-probers also said that traffic slogans--"Drive Safely," for example--probably mean nothing to the typical driver.

"The study indicates that he thinks those slogans are for the ordinary, every-day drivers, the kind you run into in traffic jams. They're certainly not for him; he'd be insulted at the suggestion that he doesn't drive safely.

"People really want to be good, law-abiding drivers. They want to be, so they say they are. If we hold up symbols of their ideal to them, instead of admonishing them to 'look out' or 'take it easy,' safety communications may be more effective."

Professional drivers--police, truckers, taximen and others--told the depth probers that traffic accidents can be curbed by:

Promoting uniformity of traffic laws and signs throughout the nation, setting up driver clinics for habitual violators, increasing the number of roadside parks where drivers would be encouraged to rest every so often, and stressing the importance of other violations besides speeding. ---UPI

IN-SERVICE STUDIES

Vox-Cop

January-February, 1959

What's Wrong With First Aid?

A leading surgeon explodes some popular but dangerous fallacies on the emergency treatment of traffic victims

By Preston A. Wade, M. D.

The increasing number of accident victims has created a serious problem for hospitals and the medical profession throughout the country.

Many other types of serious medical problems can be handled in specific centers when the delay caused by transportation is of no importance. In the treatment of the accident victim, however, every case is an emergency and needs treatment at or near the site of the accident. Therefore, all communities, small or large, and all hospitals in every area are receiving an increasing number of these patients, and national organizations such as the American Society for the Surgery of Trauma and the American College of Surgeons have recognized the importance of the problem and are attempting to improve the care of the accident victim.

Two Important Phases

The two important phases in the treatment of an injured person are the immediate care and the definitive care. The responsibility for the definitive care is usually assumed by an experienced surgeon in a hospital where proper assistance and equipment is available. This phase of the treatment is purely one for the medical profession and is receiving increasing attention from medical schools and from the medical profession as a whole.

The most important phase in treatment is the immediate care of the patient because the end result in many of the injured cases depends entirely upon the early treatment.

First aid at the scene of the accident is usually administered by a layman, and in many instances by an un-

trained person who has no knowledge of first aid principles. Transportation of the injured is in most instances afforded by a passer-by, ignorant of the proper methods of transportation, and the treatment afforded the patient in the accident room in many hospitals across the nation leaves much to be desired.

Simple, Sensible, Practical

The medical profession assumes a considerable share of responsibility in the education of the lay public in first aid matters, even more responsibility for the improvement in the transportation of the injured, and must assume the entire responsibility for the quality of the care rendered the injured person in the accident rooms of the hospitals.

The need for instruction to the lay public in first aid principles has been recognized for years, and great strides have been made by the Red Cross in particular, in transmitting this information to the public. It is, however, necessary to emphasize continually to the public the necessity for continual instruction in first aid, not only for the isolated accident case but because of the danger of disasters or even atomic war. Those who are charged with the responsibility of teaching first aid should make a reasonable effort to see that the principles outlined are simple, sensible, and practical.

Fortunately, most of the first aid handbooks are deleting some of the ridiculous exercises so laboriously stud-

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ied by the first aid groups in World War II. Such as the absurd instructions concerning pressure point control of hemorrhage, and the emphasis on the tourniquet for a bleeding limb, as well as the ridiculous instructions about giving an injured patient a drink of water or a stimulant.

There are some very simple steps the first aid student should know. There are certain urgent requirements in the immediate care of the traumatized patient, and there is a priority of procedure.

First: Open Air Way--The patient must have unrestricted respiration in order to survive. The interference with this normal breathing is usually the result of inhaled blood, mucous, or vomitus, and the first step is to remove this material from the mouth and the pharynx. Often, a crushing injury of the face or an injury to the lower jaws will so disturb the architecture of the mouth as to allow the tongue to drop backwards over the airway and cause interference with respiration.

A simple means of inserting a safety pin through the tongue and pulling the tongue forward and tying it to the clothing, if necessary, to allow the patient to continue to breathe is something that everyone should know. An open sucking wound of the chest should immediately be covered with a pressure dressing. This can be done by an untrained individual and is often a life-saving measure.

Second: Control of Hemorrhage--So much misinformation has been published about the control of hemorrhage that it is necessary to re-emphasize some of the general principles of its control. A pressure dressing is the proper method to stop hemorrhage. The pressure dressing is applied directly over the bleeding area and held in place by firm, but not tight, bandaging. The dressing may be applied by means of strips of clothing or other cloth.

A tourniquet should never be applied to a bleeding limb. This is something the layman refuses to believe and his ignorance of the proper method of treatment is partly the fault of the medical profession in not insisting on this fact being publicized more frequently. Too

often the newspapers give credit for the saving of a limb or a life to the application of a tourniquet. Rarely has a tourniquet ever saved a limb, but in many instances it has caused the loss of a limb or a life.

Sir Reginald Watson-Jones, the famous English surgeon, has advocated that the tourniquet be removed from all first aid kits so that the ignorant may not be tempted to use it. Even when a limb is completely severed, the blood vessel which is severed will, by reason of its spasm, close itself to a great extent, and fatal hemorrhage will not occur. It is only in the case of a partially torn vessel that a tourniquet would ever be necessary, and since a fatal hemorrhage would occur in a few moments, the tourniquet must be applied immediately.

Tourniquets applied too loosely will cause increased venous bleeding, if applied too tightly will cause damage to nerves and blood vessels, and if left on too long may result in gangrene of a limb. Tourniquets left on for a prolonged period usually result in death.

Third: Treatment of Shock--Although the cause of shock may be a debated question, shock in a seriously injured patient is readily recognized even by the untrained. The patient is pale, his skin is cold, he is apprehensive and frightened, and the pulse is rapid. All of these phenomena are due to a sudden drop in blood pressure.

There is very little that can be done to treat shock at the roadside, but a great deal can be done to prevent it or to lessen its severity. Care in the handling of the patient, stoppage of hemorrhage, splinting of the fracture, and care in transportation are the most essential factors in the treatment of shock. The patient should be covered but no external heat should be applied. He should not be given stimulants, and he should not be given morphine, unless it is indicated for severe pain. The patient in shock is usually not in pain, and the indiscriminate use of morphine for shock is recognized as poor treatment.

Fourth: Splinting of Fractures--All fractures or limbs suspected of being fractured should be splinted immediate-

ly. The dictum of the Fracture Committee of the American College of Surgeons, "splint 'em where they lie," is one that should be taught to all first aid students.

The splints can be applied simply and easily by binding the upper extremity to splints for forearms and binding the legs together for fractures of the thigh if Thomas splints or other board splints are not available for traction on the limb.

To attempt to teach the lay public intricate hitches for traction of the lower extremity is indeed a mistake. A simple board splint two feet longer than the leg may be laid along the side of the leg and its end inserted into the fold of an encircling sling at the groin. A bandage around the ankle is tied around the opposite end of the board. This affords, by means of a Spanish windlass, a gentle traction which will help in preventing shock as a result of a fractured thigh. Pillows and boards make excellent splints for legs and knees and are simply applied.

Fifth: Transportation of the Injured

--So far in our discussion we have emphasized care in handling of the patient, and this is also most important in transportation, but most often overlooked. The natural inclination of the bystander is to consider speed the most important factor, when as a matter of fact it may be very harmful.

The patient should be properly splinted and should be transported on a flat board, stretcher, or litter if possible. If none of these are available at the scene of the accident, the patient must be transported as gently as possible and with as little movement as possible. This may be done by means of a blanket or merely by the simple process of four people lifting the patient, by holding his clothes while a fifth person supports his head.

In any case, the patient should be transported as gently as possible and flat on his back in a straight position. The habit of lifting a patient by knees and shoulders, doubling up his spine, is apt to be harmful. He should not be sat up but should be laid out in the back

seat of a car if an ambulance is not available.

It is also the general habit of the public and ambulances, unfortunately, to consider speed an essential part of the transportation of the patient. The more the better. This holds true for ambulances as well as other vehicles. It is the responsibility of the medical profession to denounce the tradition of speed in transportation of the injured in ambulances. The speeding ambulance injures and kills more people than it saves. There is rarely an instance in which a few minutes more or less would make any difference to the patient, while there are many instances in which the patient, the driver, the doctor, and other innocent victims are injured or killed by the ridiculous speed at which ambulances are operated.

Slowly this fact is being accepted in many communities, and in the future local ordinances and state laws will insist that ambulances obey traffic laws just as any other vehicle. The thrill of the speed and the pleasure of special privilege is really the reason for the speed of most ambulance drivers. A study of the ambulance calls of Flint, Mich., by Curry and Lytle has shown that in not a single instance of ambulance calls was there any evidence that speed changed the outcome of the case.

Sixth: Accident Room Care--The American College of Surgeons recognizes the fact that accident room care in this country can be improved and is, therefore, initiating at the Cornell University Medical College a study of the care of the injured in accidents throughout the country. This study has just been begun, but when it is completed, it is hoped that a set of minimum standards may be established which will help hospitals to satisfy what will be considered requirements necessary for the number of injured that may be expected in a given area.

It has long been the attitude of many hospitals that an accident victim deserves only such attention as may be available at the time of his admission to the hospital. Since the injury is an act of God, the hospital does not feel

that it should necessarily be prepared at all times to take care of these accidents. The College of Surgeons would like to dispell this attitude and to emphasize that every hospital has a responsibility in being prepared for not only the isolated accident victim but for a considerable number of injured that might appear as a result of a catastrophe.

Deserve Expert Care

In many instances the first person to see the patient in the hospital is the most inexperienced member of the staff, and he often is charged with the responsibility of the early care of the injured patient. It is the duty of the hospital to see to it that a well-qualified member of the staff is assigned to each case and that he personally sees, examines and directs the treatment of the injured victim.

It is the duty of the hospital to see that the emergency room is supplied with the material necessary for a reasonable number of cases.

We might summarize what I consider to be the most important points I have tried to make by quoting an old-time up-state New York country practitioner whose son was a student of mine. He stopped me on graduation day and said something like this: "My son has come back with a lot of things he says you told him that seem tommyrot to me. He says you insist on no tourniquet for hemorrhage, no morphine for shock, and no speed for the ambulance and insist on the patient seeing the chief surgeon when he gets to the hospital. And on top of all this, he tells me that you say there's no such thing as a whiplash injury and that it's only a pain in the neck, and not only to the patient alone. If these things are true, I'll certainly have to change a lot of my old ideas." I certainly hope that he does.

---Traffic Safety

The efficient man is the man who thinks for himself, and is capable of thinking hard and long.

---Charles W. Eliot

THE DEFENSE OF INSANITY

Hon. Richard E. Gerstein, State Attorney, Eleventh Judicial Circuit of Florida, Miami, Fla., spoke at the IACP Conference in Miami on "The Prosecution Versus the Defense of Insanity."

"Insanity," he said, "is a legitimate defense to crime and has been such for several hundred years. The real problem on the subject is defining what is insanity and not whether or not insanity is a defense. In every state, with the exception of New Hampshire and one federal jurisdiction, the test of insanity is whether or not the defendant knew right from wrong at the time of the crime and whether or not he appreciated the nature and consequences of his act.

"It is very important for the investigative force to immediately notify the prosecuting attorney where they suspect such a defense so that a prompt examination of the subject can be made. It becomes increasingly difficult if the examination is made some months after the crime. A complete and detailed background of the subject's personal history, together with his actions before, at the time, and after the time of the crime, is very important to assist the psychiatrist in making a proper diagnosis.

"It is the duty of the prosecutor to lay before the Court the evidence of insanity, if there is such; and to resist vigorously the attempts, in some cases, by the accused to obtain his freedom by proclaiming, falsely, his insanity."

---The Police Chief

The number of licensed drivers in the United States is increasing at a greater rate than that of population increase. From 1955 to 1956, for example, while the population increased by some 2,900,000 persons, the number of new drivers licensed was 3,184,000.

---Driver Education News

—

Consultant (or Expert) -- An ordinary guy with a briefcase more than 50 miles from home.

AROUND THE CIRCUIT

Vox-Cop

January-February, 1959

STATION "A", RIDGEFIELD

OUR HERO

Congratulations are in order for Off. F. "Skook" Barbieri who on February 3, assisted by Off. Geoghan of Station L, apprehended the recent escapees from the Litchfield County Jail. The escapees, Harold Potter and Clayton Petty, gave Skook quite a ride through New York state before they finally had to abandon their stolen pickup truck. Barbieri stated that he thought he knew the north territory fairly well, but this part of it was new to him. Well done, Frank.

BEST WISHES

Sgt. Edward Giardina, who recently returned home from a New York Hospital, is reported to be coming along well. "Gar", who had to undergo two major operations in the past couple of months is now resting at his home at 30 Elizabeth Street, Bethel. At the present time he has to make an almost daily sojourn to the Danbury Hospital for further treatment, but this enables him to have a short visit with the personnel.

The sick list also includes our Auxie Commander, Off. Edward McMahon, who also has been out for past couple of weeks. Off. Big "T" Hickey also joined the list for a week with a bout with pleurisy. We hear that Off. John Small is healing well with the use of the Florida sun. Our most recent victim is Off. Bill Francis, who is undergoing a minor eye operation.

FROM THE GRAPEVINE

We bid welcome and wish Off. "Silent" Charles Dirienzo much luck on his new home in Newtown. It is nice to know that we have more personnel living in the territory.

Res. Off. Walter Benz and Off. "Snowshoes" Fagerholm have been recently initiated in the Speech Makers Club with recent experiences.

Off. Lou Stefanek who is now back to work after his long visit at the Waterbury Hospital, is reported getting the "caddy" prepared for a Florida trip.

Res. Off. Costello and our pistol expert, SPW Boland, report that their recent Tennessee trip was concluded with the return of a prisoner -- remember that last trip.

The battle of the bulge is still on for Officers Wallace and Dirienzo with daily bulletins being posted on the bulletin board.

Off. Leonard reports that all of the ex Marine officers did well at the Governors Inaugural.

The vacation schedule is taking a beating with Officers Hickey and Williamson fighting for position. The question is will they win, place or show.

CONGRATULATIONS

Disp. "Squash" Travaglino has completed 21 years of service with the State Police Department.

CONDOLENCES

Our sympathy to Off. J. T. Jones on the loss of his mother February 10, 1959.

STATION "B", CANAAN

SERGT. BUFFA APPOINTED TORRINGTON CHIEF

The city of Torrington's gain is the Connecticut State Police department's loss and that loss will be especially acute at the Canaan barracks. The designation of Sgt. Angelo Buffa as the new Chief of Police in his native city was a happy choice as far as the popular Sergeant's brother officers are concerned. Angelo was appointed to the department August 22, 1938 by former Commissioner Anthony Sunderland and after some brief stays at Stafford Springs, Bethany

and Litchfield barracks spent the rest of his career at Canaan. He came to Canaan on a tentative assignment but had remained ever since and was promoted to Sergeant in April 1954. He is well versed in all elements of police work and will now embark on an administrative career in a department of his own, numbering some 60 officers. We freely predict that in the years to come Torrington's Safety Commission will take even greater pride in their selection. We know him for a patient, thorough and understanding individual - yet one that will stand for no foolishness when firmness and tenacity are indicated.

LOW FLYING "BIRDS" IN COLLISIONS

Off. Alden Ringklib is still looking for the "bird". Sunday afternoon - February 8, he and Officer Grover were about a minute apart in coming up North Elm street en route to report for the evening shift. In the lead car was Off. Ringklib and about a mile south of the barracks a partridge flew into the side of his car. Feathers flew but the bird appeared relatively undamaged and he picked it up and brought it to the barracks. He laid the still warm bird on the meat block in the barracks kitchen and came on into the main office. He said he had just hit a bird and thought it a partridge. Curious brother officers went to the kitchen and were unable to find the bird. Just about this time Off. Grover came in the barracks with another partridge which had hit his car in almost the same spot. He laid his bird on the same block. Meantime a search was being instituted throughout the building for Ringklib's bird. It was never found. Some feathers on the back step marked its escape. Whether it revived and flew out the open door or what we have no way of knowing. Off. Grover's bird was given to a Station B auxiliary.

PETITIONER GETS SUSPENDED SENTENCE

One George Shook, formerly of Pine Plains N.Y. but recently of Attica State Prison petitioned for hearing under the Interstate Compact on Detainers and was brought back to Connecticut to face burglary charges on "loan" from New York state. He plead guilty to two burglary

charges in Litchfield County Superior court and after about a month's sojourn in the County Jail received a 2-4 suspended sentence in Superior Court. Off. Flaherty who with Off. Zordan returned him to the state made the return trip to Attica with Off. Pennington. Shook is presently serving time as a parole violator and begins a 5-10 term in 1961 but at least he will not have a Connecticut warrant against him at the New York prison. The State of Connecticut, of course, stands good for the transportation expenses round trip.

SAFETY RECORD SPOILED

Canaan barracks had a good record as far as personnel being involved in auto accidents until along came a two week period about the first of February. We then had a "few" - although none serious injury wise. However two officers are giving their private cars a workout between home and office for a spell.

TOLLAND COUNTY TALES

A NEW LOOK FOR SPRING

A fresh coat of paint is greatly changing the appearance of the interior of our station. New bulletin boards are being installed in the report room. A new look for Spring.

HOUSEMAN BECOMES A PRISONER

While cleaning a cell next to one occupied by a prisoner, our houseman, Paul Steotzner, suddenly found himself locked in the cell. The prisoner next door steadily denied shutting the door. As far as we know, our houseman has not apprehended the real culprit.

"BROKEN ARROW" LAWRENCE

"Georgie Porgie" Lawrence has won himself a new nickname, "Broken Arrow". This came about when he successfully tracked down an archer who had shot a neighbor's dog with an arrow, a piece of the broken arrow being found in the body of the dead dog. He also made the front page of the newspapers.

BLUE PEACOCK CAPTURED

A blue peacock, valued at \$30, was taken from a local restaurant. Joe Bangasser trailed it to the University, where he retrieved same and returned it to its owner. A live peacock? Oh no! Just a figurine.

ONCE SCHOOL TRUANT; TAKES SCHOOL BUS

After many hours of diligent searching and investigating, "Chink" Labreche and Walt "The Fox" Smiegel, apprehended two young fellows who stole two school busses one night. A former school truant succeeded in running one bus into a tree and completely demolishing it without serious injury to himself.

TO THE SUNNY SOUTHLAND

While the rest of us shiver here in the cold north, Johnny Fersch is enjoying the sunny shores of Florida. One consolation, our vacations are yet to come.

MUG SHOT IDENTIFICATION BREAKS CASES

Several different cases involving thefts and breaks were broken when Bill Ellert showed some mug shots of suspects to a gas station operator from whose till \$30 had been taken while the operator was out pumping gas into the car. The fellows involved were all under the age of 20 and lived in the town.

MOVES TO NEW LOCATION

Ken Hayden and family have moved from Stafford to Eagleville where he has purchased a home. Now he is finding out what the problems of the home owner are.

WHO TOOK THE BACON AND HAMS?

That is what Bill Woodward would like to know. He is sniffing around to see if he can locate the good Hilltop Country Smoked bacon and ham. We understand that he feels that he is on the right track and we hope he is.

DOUBLE TROUBLE

Ronnie Jacobson recently arrested a man for being involved in a fatal hit and run accident. As the result of an investigation of a complaint that a mail-box had been damaged on another road in the same area, the man was also

arrested on another charge. Investigation revealed that after leaving the scene of the first accident, and while en route to his home, his car had struck the mail-box and had damaged it. The car was damaged on the right front where it had struck the pedestrian and on the left front where it hit the mail-box.

FOOT-PRINTS LEAD TO CULPRIT

Foot-prints left in the snow led to the apprehension of a young fellow, who had come back to the town where he formerly lived and entered a house, taking a pocket-book and money. This young man also admitted breaks into the local school and also the Fire House. He was always after money as he will not work. Good work, Bill Doyle.

STATION "D", DANIELSON

CAUGHT IN ACT

A timely arrest was effected by Off. Frank Barsaleau, when he apprehended a subject attempting to break into a local diner during his night patrol. What might have resulted in some embarrassment for "D" was averted by the presence of a parked truck. The felon admitted to Barsaleau that his original plan was to break into the A & P store next door to the barracks, but a parked truck in their parking area caused a change of his plan. This arrest also solved a breaking and entering for Wethersfield Police Department. Good work, Frank!

STORK VISITS KNEELANDS

Off. Bill Kneeland is the proud papa of a brand new baby girl. She will be protected by her two older brothers.

COVENTRY, R.I. CHIEF GIVEN PARTY

Sgt. Marikle and Officers Paul Deschenes and William Pelzer represented the Connecticut State Police at a birthday party given for Chief Shippee of the Coventry, Rhode Island Police Department. The popular chief is so well thought of that the populace of Coventry give him an annual party.

NEW HOME OWNER

Off. Stanley Teed became tired of paying rent, so he bought a house in Woodstock. If he thought he had trouble just paying rent, what will he do when the well runs dry, the shingles fly off, the furnace balks, the house needs painting, etc? While on the subject of Teed, ask him if he gained any experience during his two weeks of parking cars for the legislators.

JOHNSON GARBED IN SARTORIAL SPLENDOR

At last, Off. Merrill Johnson is the proud possessor of two woolen shirts. It takes a long time to get them so that they are properly fitted.

NEW HOME CUTS TRAVEL

Off. Gil Gooden took the economy program so much to heart that he purchased a new home in Danielson, thus saving gas to and from Norwich.

MAGIC "47"

If there is a GOOD job floating around, Det. John Blaise Murphy might be interested. He just had his 47th birthday, qualifying him for retirement.

SMITH HOPES FOR TRIP TO SOUTH

At this point of reporting, Off. Gail Smith is anticipating a trip to Florida at the State's expense. All hinges on the Florida authorities locating and arresting his suspect. He should remember the old saw "many a slip 'tween cup and lip."

MEMORY JOG

Will Off. Donald Harris' memory be improved because of his return to the barracks after he reached home with the ignition keys for the station wagon in his pocket?

"GRANDMA" KENYON KEEPS ACTIVE

Policewoman Susan Kenyon is a grandma once again, however, this doesn't put her in a rocking chair or keep her from making travel plans. Wonder just how she does look in a grass skirt with a garland of flowers around her neck?

M.V. FATALITIES

If Off. Francis Kelly didn't know how

to write up accident reports, he certainly has learned after being assigned two very controversial fatals within a week.

DILIGENCE CRACKS CASES

Officers Deschenes, Pelzer and Cusson have been doing a good job of solving their breaking, entering and theft cases for some time now. A lesson in good police work, perseverance and good contacts, has been well applied.

SHADES OF SHAKESPEARE

With Hamlet it was "to be or not to be". At Station "D" it is "am I or am I not" on the knee when assigned to the bullet loading detail.

STATION "E", GROTON

VALUABLE LOAD

Off. Papp investigated an accident in which a truck was involved that was carrying a cargo of five tons of silver enroute to the smelting pots.

THEFT CHARGE STICKS

Off. Corcoran arrested a man for theft of gum ball machines. It aids digestion so the saying goes. The gum not the machines that is!

"OLD WORLD" SPEEDING UP EVIDENTLY

Off. Sonner arrested a motorist for speeding on the turnpike. The operator was from London, England. He travels fastest who travels from Old London, England to New London, Conn.

LIEUT. REARDON APPOINTED CHIEF

Lt. James Reardon of the Fire Marshal's division has accepted the position as Chief of the Manchester Police Department. He was previously stationed at this barracks.

YOUNGSTERS CRASH STOLEN CARS

Off. DeCamp arrested 3 youths from a neighboring state. The chase at high speeds ended as the youths, in a stolen car, swerved off the highway and came to

a sudden stop. Off. DeCamp charged the youths with being fugitives from justice.

Two 14-year-old girls and a 15-year-old-boy took a car from Gales Ferry without permission of the owner and finally wrecked it in an accident. Earlier they had taken another car and driven it around until the gas ran out. The trio, with minor injuries, were spotted walking across the Gold Star Bridge. As they reached the end of the span they were arrested by Officers Elton and Potter who brought them to the barracks. Officers Cable and O'Hara assisted in questioning the trio.

**"CHARGED" GOB CELEBRATES DISCHARGE
--FACES 6 CHARGES**

A sailor, and he wasn't a Mother's Boy, although his name did sound like that, was about to be discharged from the Navy. There was a delay in procedure. The sailor stated he merely wanted to kill a few hours before starting out on his journey. The "hours" were too close to being "humans" in this case. He was arrested -- get the adding machine, we'll wait -- for 2 drunken driving charges, 2 reckless driving counts and 1 charge each of failure to obey a policeman's orders and evading responsibility.

Off. Sullivan said the sailor's eventful day began in the wee hours of the morning. The sailor crashed his car through a wooden barrier at the toll bridge. After pulverizing the wooden barrier his car sideswiped another car. His car lights were not on and he was speeding in the wrong lane. In the center of the bridge he struck another car and almost sent it into a tractor-trailer truck. With lights flashing and siren blaring Off. Sullivan took after the speeding car. It almost struck another car as it went out of control and slammed into a 6 foot wall. The car bounced off the wall and continued down the road and again went off the highway striking another wall. Oh well, this one was only 3 feet high. Then onto a sidewalk from where it swerved back onto the road. The car was still moving at a fast clip and failing to negotiate a curve it smashed into a huge tree. Oh

yes, we almost forgot to mention, he also forgot to pay the toll as he crashed the toll barrier.

ON THE ROSTRUM

Lieut. Avery aside from his many daily activities spoke at a meeting of the PTA at Gales Ferry.

CHANGING TIMES

Officers Bickford and Funk arrested a youth who had broken into a high school several times. In the olden days we wanted to keep away from school and now they break into these places, for various reasons.

A TRUE GENTLEMAN

Officer Beckwith arrested a mellow motorist. The speeder was "mellow" in the finer sense of the word for he complimented the officer for his fine handling of the case.

INAUGURAL DETAIL

Our Officers DeCamp, Papp, Potter and Webster were assigned to the detail at the Governor's Inaugural.

DID YA KNO?

Norwich in its early history had a whipping post for delinquents and other offenders. Way back in 1734 a petition was granted for the Superior Court to meet in Norwich, dividing the time with the court of New London. The prison house was maintained in Norwich.

STATION "F", WESTBROOK

STATION SHORTS

Officer GEORGE FAGAN is confined at home after an operation on his leg which resulted from injuries sustained in an automobile accident in October, 1957.

Officer RICHARD HURLEY will soon purchase a home at Rogers Lake, Old Lyme.

Dispatcher CHARLES HAVENS has taken a bachelor's apartment at Ivoryton.

Off. GEORGE H. BUNNELL has pioneered this year's vacation trips, and has returned from a jaunt to Florida. "Bunny"

states he is ready to go again.

Sergt. JOSEPH SULLIVAN followed, and is spending two weeks in the Sunshine State.

Officers BURKHARDT and HULL will soon board the Q S S Arkadia and cruise to Port Au Prince, Curacao and St. Thomas.

Officer MICHAEL J. GRIFFIN has been assigned the resident officer's duties at Essex while Officer JOSEPH PALIN is on sick leave.

SHUFFLEBOARD LEAGUE

The competitive spirit of some of the personnel of this barracks, which has its outlet in other channels in warmer weather, is being satisfied this winter by participation in an American Shuffleboard League. The league has been organized with Sergeant Joseph Sullivan having been designated as "Commissioner". Schedules have been set up and each team plays in a "Tournament of Champions". Our houseman, Cyril J. Luddy, has been appointed Chief Scorekeeper, and to the dismay of all, has gravitated into a controversial figure. He is presently "under suspension" pending a full hearing before the "Commissioner". However, the best informed sources in the league are of the opinion that he will not have to surrender his score cards. A championship belt, signifying supremacy in the league has been custom made. It is presently being worn by Sergt. Joseph Sullivan and Off. John Maroney, who make up the team of the "Celtics". Three tournaments have been held, and the belt has changed waists three times (it was made large enough to accommodate even the heaviest players of the league). Previous holders are the "Champs," made up of Off. John F. O'Brien and Aux. Off. Jerry Cerruti and the "Beavers," comprised of Off. Robert Dee and Bill Brink.

Off. George Roche's unorthodox stance has made him known as "The Sidesaddler" and this name has been lent to the team which he and Off. William E. Doyle play on.

There are many stars playing in the league. To date the most colorful has been Off. John O'Brien whose play soon gave him the moniker "The Port Chester Pro". His stalwart performance on the

board later earned him the title "The Man With The Golden Arm" but now he is known to the fans as "The Champ". With "Juggernaut John" Maroney, "Bullet Bob" Dee, "Deadeye" Doyle and "Hammering" Jerry Cerruti sliding the weights down the board new "stars" are apt to be born at any tournament.

STATION "G", WESTPORT

RENOVATION

Station "G" is undergoing a new "face-lifting". Our Radios in the main office have been condensed into one unit, old phones are being removed and more modern types installed, and the walls have received a new coat of paint. The color scheme is now, "Melon-Green" and "Rose-Tint". Our future visitors will find "something new has been added."

SHUTTERBUG CLASSES

Our new Photography Class has started with sessions being held on Monday and Thursday evenings.

CONGRATUALTIONS IN ORDER

Among our officers who can claim added exemptions now are: Officer Keller, who has a second daughter and Officer Robert Krysiak, who recently welcomed his third child. We extend Good Luck and Good Health to their respective families!

FAMILY NEWS

Officer John Raineault's little boy is now home after his recent appendix operation. Jack reports the boy is "doing fine" and we are glad to hear he is making a fine recovery.

Officer Seres' little girl, Kathy, is doing nicely after her recent injury.

Officer Demlong's little girl also is "on the right road", after her recent experience.

Resident Officer Benjamin Davis' wife is now out of the hospital and at home. We are happy to hear she is making a good and satisfactory progress.

LICK "BUG" -- RESUME DUTIES

Sgt. Bonuomo and Officers Julio Acouosti and William Gerard are now "on deck" and back to regular duty, after their recent sieges with the "bug".

NEW RESIDENCES

Officer Mario Bruno has moved into his new home at New Canaan and reports "there's nothing like it!"

Officer Richard Ziel reports he's enjoying his new residence at Wallingford.

Officer Jack Martin is boasting about that lovely new home he moved into at Orange. From the reports, it is quite a place! Jack is proud of his nice neighbors and has found there are three swimming pools on the street. We suspect he'll manage to keep cool without going too far this coming summer!

Good luck to all in their new residences.

OFFICER CARLBERG TO WED

Off. Roy Carlberg has now joined the ranks of engaged people, and is making plans for his wedding. Congratulations Roy!!!

STATION "H", HARTFORD

STATION STAFF

The present administrative personnel at Station H are Lieut. A. H. Kimball, Commanding Officer, Det. Sgt. Edward Steele, Sgt. Wilbur Calkins, Sgt. Edward O'Brien and Sgt. George Turrell. Total personnel: 43 Officers.

Sgt. O'Brien recently transferred from Bethany and Sgt. Turrell from Westport. Hope they like their new environment.

Off. Elmer Neal has transferred to HQ Communications Division. In return Off. Don Kelley returns to Station "H". Good Luck in your new field Elmer and welcome back to the ranks Don.

Off. Salzano, who was on loan to Special Service and did a fine job has returned to Station "H".

Our present investigators are Offi-

cers Schrader, Rust and Conlon. All are kept busy and do come up with some good results.

BIRTHS

Officer and Mrs. Robert Coffey were blessed with a baby daughter on January 27th. She was named "Mary Jane". This makes a total of four daughters in the family group. The best to all.

Off. and Mrs. Leo LeBlanc were blessed by a bundle from Heaven on January 20th. She has been named Eileen. This makes two boys and two girls in the family. Good luck to all.

CONVALESCING

Off. Walter Swaun, formerly of station "H", now at home after being hospitalized. Regards from all "Walt" and a speedy recovery.

To Mrs. Mario Palumbo the wish for a speedy recovery following trip to Manchester Hospital.

LONG CHASE ENDED IN HARTFORD AREA

Off. Joseph Letitia was on the end of a fast chase from the Westport area. He pulled up the car with operator and two hitch-hikers. Nice work Joe.

ACCIDENT LEADS TO CRIMINAL CHARGES

Travelling in the opposite direction Off. Janco was assigned to an accident. Came up with a hit and run which involved a stolen car, the operator and occupants of which had held up a Dairy Bar in Hartford. Good work Off. Janco.

JOB WELL DONE

To Off. Cabelus and Ragazzi some sort of a medal for their revamping of the evidence room in lower garage. A real masterpiece which involved plenty of physical labor. Have new stream-lined ladder making easy access to files.

MOTOR VEHICLE CHECKS

Off. Waterman on a recent Saturday afternoon was checking vehicles on the Hartford-Springfield Expressway with two Auxiliaries. There were checks for faulty equipment and three operators of motor vehicles were found to be without licenses. Defective equipment checks turn up many violations.

STATION "I", BETHANY

COOPERATIVE EFFORT GETS RESULTS

In the recent brutal killing of Mrs. Anne Senick of Seymour by her husband, John Senick, a very good job of cooperation between the Seymour police department and our department manifested itself in the close work performed by Lieut. Francis Flaherty of the Seymour P.D. and our investigators in this case, Lieut. J. Francis O'Brien, Sgt. George Panciera and Officers James Ferguson, Alex Kostok and James McGrath. The case was brought to a rapid and successful conclusion with the final admission of guilt by John Senick. The investigation was joined from the beginning by County Detective Thomas Layden who did yeoman work also.

SPRING FEVER

Now that winter is on the wane, it is interesting to note how the men are reacting to same. There is no doubt that no one likes the inclement type of weather we have been going through and it is nice to see smiling faces about the barracks area with the coming of better weather. It has been rumored that many of the men are now taking vitamins of a new type, which are supposed to instill a high degree of energy and well being to those who partake of same. We wonder if it's true that these "Atomic" Pills make one feel younger and robust, for if it is, we guarantee that most of our "Old Timers" will be buying them by the car load. Nuff said ---

SERGEANTS COURSE

All of our assigned sergeants have completed the course given at the State Police Academy recently and it is said that they will receive in the near future that famous book "How To Make Good Policemen and Influence Same" ---

PRACTICE MAKES PERFECT

It was noted the other day that "Amos & Andy" team, Offs. Menard and Anderson, were in the back garage mumbling to themselves while they were repairing the back-stop on the pistol range. A dis-

creet inquiry revealed the fact that they were burned up over the fact that since pistol practice started there have suddenly appeared numerous bullet holes in some of the funniest places, and, it fell to the part of our "Amos & Andy" to find these holes and patch them up. Don't cry lads, for the more shooting, the less apt there are to be stray bullet holes.

TRANSFERS

We welcome to our Station Off. Martin Ohradan who comes to us from the Danielson barracks and lives in Bridgeport. He states he is mighty happy to be with us here. In the same instant we lost to special service, that Martin Kane of this station, Off. "Dan" Reardon. Good Luck on your assignments men.

DEFECTIVE EQUIPMENT CHECKS

It is gratifying to note the favorable comment by the local press, in our drive on defective equipment in motor vehicles. There is no question that this has been needed for a long time which is evidenced by the fact that thousands of warnings were issued by this department in the first week of checking. The local police are also contributing to the drive to make cars safer on our roads in the future.

DOYLES OCCUPY NEW HOME

We note that the good Sergeant, Sgt. John J. Doyle Jr., has been wearing a very happy smile recently. We now can say why. It seems that he has gone and built himself and his family quite a nice new home in Meriden which they have recently occupied. Good Luck in your new home "John" and don't forget to hang that four leaf shamrock near the entrance to keep away gremlins.

SPRING CLEANING

You can tell that spring is just around the corner, the good Lieut. has had our custodians busy cleaning and painting lately to the extent that our number one man, "Zip" Haluschak, wore a four inch paint brush right down to the rubber base and "Cochise" Judway wore one of the mops, washing floors, down to the wire base. Be careful Lieutenant

for you know how hard it is to get new equipment.

RENOVATION UNDER WAY

We note with interest and a lot of satisfaction, the wonderful job being done to the barracks by Lieut. "Al" Pethick's repair crew, who have been working on the premises recently. The barracks looks better now than it has in years. The personnel stationed here approve wholeheartedly of the renovation.

STATION "K", COLCHESTER

ACTIVITIES IN BRIEF

All in all, things have been pretty much routine here at the "Lazy K" since the last issue, "pretty much routine" meaning that everyone has been busier than the proverbial one armed paper hanger with an itch. In addition to the usual number of complaints and motor vehicle accidents, the officers have investigated three fatal accidents and a fatal airplane crash. Currently, a number of breaking and entering cases are under investigation and hopes are high that some of them will be solved in the near future. We have also experienced an unusually large number of accidents which involved evading responsibility but, in most cases, the violators have been identified and prosecuted.

CONFESSION OBTAINED TOO EASILY

Usually an officer encounters difficulty in obtaining a confession from an accused who has actually committed some crime. Not so with Off. Tom Gauthier, however. He even secures admissions from persons relative to crimes that they did not commit. Recently, a Willimantic youth admitted a series of breaks in the Willimantic area and also implicated his older brother as an accomplice. Brother Gauthier, quite elated about the whole situation, was later disappointed when further interrogation of the youth disclosed that he was not able to disclose exactly when, or how, the breaks were committed. The

youth, a juvenile, finally disclaimed responsibility for any of the breaks and Tom is now back looking for the real perpetrators. At the present writing, he would give his eye teeth to apprehend one "Edward Falcone" who has been plaguing Tommy by passing forged checks that were stolen during a break that he has under investigation. Twenty of the checks were taken and, to date, four of them have turned up after having been cashed in the Hartford area.

TRANSFERS

Captain William Casey has left us, having been transferred to the post of night executive officer at headquarters and replacing Captain Robert Rundle. Captain Rundle is back as Field Captain of the Eastern Division. We also welcomed back Off. Robert "I Got Nothin' To Say" MacDonald. Bob has returned to active duty after a well deserved rest at a Stafford "convalescent home."

PLANE CRASH

On January 15th a C-54 "Skymaster" military plane crashed in a densely wooded area near the "Nike" site in Portland. At the time, the craft was enroute to Bradley Field for periodic repairs. The pilot had reduced his altitude because of a heavy overcast and the ship plowed into the side of a hill killing the co-pilot and the flight engineer. All hands were turned out and they did a commendable job of locating the downed plane and protecting the scene pending the arrival of military authorities. The only survivor, the pilot, was seriously injured and hospitalized at the Middlesex Memorial Hospital.

ACCIDENT HAS UNUSUAL RAMIFICATIONS

Very early the following morning, a fatal car-pedestrian accident occurred on Rte. 6-A in Marlborough. A Marlborough man ran down three pedestrians and then left the scene after he allegedly panicked. The subject was picked up later at his home and investigation disclosed that the three victims in the accident were his own step-daughter, his step-son and his step-grandson. The woman was killed and the two youths were

seriously injured. Charged with misconduct with a motor vehicle, manslaughter and evading responsibility, the accused is now awaiting trial in the Hartford County Superior Court. Sgt. William Mathews, who had worked the day shift on the day before and the whole evening shift at the scene of the airplane crash, went to the scene of the fatal pedestrian accident to direct the investigation. At 4:00 A.M., after working for twenty straight hours, he finally "turned in." He was back on deck, though, four hours later - not much grumpier than usual.

OFF. ANDREWS ON MILITARY LEAVE

Off. Raymond Andrews is now on military leave and is stationed at an army base in Georgia. Ray had to go on active duty in order to make permanent his commission as a second lieutenant in the National Guard. Upon his return, he'll undoubtedly resume his attempts to recruit Off. Art Woodend to sign up for the "Guard." Woody has almost weakened several times after Andy had guaranteed that he would be "on the knee with the lieutenant."

INJURY HAMPERS CHEF

Chef Leo Caya was injured in the line of duty a few weeks back when he cut his finger on a sharp knife while washing dishes. He spends part of each day trying to reconstruct just how the incident happened but, as yet, he still hasn't been quite able to figure it out. Because the injury restricted Leo's dishwashing ability, some of the Boys "volunteered" to take over the chore while the finger was mending. "Suspicious Charlie" Supsinskas made Leo remove the bandage from his digit daily so that he could check the healing process and eliminate any possibility of "goldbricking."

UNPRECEDENTED VISIT

Portland Resident Off. William Ackerman shook up the whole station the other day when he brought his children to the barracks for a ride on his day leave. This action is apparently unprecedented, according to SPW "Ma" Miller. The trip to the barracks must have been a unique

experience. In the cell block, they viewed the "bars" that the old man is always talking about.

AVERY FAMILY ENLARGED

A future trooper was added to the family of Off. and Mrs. Fred Avery on Christmas day when they adopted Freddie, Jr. Fred and his wife have another child, whom they also adopted several years back. Little "Vickie" is now six years of age and from all reports, she is all enthused about having a new "little brother" to care for.

STAFF CHANGE

A new clerk has been added to the civilian staff at this station. Ann Davis, wife of our able dispatcher Ronald, seems to like her new job and "Ronnie" isn't exactly unhappy about the extra "loot" coming in twice a month. Ann replaces our former clerk, Gloria Morris, who left her job to have a baby. A boy was born to the Morrises about the middle of January.

ON THE SHOOTING RANGE

Most of the officers have completed their target shooting assignments for the past three months. Off. Cliff Bombard was high man for the months of November and December with scores of 279 and 276 respectively. Cliff was knocked out of first place in January, though, when his score of 269 was bettered by Off. Donald McCue with a score of 271. When all the scores are in, Don may come out second best (the good Captain hasn't turned in his score yet) but, from all indications, he's going to be a hard man to beat.

ASTUTE SERGEANT FINALLY BAFFLED

Det. Sgt. Arthur (Hit Dat Ledder and Shine Up Dat Brass) Andreoli is still looking for some way to keep Dispatcher "Bouncing Becky" Beckwith confined to the dispatcher's desk. So far, he's tried glue, handcuffs and leg shackles but nothing seems to work. Sergeants Tripp and Mathews have resigned themselves to the fact that Peter just won't stay put but Sgt. Andreoli is certain that there must be a way. He'd welcome any suggestions.

STATION "L", LITCHFIELD

BREAKS SOLVED

Station "L" Officers on January 16th hit the Jack-pot, clearing up a rash of house breaks. Experiencing an epidemic of early evening house breaks, when the occupants were away from home for short periods, a concentrated effort was made to apprehend the responsible parties. All officer personnel of this Station and Station "B" worked extra hours patrolling the Sharon, Warren and Kent areas. Some clues were left by the culprits, footprints, items stolen from one break left at the scene of another break in the same vicinity, and this led the officers to be reasonably sure that all the breaks were connected. Sgt. Fuessenich assisted by other personnel of this station followed up many leads and had a couple of prime suspects that were living in New York State. On January 12th Officer Norrie while on patrol stopped a N.Y. registered car on routine check. While obtaining names and addresses of the occupants he noticed some pillow cases in the rear seat. Upon questioning by Off. Norrie as to where they had been and what they were doing they advised they had taken a puppy to a home in Harwinton. They were allowed to proceed. Off. Norrie turned this information over to Sgt. Fuessenich and a check at the Harwinton home revealed that they had not bought a puppy but that these subjects had tried to sell a chain saw. The Harwinton resident gave the name of a party in New Milford who might have later purchased the saw, which turned out to be correct. Feeling that this might be a good lead, Sgt. Fuessenich contacted the New York State Police and Sheriff's Office who had also been experiencing similar breaks and they went to the trailer home of one of the suspects, one James DeMaroney. Here they found some items that were reported to have been stolen but DeMaroney claimed they had been given to him by others. At this time a report of the theft of a chain saw, the same one mentioned earlier was received. Confronted by this DeMaroney admitted his connection and

gave information that the others involved, Howard Place, Raymond Place and Wallace Cook, were in New York City. Sgt. Fuessenich in company of the New York officers went to N.Y.C. where with the assistance of the New York City police they were apprehended. They were found in possession of goods estimated by New York Police to be valued at \$35,000 and which Sgt. Fuessenich says took a station wagon to transport back to Dutchess County. These subjects upon questioning admitted being responsible for a total of 86 breaks in the Litchfield, Canaan, Ridgefield Barracks area, in Stamford and Greenwich and also many in Putnam & Dutchess Counties in New York. The Place brothers and Cook were arrested on the breaking & theft charges and DeMaroney on receiving stolen goods. They will probably be out of circulation for a good spell.

JAIL BREAK

Monday evening February 2nd the serenity of Station "L" was again shattered when a phone call from Sheriff Morse at the County Jail reported the escape of two prisoners, Clayton Petty and Harold "Sonny" Potter. Investigation revealed that they had sawed the bars on the third tier of the bound-over section and smashed out the window. An immediate search of the area by the day and evening crews and by road blocks turned up nothing. A house by house check was also conducted in the immediate jail area and proved negative. Tuesday morning a farmer in Litchfield reported the theft of his pick-up truck while he was milking and an immediate alarm was out for this vehicle as it was sure to be the two escapees. A daylong check proved negative but under the direction of Lieut. Nelson road blocks were maintained at all the bridges crossing the Housatonic River as it was felt that these two subjects would attempt to get to New York State. "These subjects were 'ON LOAN' from New York State where they were serving time, for trial here for crimes committed in this area." At about 8:45 PM on the evening of February 3rd Off. Barbieri of Station "A", on post at the Gaylordsville Bridge reported he was chasing the truck stolen in Litchfield

that morning and was headed toward New York at a high rate of speed. Officers from Station "L", "A" & "B" who were patrolling the area closed in on the vicinity while Off. Barbieri continued the chase into N.Y. Off. Barbieri continued to give a running description of his route but being in unfamiliar territory was unable to say just where he was. Finally he came onto route 341 heading toward Kent at which time Off. Geoghan of Station "L" passed them going in the opposite direction, turned around and joined the chase. After the fleeing vehicle took a side road the operator lost control and ran off the road at which time the occupants, the two escapees, were apprehended. Both were taken to N.Y. for hearing and then returned to Litchfield where they each received 4 to 10 years for the escape in addition to time for their original crimes. Their period of freedom was of about 26 hours duration.

THOMASTON HOLDUP

At 5:40 PM on February 6th a call was received from the Thomaston Dispatcher reporting a hold-up robbery at a grocery store in that town. All available help, the full day and evening crews were dispatched to the scene and cars from adjoining stations sent near. A complete check of roads leading from the scene as well as the immediate area turned up no clues. A composite sketch of the robber was drawn from the descriptions of witnesses and has been shown on local TV stations and in many of the States newspapers. Despite the good publicity and cooperation of the news agencies and public information media the subject remains at large and unidentified at this time. Sgt. Fuessenich is heading this investigation and devoting many long hours tracing tips, but with little success to date. All in all, its been "Pretty Quiet" here at Station "L" lately.

AUXILIARY SANKMAN RESIGNS

On January 17th a farewell get-together was held for Auxiliary Bernie Sankman who, with his family, is moving to Texas. Bernie has been in poor health of late and his doctor advised

him to go to Texas for the climate. Bernie was one of the more active Auxiliaries here and will be missed by both regular and auxiliary personnel.

HEADQUARTERS

BETROTHALS

Santa Claus left diamond engagement rings to three lucky Headquarters girls at Christmas. The engaged couples are Joanne Barone & Jack Noonan, Barbara Neurath & Bob Cronin and Diane Winiarski & Don Looney. Since then, Sue Koday & Bob Silver and Gloria Willey & Earl Andersen have also announced their engagements. We extend our Congratulations and wish them all the Best of Luck.

BIRTH

More Congratulations are in order and this time they go to Bill & Dolores Manion on the birth of their first son, Stephen Anthony, born February 16 and weighing in at 7 lb. 13 oz. The baby has a sister, Linda, whom we understand doesn't want her little brother to sleep and is constantly waking him up.

HEADQUARTERS PARTY

Our Annual Personnel Party was held January 24, at Gallo's Terrace with a good turnout. Approximately 130 people gathered and had an enjoyable evening, dining and dancing.

VACATIONISTS

Dot & Dutch Fogarty have just returned from a two-week skiing vacation in Canada. No broken bones--just tans, bruises, and memories of a good time.

While you are reading this issue of Vox-Cop, Jim Forbes is in Sunny Florida "basking in the sun" and enjoying the warm weather for a few weeks.

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

TRAINING ACADEMY

On February 2nd twenty-seven recruits and Lieut. John B. O'Connell of the Milford Police Department entered the State Police Academy at Bethany for training. The class was greeted by Capt. Leslie W. Williams who in turn introduced the corps of instructors: Sgt. Vernon C. Gedney, Sgt. Walter P. Stecko, and Off. Edward J. Courtney. An official welcome was given by Commissioner John C. Kelly who welcomed the new recruits to the department.

The class is as follows:

JOHN B. O'CONNELL Milford Age 43

A lieutenant of the Milford Police Department where he has served for nineteen years, he was in charge of training. Served with the Navy in the last war with duty assigned in the Pacific. He is married and has two children, a boy 12, and a girl 17 years of age.

WILFRED Q. AUBREY Norwich Age 33

Served with the Navy from 1943 to 1946, seeing action in Pacific waters. He is married and has two boys, ages 9 and 11, and a girl age 7.

GEORGE R. BERUBE East Hartford Age 30

Served in the Navy from 1946 to 1948 and stationed at New London. Previously employed as a dispatcher for the Conn. State Police Department, he is married and has a 1 month old boy.

DONALD J. BLAKELEY East Haven Age 28

Served with the Navy from 1949 to 1953, with duty assigned in Korea. Formerly employed as an electrician's apprentice, he is married and has two girls, ages 2 and 5 years.

RAYMOND H. BROWN West Haven Age 24

Served with the Navy from 1953 to 1957, with duty in the Mediterranean. Newly married in 1958, he was previously employed as an auto mechanic.

ROY BORZANSKY Torrington Age 28

Served with the Coast Guard from 1951 to 1954, and stationed in the North Atlantic as part of the ice patrol. Before entering the academy he was employed as a machinist.

FURMAN P. CAMPBELL East Haven Age 33

Served with the Air Force from 1944 to 1950 and stationed in Germany and Greece. He is married and has five children, three girls ages 7, 6, and 5 years, and two boys ages 2 months and 1½ years.

RONALD F. DALTON Ansonia Age 31

Served with the Seabees from 1944 to 1946, with duty assigned in Greece. Formerly employed as a carpenter, he is married and has two children, both of whom are girls, ages 4 months and 3 years.

HECTOR J. DESAULNIERS Moosup Age 28

Served with the Navy from 1948 to 1953, with duty in the South Pacific. Formerly employed as a truck driver, he is married and has a boy 4, and a girl 1½ years of age.

AROUND THE CIRCUIT

FRANCIS E. DUVALL Torrington Age 33

Served with the Army from 1944 to 1946, and stationed in Europe. He is a farmer by occupation and also a former Auxiliary State Policeman. He is married and has three children, two boys ages 6 and 8, and a girl age 10.

BARRY K. FENN Cornwall Age 25

Recently married in 1957, he is a former State Highway Surveyor and also a member of the Army Reserve.

HENRY H. FILLMORE JR. Moosup Age 28

Served with the Marines from 1952 to 1954 with duty assigned in Japan. Previously employed by a paper mill. He is married and has three girls, ages 6, 3, and 1½ years.

CHARLES H. HYATT JR. Newtown Age 33

Served from 1943 to 1946 in the Armed Forces with duty in Europe. He was formerly employed as a truck mechanic, is married, and has two girls, ages 7 and 11.

JOHN E. JANCZYK Granby Age 28

Served with the Air Force in Korea from 1951 to 1952. He is a former New York State Trooper from the Claverack, New York, Barracks.

EARL H. JOHNSON Manchester Age 26

Stationed in Germany with the Army for four years. A former assistant manager for a finance company, he is married and has one child, a girl 18 months old.

ALEX J. JUREVICH Waterbury Age 25

Served in the Air Force from 1953 to 1957, and was previously employed as a tool crib attendant.

JOHN W. KNOX JR. Deep River Age 31

Served with the Navy from 1943 to 1946 with duty assigned in the Pacific. He is married, has two girls, age 3 months and 7 years, and was formerly employed as a food salesman.

HENRY A. KORINECK Chesterfield Age 26

Served with the Navy from 1951 to 1953 and stationed in the Atlantic waters. Previously employed as a tool maker, he is married and has two children, a boy age 4, and a girl age 1.

ROLAND LALIBERTE North Grosvenordale Age 26

Served with the Navy from 1952 to 1955 with duty in the Atlantic. Formerly employed as a contractor, he is married and has two children, both girls, ages 6 and 2½ years.

JOHN L. MAHONEY Watertown Age 24

Stationed on the East Coast, he served with the Navy for four years, from 1952 to 1956. Married, he has a 1 year old girl, and was formerly employed by a factory.

FREDERICK L. MOFFET Milford Age 29

Prior to his entrance into the Academy he was employed by the Singer Sewing Machine Company, he is married and has three children, all girls, ages 6 months, 5 years, and 8 years old.

TIMOTHY J. MURPHY JR. Taftville Age 26
 Served with the Navy in European waters for four years. Formerly employed by the State Highway Department, he is married and has two girls, ages 1 and 3 years.

DONALD J. NAEDELE Bridgeport Age 25
 Served with the Navy for four years and stationed in European waters. A former gas truck driver, he is married and has a girl 2½ years old.

ROBERT L. OSTERHOUDT Derby Age 25
 Serving with the Marines from 1953 to 1956, he is a former truck driver.

EDWARD F. PICKETT New London Age 33
 Served with the Navy from 1944 to 1946 with duty in Pacific waters. Previously employed as a Security Officer at the University of Connecticut. He is married and has two children, a boy 7, and a girl 4.

MICHAEL SWANTKO JR. Ansonia Age 33
 Served with the Marines in the Pacific from 1943 to 1945. For seven years he was a member of the Ansonia Police Department as a supernumerary. He is married and has two children, a boy 7 and a girl 6.

JAMES D. TANGUAY New Britain Age 24
 Employed by the USP & FO for the State of Connecticut at Bradley Field as a photographer prior to his entrance into the academy. He has been a member of the Air National Guard for seven years.

ROBERT W. TUCKER Ansonia Age 28
 Served with the Marines from 1947 to 1952 assigned to duty in Japan and Korea. Formerly employed as a mechanic, he is married and has a girl 4 years of age.

DRIVER EDUCATION AND INSURANCE

The relationship between driver education and insurance costs, if any, remains to be proved. Yet insurance experts appear to believe that promotion of driver education may eventually result in the reduction of automobile insurance rates.

Frank P. Handley, vice president of the Hartford Accident and Indemnity Company, recently addressed Wallingford Rotarians on this theme. He said that wide public support for the driver training program would be a "key factor" in any program to bring about lower accident rates and reduced automobile insurance costs.

Franklyn E. Learned, state education director, has estimated that about 10,000 students will apply for driver

education this year, as a result of the new state requirements now in effect. Yet at least 25 communities in the state, with reduced school budgets, will be unable to offer such training. Rising school costs have made such courses open targets when an attempt is made at school budget cutting.

Of course there are many other arguments for driver training in addition to the argument that it will help to lower insurance rates. The principal argument is that well trained young drivers will be able to avoid accidents: hence that driver training should be promoted for the sake of public safety. If greater safety is attained, the other benefits will come more or less automatically.

---Meriden Journal

"Conditioning" Through Basketball



Shown in photo left to right, front row: Officers Zdanowicz, Ragazzi, Cabelus and Reynolds. Back row: Lieut. Kimball and Officers Harrington, Niedzial, Sterniak, Riemer and Palumbo.

In February of 1958 a request was made for a group of officers from the Hartford State Police Barracks to engage in a game of basketball with members of the Broadbrook Fire Department, for the benefit of the Heart Fund. Several of the boys were interested and reported for practice. After two brief practice sessions, about the only benefit from which was the revealing of the poor physical condition the fellows were in, the game was played. The Broadbrook team, although aided and abetted by Resident State Police Officer Wendell Hayden, lost to the State Police 27-24, but those who attended had a lot of fun as well as laughs and contributed generously to the Heart Fund. This game, being our only one of the season, put us into the unbeaten ranks.

Last fall we were fortunate in having the use of the Trade School Gymnasium next door for a weekly workout. The value of these sessions with respect to

better ball playing is questionable but they do help the boys with the weight problem.

We were invited back to Broadbrook two weeks ago for a second benefit game. The game was rather raggedly played--the score, Broadbrook 28, State Police 25. Expert performance by the referees. After the game they stated that if they had called all the fouls, there would have been very little play! One thing can be said of the game--it was played HARD!

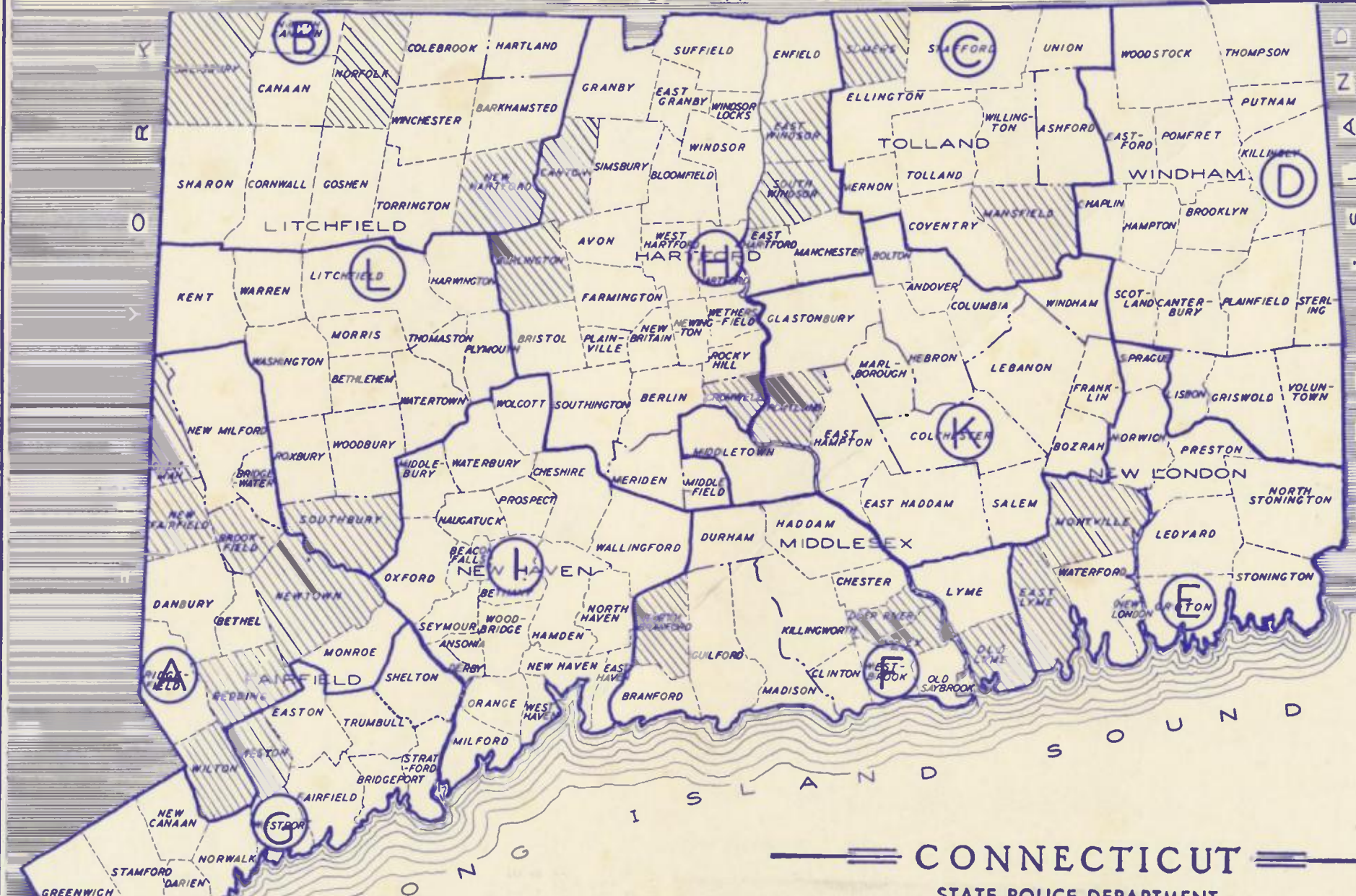
A squad of officers from Station "K" headed by Sergt. Kenneth Tripp joined us in practice one recent evening and they look good.



Two more benefit games have been scheduled--one with the Windsor Police on March 2, and the other with the Windsor Locks Police on March 13.


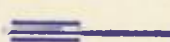
Our team is now uniformed--blue and gold--and we expect that after the newness and dazzle has worn off, a more creditable performance will be realized.

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 Towns having a Resident Officer
 State Police Stations

 **CONNECTICUT** 
 STATE POLICE DEPARTMENT
 DISTRICTS AND STATIONS