

VOX-COP



ISSUED BY THE

CONNECTICUT STATE POLICE DEPARTMENT

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Code of Honor
of the
Connecticut State Police

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

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

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

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

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



JOHN C. KELLY
Commissioner

Yankee ^{By The} Clipper



Vox-Cop

March - April, 1959

Death By Detonation

By Lt. Walter Wheelock
Glendale, California Police Dept.

And so suddenly you find that you have a teen-age rocketeer in your household.

Doubts and fears stir, but when you try to discuss the matter, he deluges you with a screen of verbiage, such as reaction research, venturis, squibs, etc. Speeds are not discussed in mph's, but in G's and Machs. The word, explosives, is never mentioned, only such things as propellants or solid fuels, or such a cabalistic term as kay-see-ell-ch-three. So you retreat with an off-hand, "Well, be careful, Junior..."

A few days pass, and a small newspaper item catches your eye. Thirteen year old Robert Schneider, Jr., was rushed to the Memorial Hospital late yesterday afternoon. He had been tamping various chemicals into an empty CO₂ case, when it exploded, driving a jagged metal fragment deep into his stomach...

The wire service has neglected to supply the names of the chemicals involved, in the belief that by so doing such knowledge will not become available to our teen-agers. However, in police report after police report, one chemical appears with sickening regularity. While others are often mentioned, potassium chlorate is by far the most common in such accidents. It may be called by its commercial name, chlorate of potash, or by its chemical shorthand, KClO₃, but it is the number one villain in such disasters.

Rocket fuels, of the type used by most of our youthful do-it-yourselfers are of the solid chemical types. Solid, in this case, refers to powders, crystals or other dry forms, rather than

liquid or gaseous types. These may react to produce power in one of three ways. If smokeless gunpowder is ignited in an open container, it burns, with some fuss to be sure, but no more violently than a celluloid comb. If the powder is properly loaded into a cartridge and fired in a suitable weapon it explodes, driving the bullet toward its target. If the amount of powder is increased, the speed of the bullet likewise increases until a certain critical value is reached. A minute increase beyond this point causes the load to DETONATE, a wild runaway instantaneous reaction. Pressures will suddenly double or treble, rupturing the proof steel barrel of a modern hunting rifle.

Eleven years ago, the French Line freighter, Grandcamp, was loading a farm fertilizer, ammonium nitrate, at Texas City. This substance looks not unlike table salt and the hundred pound bags were being loaded with the same lack of care. By 8:00 A.M., April 16, 1947, 2280 tons had been stowed away, when suddenly fire was discovered in Hold No. 4. It burned with increasing fury, until at 9:12 A.M., the cargo started to explode. Hatches flew off, and streams of fire shot into the air. For a few seconds, temperature and pressure increased at breakneck speed. Reaching critical values, the material detonated. Result: 570 killed, 3,500 injured and property damage in excess of \$125,000,000. Just loading garden fertilizer, but when it detonated, it produced violence which was duplicated only at Hiroshima.

"But, Mom, WE KNOW WHAT WE ARE DOING."

After all, our Science teacher showed us an experiment in class using this same stuff." Only Junior fails to mention that the teacher used only a tiny dash of the mixture, and fired it in a manner that was reasonably safe. As Dr. Morris Meister, principal of the Bronx High School of Science, pointed out recently, "Make adult supervision absolutely essential. And by that I mean qualified supervision, not well intentioned mothers, fathers or even teachers." Under our recent philosophy of education, teachers may be excellently grounded in educational theory and practice and weak in some subject matter. Certainly a year of college level Household Chemistry does not qualify one on space age ballistics. This was emphasized recently in Floydada, Texas, when Science Teacher Garland Foster of the local high school was killed while demonstrating a small rocket. Foster had used a much safer mixture than the chlorate-based fuels, one GUARANTEED not to detonate!

Detonators have their places in the field of explosives. Blasting caps detonate to explode the more stable dynamite. Primers in pistol and rifle shells are small detonators, containing approximately 1/4 grain of such a compound. However, such primers left a corrosive residue, which pitted the bore of the gun. As a result, various non-corrosive primers were developed and widely supplanted the chlorate mixtures. Nevertheless, the U. S. Army, demanding a material that was sure to explode, no matter how old the cartridge or poorly maintained the gun, stuck to the use of potassium chlorate. This was the one substance that the Army was sure would detonate under any condition.

This same ease of ignition and sureness of exploding are the factors that endear it to the untrained, poorly instructed amateur spaceman. To further encourage its use, it is cheap and may be purchased by our children at the neighborhood drug store. Instead of the 1/4 grain load, youths use from one ounce (480 grains) to several pounds of their mixture. Unfortunately it may be mixed with any number of fuel substances and will explode or burn, regardless of

how crudely the mixture is concocted.

Unluckily a slight rubbing of such a compound is sufficient to ignite it. In the accident listed above, Robert was gently tamping his potassium chlorate mixture into a small CO₂ beverage cartridge. Two months later, when he was able to leave the hospital, he had no recollection of using any undue force. But a small amount of friction had occurred. In a split second, the fuel had developed sufficient heat and pressure to push the mixture past the critical values. The resultant detonation of less than an ounce of the potassium chlorate mixture left Robert shattered and bleeding.

State poison laws forbid the sale to minors of substances that present relatively minor hazards. We adults may only purchase these after signing a register giving the proposed usage. If the pharmacist has any doubts as to their legitimate use, he is empowered or even required to refuse this sale. Yet these laws, in many states, allow the sale of this death-dealing chlorate without restriction.

Many pharmacists have taken upon themselves to impose a voluntary ban on such sales to minors. The Southern California Pharmaceutical Association pledges its members to follow such course. The Association has widely distributed placards, reading:

Boys, for your own protection-

WE CANNOT SELL

and listing sixteen such chemicals.

However, it is for the few irresponsible dispensers that strict regulations are needed, either under the drug or explosives codes. This restriction must be made compulsory. You parents and your organizations interested in the welfare and safety of our space-age teenagers should urge the passage of such statutes.

In the meantime, if you find a box, bottle or package in your offspring's laboratory bearing any of the following labels--Potassium Chlorate, Chlorate of Potash, K Cl O₃--take the container to the bathroom, dump it in and flush. The substance is an excellent cleaning agent and thus will serve a last useful purpose.

---Law & Order

EVOLUTION OF A POLICE DEPARTMENT

By Dorothy Fagerstrom

Editor's Note: With the trend toward suburban life, many new communities are springing up on the outskirts of large cities. These new towns are faced with problems of creating an effective form of government, planning for expansion, and providing adequate police protection for their residents. Thus they must find an answer to the question "How is a police department developed?" LAW AND ORDER reports the progress one community is making toward solving this question, which may well be helpful to others.

The town faced a serious dilemma--the resident state trooper could no longer handle the law enforcement problems efficiently without assistance. When Officer Quaintance was appointed in November, 1954 as resident trooper in Wilton (Conn.), the community had about 3600 residents. It now has a population of 7700, and estimates predict nearly double that by 1975. While the normal police work has doubled in less than five years, the traffic problem has tripled. Obviously this was more work than any one man could be expected to handle.

A Town Government Study Committee was appointed to find a solution. The most obvious one was to request the services of another resident trooper. Under Connecticut law, any community without a law enforcement agency of its own may request a resident trooper. The trooper handles all town police work, as well as duties for the state. However, there are not enough troopers to allow any community to have more than one.

If Wilton decided to form a police department, it would mean appointment of a police commission, hiring a police chief, purchasing many items of specialized equipment, and the town would automatically lose the services of their trooper. This seemed to be more of an expense than was practical for the town budget. There was, however, one other possibility.

A town may appoint constables, with the First Selectman acting as Chief, and still retain their trooper. A constable force, plus a resident trooper, has many advantages. First, you have the benefit of a man who has been well trained and has had a great deal of experience. Sec-

ond, the constables are able to gain in practical knowledge while working with the trooper. Third, the constables have the use of all state police facilities. The Town Government Study Committee recommended that a constable force be established, and an appropriation of \$21,000 was made.

It was decided to set the qualifications for the position of constable rather high. The applicant must be between 25 and 40 years of age, be in perfect health, be a resident of good character and reputation. The starting salary was set at \$4,200 yearly with automatic increases over a six year period until a maximum of \$5,000 is reached. Uniforms were to be supplied the first year, and an allowance for succeeding years.

The applicants were given to understand that no one need apply who was looking for a temporary job, only men who were determined to make law enforcement their profession would be considered. They were also clearly told that they would be subject to call at any time and would be considered to be on duty twenty-four hours a day. The work would not always be easy or pleasant, but there were definite benefits. The advantages listed were security, fourteen calendar days sick leave a year, an annual vacation, and an opportunity to express and develop ideas, as well as continuous educational advantages. Another most important consideration would be the opportunity to serve the community in a rapidly advancing profession.

From the fourteen applications, three constables were chosen. One man had no previous law enforcement experience, but

had served for a number of years with the air force; one constable had previous auxiliary police service; and the third man had been an auxiliary trooper for three years.

All of the constables were sent to the Fairfield County Recruit School at Westport for intensive training. One of them told me this was the most valuable schooling he could have had. While Vincent Tito is acting as Chief of the constables, in addition to being Wilton's First Selectman, he is receiving the fullest cooperation from Officer Quaintance in giving the men in-service training and in handling administrative details.

The original appropriation was to cover the salaries of the constables for one year, fully equip them, furnish the headquarters, and purchase the patrol car.

Headquarters is on the second floor of the Town Hall. The room is fairly large and is furnished with three desks and chairs, some file cabinets, large map and a bulletin board. It is far from lavish, but it is cheerful and adequate for present needs. At the moment there is no radio equipment at headquarters. However, Commissioner John C. Kelly, of the State Troopers, has given Wilton permission to install a two-way radio, which is on the same wave-length as the ones used by the state police, in the patrol car. This enables the constables to be in radio communication with their trooper, and to call in the state police if assistance is needed.

No special equipment which might be considered to be of a scientific nature was purchased as the complete facilities of the Ridgefield State Police Barracks are available to the constables.

Wilton is a residential community, covering 32 square miles, with many undeveloped areas. Since it is within reasonable commuting distance of New York and several other large cities, it is experiencing great growth. It is this expansion which is causing the majority of the law enforcement difficulties. Breaking and entry is the major crime problem, although traffic violations create the most work for the constables.

The schedule presently in effect has

each constable working a regular shift. Officer Quaintance fills in when necessary, and makes out the schedules and assignments. He is also doing approximately 95% of the initial investigative work, handling all cases involving personal injury and major crimes. The increase in manpower has made it possible for Officer Quaintance to move around more freely since the constables do all of the patrolling. Traffic accidents are handled by whoever gets there first. This method of dividing the work will continue until the constables have gained more practical experience in their chosen profession.

The constables have been well received by the community, and the experiment is considered to be a success. Mr. Tito is particularly pleased that they have remained well within the original appropriation.

How long the constable force will be adequate for Wilton's needs no one knows, but it has proved to be the best solution possible for a serious dilemma.

---Law and Order

ALASKA'S POLICE PROBLEMS

A. P. Brandt, Superintendent, Department of Territorial Police, State of Alaska, Juneau, Alaska, outlined some of the police problems Alaska faces in the transition from territorial to state status, and how it is proposed to cope with the various problems.

"Alaska is no longer the remote area so many have long considered it to be," he said. "Alaska can gradually assume a position to support a significant overflow of the increase of population of the continental United States.

"At the present time, 55 officers of the Territorial Police, located in 19 separate Detachments and Posts throughout Alaska from Point Barrow above the Arctic Circle to Ketchikan in the Panhandle area, are the principal officers of rural law enforcement in Alaska.....

"While the Alaska Borough may be considered roughly analogous to the County, no attempt will be made to duplicate the county system of law enforcement which

for historical and other reasons has been declining in effectiveness and popular esteem for centuries. Our State Constitution makes no provision for the organization of local or county-level law enforcement bodies. We expect that contractual agreements will be made between the State and the local subdivision of government for the provision of resident police services by the State Police much in the manner as is presently provided by the State Police of Connecticut, the Provincial Police of Ontario and the Royal Canadian Mounted Police....

"Certain problems will be encountered in the transition from a Territorial to a State government:

"1. An immediate problem will be that of providing for the incarceration of prisoners and the operation of a State Penal System.

"2. Another problem will be that of securing permanent possession of certain federal records.

"3. One of the difficulties encountered in providing adequate police services in Alaska is the problem involved in transportation and communication. In the United States, there is hardly a community which is not accessible by roadway. In Alaska, the great majority of our small villages and towns are accessible only by aircraft or boat....

---The Police Chief

WHY WOMEN DRIVE

Chances are that women drivers, who make up almost half of today's licensed drivers, are on one of six different activities when they take the wheel.

The Keystone Automobile Club of Pennsylvania says a recent survey revealed that women take more shopping trips than trips of any other kind. Social driving comes next, then church-going, business errands and picking up and delivering school children. At the bottom of the list comes driving father about--generally to and from the trains that carry him to the place where he earns the money to finance the No. 1 activity of the lady drivers. ---Torrington Register

MILK CARTONS USED FOR FLARES

Empty milk cartons, used as a brightly-burning flare, can serve as an effective warning device if your car stalls at night along a lonely highway.

Cpl. Harold J. Cardwell, of the state highway patrol's Toledo post, fashioned one of the homemade flares last night and lit it on Rombo Lane near Laskey Road. He made these observations:

The milk carton flare ignited easily when a match was touched to a strip of the waxed paper material.

A warning flame, visible for more than one mile, resulted.

The flare shed enough light to change a tire by.

It burned 35 minutes.

It left a clean, gray ash with no smouldering sparks despite a brisk breeze.

Cpl. Cardwell, who says his post investigates between 15 and 20 accidents a year caused when vehicles break down at night and stop by the roadside without the protection of flares, tried the carton idea after hearing about its use in an Indiana safety campaign.

Boy Scouts in that state are conducting a drive against nighttime accidents. They learned of the milk carton idea after State Trooper John A. Cooks saw a motorist using one, and stopped to investigate. The Indiana officer informed his superiors, who endorsed it.

Ptl. M. D. Campbell helped make the test flare at the Trilby post.

The officers crushed four 1-pint cartons and two 1-quart containers, then stuffed them inside a half-gallon carton. They stood on the flare, crushing it into a tightly-packed, rectangular block. The operation took no more than a minute.

Ptl. Campbell saw further use for the torch. He said it would be "ideal for picnics or camping," to heat coffee or serve as a starter for a good meal of trout, chicken or steak.

Cpl. Cardwell said motorists should remember, regardless of what kind of flare they use, to extinguish the device before driving off.

It's a paramount safety rule that should always be observed.---Toledo Blade

THE POLICEMAN'S PRAYER

Give me unflinching courage at all times and under all conditions. Let me look into the face of death with unblinking eyes and with no sense of fear.

Teach me to realize that there are prowling human wolves ever ready to devour the innocent, that there are depraved creatures, cast in the comely human mould, to whom murder is but an incident and crime in all its hideous phases only an occupation.

Grant that I may live my life simply and keep my mind clean.

Let me acquire, superlatively, the art of self-defense against the cunning wiles of mine own and the people's enemies.

Steel me against the machinations of those who would corrupt me.

May I never disgrace my uniform nor think too lightly of those who, by long service and faithfulness to duty have earned the right to rank above me.

Let me possess the virtues of a soldier on the battlefield.

Let me traverse my beat as the Roman Emperors of old trod the forum. But preserve me from personal vanity and the arrogance which too often goes with power.

Save me from all pettiness in my dealings with those less fortunately placed in life. Aid me in understanding that my calling is a truly noble one, that it involves self-sacrifice, the maintenance of a robust body and a cool head, and that, first and last, I must be a man among men.

Help me to be lightning-quick in determining the right thing to do in grave emergencies.

Help me to cultivate a warm heart and a ready hand for the needy and the weak.

May I be greatly feared by the law-breaker and greatly loved by my friends.

When, in the course of duty, it becomes necessary to grapple with thugs bent upon my destruction, let my gun aim be true and my fist blow devastating.

Cause me to do my work with cheerful mien and honest zeal.

Teach me to bear myself, in storm and sunshine, in congenial or distasteful locations, always as the blue-clad sym-

bol of civilization's law, without which there would be but little happiness on this earth and no reason whatsoever for human progress.

---New York State Police Bulletin

GARLIC ODOR PROPER IDENTIFICATION

The defendant was charged with an armed robbery committed by a masked bandit wearing a handkerchief over his face and a large hat pulled down over his eyes. Even though the victims could not see the robber's face, they did notice a distinct odor of garlic about the gunman.

The defendant was arrested by the police on the basis of a general description and at his trial evidence was introduced that he had eaten spaghetti with garlic sauce just prior to the crime. The defendant was convicted and he appealed. A superior court of New Jersey held that the evidence showing that the defendant had consumed garlic-seasoned food was sufficient to identify the defendant as the robber, when witnesses testified that the crime had been committed by a bandit who emanated a garlic odor. State v. Buffa, 143 A.2d 833 (1958).

The court in its opinion stated that this evidence was not prejudicial, and in fact it had a significant probative value to link the defendant with the crime.

---Journal of Criminal Law, Criminology and Police Science

Every man who believes in himself, no matter who he be, stands on a higher level than the wobbler.

---Count H. Keyserling

Anybody who ever set the world on fire probably started by burning midnight oil.

---Franklin P. Jones

Lecture: Something that can make you feel numb on one end and dumb on the other.

TOWARD BETTER CRIME DETECTION

Citizens of 19 New Haven County cities and towns should look with interest -- and kindly -- eye upon the just-formed New Haven County Detectives Association.

Its major goals, in the public mind, improved crime detection and tighter law enforcement, are as desirable as admirable.

Every encouragement toward their fulfillment, through official and citizen backing of this newborn group, should henceforth be forthcoming.

This is no wild-eyed experiment. It has been tried elsewhere, and no further away than Fairfield County, with beneficial results for all concerned.

From it, it is expected, will come improved personal and working relationships.

From it, too, should come a valued exchange of information and ideas.

But, most of all, if from this group comes a better understanding, a friendlier relationship between town and city department, between uniformed and plain-clothes men, better police work, and better protection for the public will be realized.

That will be its greatest prospect -- and its greatest test.

---New Haven Evening Register

NEW DRIVERS

The nation's schools have been placed on warning to accelerate their driver training programs before it is too late.

The occasion for it is the prospect, based on a study of the snowballing U. S. population, that by 1970 boys and girls may be obtaining permits at the rate of 4 million a year. That averages 11,100 a day.

Safety education specialists at Northwestern University's Traffic Institute are fearful that this avalanche of teenage drivers may swamp driver testing and licensing facilities and the police and courts as well -- unless precautions are taken now. And it is pointed out

that educational efforts on behalf of U. S. science will be handicapped unless the scientists of the future know how to get to and from their jobs safely.

The fact must be faced up to that not all the drivers of tomorrow are being given an opportunity to get proper training. If that is so now, what will the situation be a little more than a decade hence when the flood descends?

---The Torrington Register

\$2.5 Million Gambled

RAFFLES "BIG BUSINESS" IN CONNECTICUT

Another "big business" has bloomed in Connecticut.

State Police Capt. Carroll E. Shaw recently declared that raffles were "getting to be a big business." The State Police Department supervises raffles in the state under the raffles and bazaar laws adopted by 126 towns.

Shaw said last year more than \$2.5 million was gambled away at raffles and, of this, more than \$1.5 million was in profit.

He noted that the most activity was reported in Fairfield County where legalized gambling brought in nearly \$700,000, nearly half of which was profit.

Shaw said the money was made by 986 civic and charitable organizations throughout Connecticut. They received permits to run various games of chance under a four-year-old law.

Shaw said there were no arrests for violation of the law during the year, but there were some loopholes which "we had to plug up."

Think ahead: today for tomorrow, and even for many days beyond; do not wait to think until you are overcome.

Genius is one per cent inspiration and ninety-nine per cent perspiration.

---Thomas A. Edison

IN MEMORIAM

Vox-Cop

March - April, 1959

Sergt. Edward F. Giardina Dies



Sergeant Edward F. Giardina, of Bethel, died March 14 at the Danbury Hospital after a long illness.

After entering the Training School August 1, 1941, Sergeant Giardina was graduated December 15 and assigned to the Ridgefield Barracks. He served at Ridgefield continuously until his illness. He was promoted to sergeant August 8, 1958.

The funeral was held March 17 from the Delury Funeral Home in Danbury to St. Mary's Church in Bethel.

Commissioner John C. Kelly headed the delegation of state policemen at the funeral. The honor guard, under command of Sgt. Walter Stecko was composed of Sergeants Walter Perkins, Vincent O'Brien, Marcel Simon, Edward O'Connor, Robert Bohman, Thomas O'Brien, Roy Goodale, Wilfred Bellefleur, Frederick Moran, Ralph Boyington, Joseph Sullivan, Robert Murphy, Edward Steele, George Turrell, Kenneth Tripp, William Mathews, Cleveland Fuessenich, Guy Bonuomo, Edward O'Brien and Donald Paige.

Bearers were Sergeants Walter Abel, William McNamara, Frank Bennett, Walter Foley, Jack Croce and Vincent Searles.

Dear Commissioner Kelly,

The great honor, homage and respect accorded my husband, Edward F. Giardina, by your presence, and the attendance of such a large contingent of Connecticut State Police at his funeral, are deeply appreciated by me and by every member of our family.

We have always known our State Police had the finest men and women in the world, but we didn't fully realize how generous, kind, considerate and self-sacrificing they could be.

They did everything possible for Edward during his illness, which made him very happy, and relieved me completely of the harrowing details connected with the arrangements for Edward's funeral. They are now helping me to get matters in order. I don't know what I would have done without them.

May God bless each and every one of you for your great kindness, goodness and generosity.

Our heartfelt thanks to you.

Sincerely,
Frances Giardina and The Boys

STYLES IN CRIME

Vox-Cop

March - April, 1959

A BILLION "TAKE"

Law enforcement officials all over the nation have become alarmed at the growing number of bank robberies, burglaries and other types of thievery. The professional crook--in company with his amateur proteges--is having a heyday, draining hundreds of millions of dollars from the economy.

But he is a piker compared to the thief on the boss' payroll.

Employees steal five times the amount from their employers that other criminals steal from the public, or in the neighborhood of a billion dollars annually. Some professional embezzlers have reached the point in their careers that they no longer consider it unlawful to filch from their employers.

Embezzlers of course steal more than money. Anything the company they work for buys or manufactures is subject to the touch of the light-fingered Harrys. Forty per cent of all embezzled losses are now accounted for by goods instead of currency.

Employers are blamed by many officials for permitting conditions to exist which in many cases invite pilfering by employes. Too many companies prefer to accept a calculated risk of embezzlement to instituting time-consuming controls to prevent theft and many cover up embezzlements rather than risk unfavorable publicity. All of which plays into the hands of the unscrupulous employe.

A survey by a New York state labor publication has found the average embezzler to be a well-established citizen of his community, above average in pay scales, about 35 years of age, married with one or two children, owner of a home, and one who has worked his way into a position of authority with his firm through ability and diligent effort.

In addition to the billion dollars estimated lost to embezzlers each year--a cost, incidentally, which is passed on to the consumer in the form of higher prices--the very existence of many

smaller firms depends upon the honesty of their employes. Some 200 businesses fail each year as a direct result of embezzlement by trusted employes, and it can only be imagined how many others teeter on the brink of failure for the same reason.

Whether the high rate of employe thefts is due to a general weakening of the national moral fiber or negligence by employers to take simple precautions to eliminate temptation, the high cost has reached the point of national disgrace. The public, which ultimately foots the bill for any type of crime, has the right to demand its pocketbook be protected, even if employers are little concerned about their own.

---The Torrington Register

CITY CRIME PATTERN

New York City's annual police department report has been issued for 1958, and its statistics provide a warning to police officials everywhere. Major crimes increased by more than five per cent over 1957, but this average was good compared to the record compiled by youthful criminals.

In the under 16 age group of arrested criminals, the largest metropolitan area in the world had an increase of 17 per cent last year and in the 16 to 20 age group there was an even greater increase of 23 per cent. An increase in violent crimes was markedly noticeable among youthful offenders, with murder, rape and felonious assault heading the list.

Eighty teenagers were held on charges of murder or non-negligent manslaughter during the year, an increase of 22 over 1957.

Overpopulation and particularly congested areas such as Harlem, and teenage school gangs deserve much of the blame for the rapidly rising crime rate in New York. Similar conditions exist in many other large cities, with similar results, but New York naturally draws

the attention of the nation. As the largest city with the most problems, many officials of other localities look to it for the answers to problems of overpopulation.

Obviously, New York has not found the answers. It has the largest police force in the nation, but this has not been sufficient to stem the tide of crime. It has the largest public school system and pays teachers salaries difficult to match elsewhere. But this has not been effective in curbing crime waves among school children. New York offers much more to its young people in the form of entertainment than other cities could dream of doing, but gang "rumbles" become more numerous.

Size itself seems the only logical answer to the question why New York also leads the country in crime. Overcrowded conditions and human pressures magnified many times over which result therefrom seem inevitably to bring forward the animal instincts of man.

Rather than look to New York for guidance, officials of other cities not so far advanced in size could make better progress in their own communities by guarding against the creation of overpopulated areas. If familiarity breeds contempt, congestion breeds far worse.

---The Torrington Register

ADULT DELINQUENCY

J. Edgar Hoover, director of the Federal Bureau of Investigation, sees adult delinquency as the principal cause of juvenile delinquency. Yet the adults who lead youngsters into crime do not necessarily have criminal records, he explains.

"Countless adults," Hoover states, "escape the stigma, although by their negligence, indifference, personal greed and bad example, they are in fact in large measure responsible for juvenile criminality. Assuredly, a major factor in the youth crime problem is our present society, which has substituted indulgence for discipline, pleasure for duty and money for morals."

Mr. Hoover's observations are perfectly valid. Yet the changes in society which he has mentioned have come about largely, in one way or another, through lax enforcement of the law. Liquor, narcotics, sex promiscuity and gambling are allied with crime. Preaching about these evils will do little toward overcoming them: they can only be checked when the law steps in.

The spirit of Mr. Hoover is that of the crusader, and he has done a great deal of moralizing during his career. He is at his best, however, as a law man. As a professional catcher of crooks, he is eminently practical. Adult delinquents have good reason to fear him when he starts on the trail. If their misdeeds make them subject to FBI pursuit, he and his men are almost sure to catch up with them. The best form of crime deterrent, after all, is the practical example furnished by the FBI when it captures the criminal and brings him to justice as the result of superb detective work.

There is a vast difference between the adult who sets a bad example for the young by planning and committing crimes and the adult who errs as most normal human beings do, without criminal intent. Mr. Hoover can call the second type an adult delinquent, if he cares to, but the adult really to be feared has the positive intentions of the criminal.

We admire the FBI chief most when he steps out of the pulpit, off the platform and into his real job.

---Meriden Journal

PRESCRIPTION

The Medicovan Journal gives the following recipe: "Take one natural born fool, some booze, and a motor car. Soak the fool well with booze, place in the car and turn him loose.

When finished, extract the fool from the wreckage, pack carefully in a black plush lined box and garnish with flowers."

---R.I. Traffic Safety Reporter

COMPLIMENTS

Vox-Cop

March - April, 1959

Providence, Rhode Island
March 19, 1959

Dear Sir:

I am enclosing a warning ticket.
I would like to take this opportunity to compliment the State of Connecticut on its selection and training of State Police. Officer Gooden was most helpful and cooperative. It is police officers of this type who help to create admiration and respect for Connecticut's drive in the interest of highway safety.

Sincerely,
Clay E. Downing

to have such a fine group of men working to help us at all hours of the day. We were very pleased and impressed by the tact, courtesy and understanding of all the officers who assisted in the search.

We are grateful to Mr. Johnson for his understanding of the situation and his manner of assuring us that the Connecticut State Police had the means to cope with the situation.

Thank you again for everything you have done.

Sincerely
Lawrence P. Webster

Storrs, Connecticut
March 22, 1959

Dear Lieutenant Taylor:

Mrs. Webster and I wish to thank you and the members of the Connecticut State Police for the efficient manner in which you located our son, Larry Jr., last Friday.

We now realize how fortunate we are

On the back of a Motor Vehicle Defective Equipment Warning was written the following:

March 2, 1959
Middletown, Conn.

The officer (Officer Donald Ferris--ED.) who issued this ticket was one of the nicest, and most polite individuals my husband and I have ever met. A wonderful representative to be sent out by the State Police. HATS OFF!!

Mrs. Murphy

Patrolmen who were the subject of letters of commendation during the period of February 26, 1959 to April 13, 1959 were:

Joseph Bohan
John Bonolo
Richard Chapman
Donald Ferris
Edward Gayer
Gilbert Gooden

Herbert Haberstroh
Nelson Hurlburt
Lionel Labreche
Leo LeBlanc
Carl Niedzial
John O'Hara
William Pelzer

Thomas Piezzo
Richard Powers
John Taylor
Walter Trella
William Woodward
Alan Yuknat

Also the subject of commendatory letters were Det. Arthur Johnson and Auxiliary Officer Albert Bumpus.

COMPLIMENTS

Huntington, New York
March 10, 1959

Commissioner of State Police
Hartford, Connecticut

Dear Sir:

Just a note of thanks for the courteous and most helpful treatment my wife and I received from one of your State Troopers on the Connecticut Turnpike.

Our car broke down in the vicinity of Branford on February 24th at about 9:30 A.M. and the prompt assistance from the officer was certainly appreciated. The garage that was called to make the necessary repairs did a very satisfactory job and at a just price.

It is most reassuring to be able to travel on the Connecticut roads now and realize that such help is available from your Troopers.

Very truly yours,

Roger L. Schonewald

(Editor's Note: The officer was Off. Walter E. Trella of the Westbrook Barracks.)

DEPARTMENT OF POLICE SERVICE
Town of Wallingford

Wallingford, Conn.
March 11, 1959

Dear Commissioner Kelly:

It has recently been our good fortune to have had two of the officers of your department assist us.

Officer James Ferguson and Officer Leonard Menard were assigned on March 4th from Station "I", Bethany to assist our Detective Bureau in the investigation of two fires of suspicious nature. By evening of the same day, the juvenile responsible for setting the fires had been apprehended. Residents of the neighborhood in which these fires occurred have publicly commended the work done by the officers who worked on this case.

I wish to commend Officers Ferguson and Menard for the valuable assistance given us. Their special knowledge of police work and unflinching efforts are deeply appreciated by all of us in this department. It is gratifying to know that officers of this high calibre in your department are available to us in these cases.

Thanking you for the outstanding cooperation we have always had from your department; and assuring you of the cooperation of my department in all matters of mutual interest, I am.

Sincerely yours,

Carl A. Grasser
Chief of Police

Bristol, Connecticut
March 17, 1959

Dear Sir:

I am writing this letter as a means of thanking State Police Officer Leo LeBlanc, of Terryville, for his kindness and courtesy to me on the night of February 12 when I was seriously injured in an accident on Route 6 in the Scott Swamp area.

I don't think any of us realize how much time and effort are spent on these things until we go through them ourselves.

What impressed me most was that it was not done in the line of duty, but on his way home from what no doubt had been a hard days work. He carried out what I would call a most difficult assignment in a most dangerous location, alone, and worked many minutes alone until the local police arrived. He then personally brought me in to the hospital.

My letter of thanks has been somewhat delayed as I spent 19 days in the hospital, and am only getting back on my feet.

I will never forget his kindness.

Sincerely,

Mrs. Dorothy Monde



PROMOTIONS AND TRANSFERS



Sergt. Joseph N. Ciecierski



Sergt. Gail L. Smith

Two state policemen were promoted to rank of sergeant and four others transferred in personnel changes announced by State Police Commissioner John C. Kelly recently.

Promoted to sergeant were: Officers Joseph N. Ciecierski of North Haven and Gail L. Smith, of Windham.

Sergeant Ciecierski transfers from the Bethany Barracks to Canaan as part of the personnel shuffle. He entered the Training School at Bethany August 16, 1945 and served at the Groton and Westport stations before his assignment to Bethany in 1947.

Sergeant Smith entered training at Bethany February 10, 1947 and transfers from Danielson to Stafford Springs to take up his new assignment. He attended the Harvard Seminar in Legal Medicine in April, 1957.

Transferred effective April 14 were: Sgt. James McCormick, of South Willington, from Stafford Springs to Hartford; Sgt. George Turrell of Bridgeport, from Hartford to Bethany; Sgt. Jack Croce, of East Fairfield, from Bethany to Ridgefield, and Officer John Small, of Bethel, from Ridgefield to the Fire Marshal's Office at Headquarters.

POLICE FROM THAILAND VISIT HEADQUARTERS



Commissioner John C. Kelly is shown as he greeted Lieut. Niyom Kanchanawatn and Capt. Suwat Ratanachai (at right) after their arrival at Headquarters for an on-the-job training stint with the C.S.P.

The two police officers from Thailand, in this country for training, visited in this state for a two-week period through arrangement with the Training Division of the International Association of Chiefs of Police.

The police department of Thailand is a national police force with the responsibility of law enforcement throughout the entire country. The visitors are members of the Special Branch of the Central Investigation Bureau which is charged with the overall security of the Kingdom, including the protection of the King and Royal Family.

SHAW NOMINATED TO SERVE ON FIRE PROTECTION BOARD

State Police Capt. Carroll E. Shaw of Essex, deputy state fire marshal, was nominated to serve on the board of directors of the National Fire Protection Association at a meeting of the association held in New York recently.

This marks the first time in the 63 year history of the association that a law enforcement officer has been so honored.

Election will take place at Atlantic City this summer, but it is understood that nomination is tantamount to elec-

tion.

Captain Shaw was also named chairman of the Building Material Committee. Members of the committee include representatives of some of the leading building materials manufacturers in the United States and Canada.

As the chairman can call a meeting of this committee, at his discretion, anywhere he sees fit, it is expected that the next meeting will take place somewhere in the lower valley-shore line area.

Between



Ourselves

Vox-Cop

March - April, 1959

TRAINED SEALS IN A SQUIRREL CAGE

By Edward A. Dieckmann

"You heard him, Lieutenant! Good grief! It's getting to the point where these police science academy graduates demand an expert in every case they handle. Scientific evidence! Do you guys out on the coast have this same tiger to ride?"

The speaker was a lieutenant commanding the burglary squad in a big mid-western city. He glowered at the door of his office which had just closed behind a young member of his detail.

I was in that city on an extradition matter, and the lieutenant and I were discussing crime investigative problems when the young detective barged in with what amounted to a demand for expert assistance in the identification of wood.

"Sure," I replied. "We have it all right--and it'll be with us for a long, long time. We've simply got to baby these kids along. It's worth while in most cases you know." I grinned at the exasperated officer.

"Lead them by the hand. Baby them! You're right of course." The lieutenant laughed dryly. He picked up two sections of wooden lath from his desk top and examined the broken ends. "This was a burglary job," he continued. "Two guys broke into a warehouse and took the office safe away with them. They used lumber in the place to skid the box to their car. This piece was found on the scene. This one in the trunk of a car two prowl car cops shook down when the driver ran a traffic light and couldn't produce ownership proof for the car. The uniform boys brought the car, and the two men, in to the station for a check-

up. That's when they discovered this section of broken lath. Look--the two fit together perfectly."

And they did. There wasn't anything complicated about it. There wasn't any need to call a high priced expert to prove that the two pieces of wood came from the same tree that grew in the State of Maine or the Olympic Peninsula in Washington. A person could snap a lath in two--and continue to break others every day for the rest of his life with the odds of him ever producing two breaks exactly similar so remote that it was perfectly safe to ignore the possibility. That was just plain common sense. The very same problem had confronted me many times. Common sense subordinated to "scientific evidence."

"We've all got trained seals on our squads," I told the lieutenant, "and they are headaches."

"Trained seals! That certainly expresses it. Any big detective bureau is squirrel cage enough, heaven knows, without having trained seals to complicate matters. Sometimes I think I'll get out of here. I'm five years overdue for retirement right now." He grinned at me, a bit sheepishly. "But I won't. I'll probably die right here--giving the trained seals a hand. Most of them are swell kids. Like you said--it's well worth the effort to lead them along for awhile."

Veteran squad commanders like this burglary lieutenant are vitally needed in this scientific age as guiding stars for young police school graduates. The old timers know that the criterion of

efficiency in any police detective bureau is the ability to carry through prosecutions without introducing unnecessary evidence, and to keep the evidence used as simple and straightforward as possible.

No one outside of an institution for the mentally ill, much less an experienced crime investigator, will ever underestimate the importance--the vital necessity, in fact--of scientific assistance in a proper case. But twenty-eight years of intensive experience in investigative work--twenty years of it in a supervisory position--has proved to me that by far the greater majority of criminal cases are solved by the investigating officer himself with the aid of the police machine--another name for the accumulated experience of himself, other detectives on his squad, his predecessors and the application of good old-fashioned common sense.

This new breed of police detective popping up all over the country, the trained seal type, scorns the simple and straightforward approach. His head is crammed full of theory, poured into him in what is much too short a period of instruction. Far too many police schools are like a course in algebra beginning with quadratic equations--the quadratic equation expression, in this instance, being synonymous with the theory of scientific proof. So science and expert testimony is the thing, and the trained seal goes about his business searching for, and considering, details of physical evidence which he thinks may be of use to the expert instead of realizing that the crime may be solved, and a conviction obtained, by applying common sense and reason to the ordinary evidence always available. Even the run-of-the-mill stuff will pass into the laboratory if the trained seal type has his way about it. He hasn't yet learned to ask himself the \$64 question: is a scientific examination absolutely necessary to a successful prosecution of a case?

The Silk Stocking Murder case stands out.

It was important to prove that a silk stocking found around the neck of a slain woman was the mate to a stocking still in the possession of a girl wit-

ness who lived in the apartment next door. Expert testimony was called to prove, in the minutest detail, that the two stockings were exactly similar in composition, method of manufacture, dye, and all the rest of it. It was all very impressive, academic, and interesting up to this point. The jury, among whom were five women, simply ate it up.

Then came the cross-examination of the expert witness. The defense attorney didn't so much as leave his chair at the counsel table to conduct it. He smiled at the witness.

"I accept your qualifications, sir," he said. "I have a few questions. First--can you estimate how many pairs of silk stockings such as these under consideration are manufactured every week?"

"A good many, I suppose," the witness replied.

"Yes. Now would you say that thousands of similar stockings are produced within seven days time?"

"Oh yes. Probably more than that."

The defense lawyer nodded. He smiled at the jury.

"No further cross-examination," he announced.

There was a desperate huddle at the district attorney's table. A veteran detective, unconnected with the case at bar, left his seat inside the court railing and spoke to the D. A. in charge of the case. That official requested a brief recess from the judge.

The detective and the D. A. talked with the girl witness--the owner of the stockings.

"Arline, these ARE your hose aren't they?" the detective asked.

"Of course they are. I've identified them."

"How can you be sure?"

"There are times when a gal must darn her hose," Arline replied. "I darn mine. I darned those two--the one found around poor Julia's neck and the one I gave the detective that night."

The detective handed her the stockings. "I noticed the repair job," he said. "Now tell us why you're so positive they're yours."

"I know my own work. Every woman can recognize her own darning. "Look--," she traced the interwoven stitching with her

finger--"under one, over one." She laughed. "I'm afraid I'm not too neat--I skip a thread now and then. Just like that. That's my darning. Those are my stockings. I'll swear to that."

"Did you explain all that to the detective when he asked you about it?"

"Oh yes. He asked me about it. But, he told me, he'd take care of it. He'd call in an expert to examine them and that the expert would testify in court."

Following the recess, the D.A. called Arline to the witness stand. She identified her hose to the complete satisfaction of the judge and the jury. It was all straightforward and easy to understand. The defense attorney was unable to shake her testimony, and the stockings were admitted into evidence. The trial judge later remarked that the prosecution had certainly overdone it by calling expert testimony in so simple a case.

Cases like the Silk Stocking Murder affair may be multiplied by the thousands across the world every day. Because science is a by-word today the use of experts impresses the young detectives. They're suckers for the spectacular because most cops are born extroverts anyhow and technical details are big stuff. They have it drilled into them in the police academies.

Police academies are a distinct advancement over the old method of hit or miss instruction. Police work, particularly the investigative end of it, is a professional job. Police officials recognize that fact but far too many of the public disregard it. When one remembers that a police officer often holds a citizen's liberty--in many instances that citizen's very life itself--in his hands, it should be readily understood how important it is that he have the knowledge to carry out his work properly. But having the knowledge isn't enough. He must learn how to apply it.

And right here is where the squad commander comes into the picture by encouraging the graduate to acquire the mental discipline of common sense--a thing impossible to teach in any school anywhere. Whether this young detective becomes one of his department's mainstays, or a sore-headed, frustrated,

critic is entirely a matter of leadership.

It must be driven home to the recruit detective that the word "scientific" means, as far as he is concerned, the simple application of a knowledge of facts, events, or phenomena, as explained, accounted for, or produced by means of powers, causes and laws, and that such application is an exact science if handled correctly. He has to be indoctrinated in the use of reason, experience, and instinct.

When the beginner attempts to put those three things into practice he stalls because of the lack of recognition of the fact that there is always conflict between reason and experience. He must realize that experience has to do with things behind him--work on other, similar, cases--and that reason applies to the immediate present. He must be shown that there are two types of reasoning in detective work.

One of these--inductive reasoning--is dangerous unless the investigator keeps it tightly under control. It means, for the detective, that he assumes a set of circumstances, or a person's guilt, and works at seeking out clues to bolster his assumption. The other type--deductive reasoning--takes the facts of the case as they are found and follows them through to a conclusion. Neither type of reasoning is used in its pure state. It is always a judicious mixture of the two that does the trick.

As an illustration take a look at the case of the Brassy Sheen.

It was a burglary case. An iron bar, used as a tire iron, was found in a suspect's room. There'd been a theft the night before where a brass lock had been pried from a garage door. There was a golden trace mark on the jimmy bar just where it should be if the bar had been used to tear the lock away. There wasn't any other evidence to connect the suspect with the crime. The young detective assigned to the investigation placed the bar, the twisted lock, the arrest and case report on this squad commander's desk.

"This is a swell deal," he said eagerly. "I'll want an expert, of course, to testify that the sheen on the bar is

brass or...."

"Look, kid." The Lieutenant shook his head, interrupting. "I don't think we'll need an expert." He picked up the bar. "This looks like brass to me. Why an expert?"

"To prove the stuff on the jimmy is brass--the same as the lock."

"Proving the stuff is brass won't help this case," the lieutenant said. "Brass is brass the world over. Have you talked with the prisoner?"

"No. But...."

"Okay. Go pull his file. He's got a record according to this arrest report. Take his record--the jimmy, and the lock. Show him the brass marks. Explain them to him. Chances are--about fifteen to one--that he'll cop a plea if you put it to him right. That way you'll sew the case up yourself. Let me know what happens. Then we'll talk about the expert, huh?"

Two hours later the detective returned. He grinned at his lieutenant. "How right you were, boss," he admitted cheerfully. "He sang to this case, and told about three more he pulled during the past week. All on my beat too! Live and learn."

Live and learn. Work and learn with a squad commander who understands how to go about the making of a good detective. Both inductive and deductive reasoning was applied in this case. The young officer was taught, painlessly, how to use the technique.

There isn't really a lot of time for a long, drawn-out, handleading process. In a big city detective bureau the nightly take amounts to around 100 cases including all types of crime. Each one of them requires investigation, and the crime reports are passed out to the various detective squad commanders just before line-up at 8:00 a.m. This is what we term new business. It does not take into consideration the unfinished matters, or the things that pop up all day long. The in-training the detectives get is hard work and plenty of it. There's no over-time pay in police departments but there's many a time that detectives work as long as twenty hours a day on a hot case. This, I repeat, is more the rule than the exception.

The chief lesson I've learned as commander of a big city homicide squad for seventeen years is that the only way to make a man trustworthy is to trust him; and the surest way to make him an untrustworthy dud is to show distrust in him by checking everything he tells you. Sure, you'll get sharpshooters once in awhile. The police profession attracts men of that sort unfortunately. But they're not the majority by far. Direct and open dealing with the men on your squad brings about enduring cooperation.

To point this up take a look at the record. My squad cleared up 97% of all cases handled. We were responsible for the investigation of all crimes against the person--murder, robbery, rape, and all other sex crimes, kidnapping, extortion, missing persons, and internal security cases. Except for toxicological and pathological scientific examinations, we used expert testimony in only five instances. All the rest of the cases were brought to a successful conclusion by the use of plain good old common sense and the assistance of the police machine.

It has been my experience that the use of scientific evidence gives the defense something to talk about in court and confuse the jury with an acquittal at the end of it. There are dozens of textbooks on how to conduct a crime investigation, all very detailed, academic, and extremely valuable if used the way they were intended. And then there are books kept in a desk drawer by many squad commanders--books like the works of Austin Freeman, Ngaio Marsh, Philip Macdonald, and the Sherlock Holmes stories, to mention a few. Mystery fiction? Quite right, but also excellent textbooks on the human element in crime nonetheless.

On the subject of textbooks, I saw a worn blue-bound volume on the desk of a burglary squad commander. I didn't have to pick it up. I recognized it ten feet away. Hans Gross on criminal investigation. It's an old book. Few people in police circles speak about it any more. When they do they say, "Oh, that one. It's outdated. All this new stuff...."

But the Bible was written long, long, before Hans Gross sat down to work on

the detective's bible. People still read the Bible, don't they? Detectives should still study Gross. There'd be far less chaotic tumult for juries to UN-CONFUSE if they did.

As for those trained seals in squirrel cages. Not only in police work but in every other profession they're running round in eager beaver style. Once their enthusiasm is channelled into the course of mental discipline of common sense, they'll be all right.

---Law and Order

DIVIDE AND CONQUER

Members of Congress, clergymen and leaders of patriotic organizations have been among the prominent citizens to warn during recent months of renewed attacks upon the law enforcement profession in general and the FBI in particular. Launched by the Communist Party and its dupes and sympathizers as well as other selfishly motivated persons, this smear campaign is designed to undermine public confidence in American law enforcement.

In issuing a public warning concerning this attack, Preston J. Moore, National Commander of The American Legion, recently called attention to an article in the October 18, 1958, issue of "The Nation" magazine. Commander Moore described the article as "60 pages of distortion, half-truths and innuendoes." The article, which attempts to portray the FBI as an enemy of civil liberties, is designed to create petty jealousies among law enforcement agencies and to undermine the cooperative spirit now prevalent throughout the profession.

Cardinal Cushing of Boston also has exposed the current smear campaign. In an address last November, he stated, "The present day attacks against the FBI are a part of the communist plan to destroy all American security, international and internal... In our own country, many men who have made themselves conspicuous by opposing communism have become the victims of the smear."

In calling attention to the past records of persons prominently connected

with the anti-law enforcement campaign, the American Coalition of Patriotic Societies issued a statement identifying Fred J. Cook, author of the 60-page article in "The Nation" magazine, as a "well-known apologist for Alger Hiss." The American Coalition of Patriotic Societies also observed that another participant in the smear attack, the "New York Post," is edited by a self-admitted former member of the Young Communist League.

Also prominent in the campaign against the FBI and law enforcement has been the Emergency Civil Liberties Committee. Publicly cited as a "communist front," this organization was the subject of a special report issued in November, 1957, by the House Committee on Un-American Activities.

Among the Congressmen to speak out against the smear elements is Hon. Gordon H. Scherer of Ohio. In an extension of remarks in the "Congressional Record" on January 15, 1959, Congressman Scherer stated, "Over the years, the attitude toward law enforcement of American communists, leftwingers, and those skilled in concealing foul and despicable acts behind the fifth amendment, has been one of deliberate hostility, coldly calculated to smear, slander, and hate. Their repeated attacks against the FBI are not rooted in a spirit of honest criticism and fact... In essence, communist hatred of democratic law enforcement is rooted in the fact that our system is a strong bastion against violent revolution by a minority of political gangsters."

---The Police Chief

THE WAY YOU LOOK,
THE WAY YOU ACT,
AND THE KIND OF SERVICE
YOU GIVE
MAKES PUBLIC OPINION

P O L I C E M E N

After conducting a two-year study of policemen on actual crime cases, a team of psychologists have drawn up a 115 page report. Their conclusions, which we quote even though they may appear extremely, if involuntarily, humorous, are as follows: Not only is the Detroit policeman more intelligent than the average American but, as far as intelligence is concerned, he ranks among the top third of the population, on the same level as persons with professional jobs. It seems that this study was a revelation for the psychologists. They state: "The results of this research probably surprises us more than it has policemen. Policemen perform a wide variety of duties but treat theirs as one occupation. Most of them would probably receive twice their present salary in industry. A policeman would probably be a "genius" if he were to become a draftsman or a pathologist...; if he wished to change his job, there are 59 professions he could take up and succeed in." The tests showed that policewomen scored even higher rates than their male colleagues. Their intelligence is 85% higher than that of the average of the working population. The report adds: "the policeman--male or female--must think quickly and under great stress. His own life and the lives of fellow officers and citizens may depend on the effectiveness of his judgment. Policemen have become educators, engineers, technicians." In other words a policeman's job forces him to develop his innate intelligence and skill.

---International Criminal Police Review

STATE ALLOWS USE OF
ILLEGAL WIRE TAP EVIDENCE

The defendant was convicted of book-making and pool selling in violation of a Pennsylvania statute. The only evidence that was offered at his trial was a transcript of certain telephone conversations which were intercepted by the local police authorities through the means of a wire-tap. The defendant ap-

pealed, challenging this evidence on the grounds that the use of a wire tap has been prohibited by a federal statute (47 U.S.C.A. Sec. 605). The Pennsylvania Supreme Court rejected this appeal and held that wire-tap evidence secured in violation of a federal statute was admissible in the course of a criminal prosecution of a Pennsylvania crime in a Pennsylvania court under the Pennsylvania rules of evidence. State v. Voci, 143 A.2d 652 (1958).

Upon appeal, the defendant premised his arguments on a federal statute which prohibits the unauthorized interception and divulgence of telephone conversations. The defendant maintained that under this plainly worded statute it is illegal and unconstitutional to use in any criminal prosecution evidence obtained by wiretapping. The court, however, upheld the defendant's conviction on the basis of its previous holding that evidence secured by wiretapping is admissible under the Pennsylvania rules of evidence which are not governed by statute. Chaitt v. State, 380 Pa. 532, 112 A.2d 379 (1958). It believed that the doctrine of the Chaitt case was still binding precedent.

---Journal of Criminal Law,
Criminology and Police Science

ACCIDENT REPORTS CONFIDENTIAL

ICC's Bureau of Motor Carriers in its Ruling No. 111 issued last month, again affirmed its policy that motor carrier reports of accidents cannot be opened to the public. The Interstate Commerce Act prohibits the use of any motor carrier report of any ICC investigation report as evidence in any suit for accident damages. ---MTA Bulletin

Every man has a right to his own opinion, but no man has a right to be wrong in his facts.

We judge ourselves by what we feel capable of doing, while others judge us by what we have already done. ---Longfellow

ORGANIZATION

Excerpts from an address by Carrol M. Shanks, President, The Prudential Insurance Company of America, Newark, New Jersey, at the 65th Annual Conference of the International Association of Chiefs of Police, Hotel Fontainebleau, Miami Beach, Florida, on October 27, 1958.

It seems to me that the members of this group have earned respect on two fronts--first, for what you are doing to provide personal security for individuals throughout the world in the face of --and against the forces of--the exploding population; and second, for the pattern you as International Chiefs of Police are setting in world-wide cooperation and coordination without sacrificing any of your own independence or autonomy or initiative.

On the first score--law enforcement--you are in the extremely difficult position of having most of your failures prove sensational, while most of your successes go unnoticed. Moreover, you seem to be more and more the victims of circumstances: even while the tendency toward law evasion and violation steps up with the concentration of population, you are simultaneously under increasing pressure to protect, sometimes even to coddle to a dangerous degree, every possible facet of civil rights and personal freedom. To be sure, the philosophy that civil rights and personal freedom must be preserved is a fundamental concept in our way of life, and there is no question but that eternal vigilance is the price of preserving these precious freedoms. But like all good things, this one, too, can be overdone. If personal freedom remains untouchable for too long a period, and if the zealots demand more and more protection for more and more freedom, we will necessarily find ourselves skirting around the edge of complete chaos. There is a limit, for example, to how tightly we can tie the hands of law enforcement officers and still enforce the law. When you combine this situation with the unfortunate fact that the majority of police departments are not only underpaid and undermanned, but are under-equipped to boot, you have an impossible situation. As a businessman, I know that this is not good business.

As a citizen, I am convinced that to permit this condition to continue is to undermine our first line of defense, not only against crime with all of its devious connections, but against the ismists and their supporters who would abolish our American way of life.

In this case, as in some others in our present civilization, I think there is need to get back to fundamentals. We should establish some sort of line beyond which personal freedom must not go, because on the other side of that line personal freedom becomes social liability--it over-protects one individual at the expense of the freedom and the security of others. We must have our freedoms, and we must have our police, and we must manage our civilization in such a way that the law enforcement officer can maintain order, and can be relieved of the mental and legal hazards at present involved in the simple enforcement of fundamental laws.

Another environmental hazard which is making it increasingly difficult for you to do your job is an increasing tendency to popularize the lawless, to make the tough guy a hero. There has always been a tendency in some newspapers to dramatize the exploits of criminals, but what newspapers may have done in the past is only a drop in the bucket compared to what television is doing now and apparently plans to continue to do. Television producers have discovered that the quickest road to a high rating is to produce a bloody program. The Western range-rider or ultra-modern and highly sophisticated private eye builds his audience by slugging, pushing, beating, shooting or bludgeoning the people with whom he comes in contact. In some cases, an effort is made to excuse this barbarism by winding up with a moral that crime doesn't pay; this is generally an empty moral, since the tough guy seems to the ordinary viewer to come out pret-

ty well until he gets caught, and he gets caught only because he makes a perfectly obvious and stupid mistake which any TV viewer knows he wouldn't make under the same circumstances. Here is an endless series of lessons in rowdyism and robbery and theft and murder prepared and disseminated by the most commanding and popular and effective force of communication the world has ever known. With something like 25 hours of network murder and mayhem in prime listening time every week, and untold hours on local stations before and after, it is little wonder that we are having juvenile delinquency problems, and it is understandable that authorities like J. Edgar Hoover should feel the necessity to express warnings on this subject. And since you don't necessarily have to be a juvenile to watch these exhibitions and be "inspired" by them, and since public tastes obviously run in this direction or the programs wouldn't prove so popular, perhaps it is understandable why crime has increased 56.2% since 1950, while population was increasing only 13%. What is worse, we must look forward to an additional 35% increase in crime in the next ten years, according to J. Edgar Hoover.

As an outsider, it would seem to me that the major problem facing your organization today is establishing some means of overcoming the hazards and the hindrances that the modern environment seems determined to put in your way.

The law enforcement officer was invented for the purpose of preventing crime by apprehending criminals as quickly as possible. Today, nearly every avenue of prevention by this means is blocked in one way or another, while the influences that tend to promote disorder and unlawful activities burgeon on every side. I hope you can some day find some way to help the people of this country--and of the world--understand the impact with which the impeding of law officers is crashing against organized society, because there is certainly nothing you can do to change this situation without the widest possible public support.

Every citizen of every country has a responsibility to actively promote the

common welfare and one very important way to do this, I think, is for the citizen to interest himself in good law enforcement in his own community. Given a solid core, good law enforcement spreads its influence and benefits to neighboring communities and goes on and on without limit. Properly approached and informed, good citizens will, on the whole, actively support a police program aimed at improving the department and its service to the community. This support can and should take the form of seeing that qualified elective officials supervise, without unwarranted interference, the operation of the police department; that the Chief of Police is free to exercise the administration of his department without consideration of politics or political influence; that the budget for the police department includes the dues and the necessary expenses for the Chief of Police to belong to and cooperate with such organizations as I.A.C.P.; that police educational programs for personnel are implemented; that the equipment and facilities of the police department are kept up-to-date; that salaries and conditions of employment are made attractive enough to gain the consideration of high-standard career applicants for positions in the department.

But more than that, the citizen should show a continuing interest in law enforcement. Awaken the public interest and combatting the usual attitude of complacency is a twenty-four hour, around-the-clock selling job for every policeman, every superior officer, every Chief of Police, and every association of law enforcement officials.

Once an organization loses its spirit of pioneering and rests on its early work, its progress stops.

---Thomas J. Watson

Some people may have their first dollar, but the man who is really rich is the one who still has his first friend.

---Grit

IN-SERVICE STUDIES

Vox-Cop

March - April, 1959

GIVING ORDERS

As police superiors, we must depend on our subordinates to do--frequently without direction--a large part of the work for which we are responsible. But if they do not understand what is expected of them, if we don't explain and make clear the desired objectives, their time and energies may be wasted, material and equipment may be uselessly expended, and it is quite possible that someone may suffer personal injury if a wrong approach is used.

It is of the utmost importance, then, that superiors give sufficient thought and attention to the subject of giving orders so that their subordinates will understand thoroughly what is expected of them, and how it should be done.

Common Mistakes In Issuing Orders

1. Speaking indistinctly, or selecting words that do not fully convey the desired meaning.
2. Giving orders in a disorderly or haphazard way. (Instructions should be organized in logical sequence.)
3. Assuming that the subordinate understands what is expected of him--when frequently such is not the case.

Suggestions To Be Remembered

In Giving Orders

1. Know and understand thoroughly the job to be done.
2. Assign the task to the right man. Some employees are more skilled or adept at certain jobs than others and should be called on to do those things in which they are proficient.
3. Give orders clearly, concisely, distinctly.
4. Don't assume orders are understood. BE SURE they are understood. Repeat them if necessary.
5. Keep orders on a high level; avoid sarcasm or other forms of antagonism.
6. If necessary, demonstrate. This is an excellent aid to clear apprecia-

tion of the problem.

7. Do not give too many orders at one time. This can be very confusing.

8. Allow a reasonable time for the task to be done.

9. If a subordinate is capable, do not nag or stand over him.

10. Give orders through proper channels. Immediate supervisors should not be by-passed or ignored in getting word to an employee to perform a task. The subordinate should be made to realize that his immediate supervisor not only has the responsibility of getting the job done, but has authority to a considerable degree. This functional procedure, this line of authority should not be disrupted. It is demoralizing to the group and to the immediate supervisor for a high supervisor to go directly to a member of the group with instructions without clearing through the immediate supervisor.

11. Give adequate details, but do not confuse. Detailed orders are desirable when hazards exist, or where the work is of a special or infrequent nature, or with men of limited experience, or where a standard procedure is desired, or in teaching.

12. Follow-through. It may be desirable after a reasonable time to check back and be sure that the man has understood and that he is performing his task satisfactorily.

General Guides In Adapting An Order To A Particular Situation

A REQUEST doesn't offend the sensitive worker, while a DIRECT order often antagonizes.

The DIRECT order--if not used too frequently--stands out emphatically. It tends to shock a man out of his lethargy.

A REQUEST may partly melt the hard-boiled man, and is worth trying before a direct order.

The IMPLIED order usually gets the

best results from the dependable employee. But it is not for the inexperienced or unreliable.

The first time an error is made, a REQUEST to correct it adds the friendliness that keeps a man on your side. The DIRECT order may be advisable on repetition of the error.

The DIRECT order is appropriate for the chronic violator--and if most of your orders have been requests, the DIRECT order carries emphasis.

---Virginia Trooper

INTERESTING CASE

By Bill Keiger,
Ident. Tech., Police Dept.
Winston-Salem, N. C.

On August 13, 1958 while doing our routine fingerprint work we came across an interesting and unusual case which might be of interest to others.

Our policy is to make a check set of prints of persons who say that they have been previously fingerprinted and photographed by this department and then we check the file in order to verify the fact that they have been printed and also to check the condition of their most recent photograph. If the photograph is more than five years old, or if the person has changed considerably in appearance then we re-make the photograph. It was during this routine process that this interesting case came to our attention.

When Alvin Goodman No. 27258, was printed his "white" complexion was noted, however we did not think it too unusual, at the time, and so we checked the file and pulled a photo which was made on 9/11/48 and his complexion was that of a negro. The first thought that came to mind was that some one had gotten the number crossed up with another person, however upon checking his prints which were made on 8/13/58 with the print made on 9/11/48 we found that this subject was one and the same person. When questioned about his appearance Goodman said that all the doctors had ever told him was that he had a "skin

disease" and it had left his skin this color. He was unable to give any further information about his condition except that the change was gradual and had taken place within the past six to eight years.

Goodman's hair was very thin (nearly bald) but the hair he had remaining was between a blonde and white. His eyebrows and mustache were also the same color as his hair. His skin was much whiter than a normal white person and he had a slight pinkish color similar to a person with a slight sun tan. Goodman stated that while his skin was changing color that the negro skin peeled similar to a sunburn peel. Another phsycial change was that his left eye was turned out slightly and this was also a result of his skin condition (or happened about the same time).

Goodman also stated that his skin color had changed all over his body and one of our Negro officers stated that he had known Goodman for several years and that he knew that a skin disease had left him this way.

I'm passing this information on to you in the hope that you might find space in Newsletter to advise other identification officers of our amazement in finding such a case.

---Identification News

CAN YOU HELP?

The Traffic Institute of Northwestern University is highly desirous of obtaining an out-of-print publication on police training.

It is entitled "Survey of Police Training." It was issued in 1937 as a report of the Regents Examining Committee of the University of Minnesota.

If you have a copy of this booklet and are willing to donate or sell it to the Traffic Institute for use in its police training program, address:

Librarian,
The Traffic Institute,
Northwestern University,
1804 Hinman Avenue,
Evanston, Ill.

CHEMICAL TEST LEGISLATION

Chemical test legislation of the "implied consent" type is now under legislative study in Virginia. This type of law is presently in use by four states and a Canadian province.

Whether or not it will be proposed for consideration by the General Assembly, we do not know. There is, however, considerable interest in it and considerable misunderstanding as to how it operates.

Briefly, anyone who drives within the state is deemed to have given his consent to submit to a chemical test--the only certain manner of determining the degree of intoxication--if arrested for driving while intoxicated. This is done on a contractual basis with performance and consideration on both sides. In return for the state extending the privilege of driving, the driver contracts to submit to a test under certain conditions. Should he not desire to, he does not have to enter into this agreement but he cannot accept performance by the state.

Upon refusal to submit to a test, he loses his operator's permit, not for driving when intoxicated but for breach of contract with the state. This suspension holds even though he be subsequently acquitted in court.

The Portsmouth Star recently (January 16) published an editorial expressing doubts as to the desirability of such a law. The Star, of course, is sincere in such a feeling and would not be the good newspaper it is did it not express what it thinks to be right editorially. Yet the Star makes several incorrect and very misleading statements which certainly merit comment here.

The editorial states that "a person, when he applied for an operator's license, would agree in advance to an alcohol test whenever he might be under suspicion as a drunk driver." The agreement is not dependent upon obtaining a license but upon using the streets and highways of the state. This takes care of non-residents and those who do not have licenses. Also, a driver cannot be requested to submit to a test upon mere suspicion or, as the editorial implies,

the whim of a police officer. He must be actually charged with the offense and placed under arrest.

Then the old, old misunderstanding arises. The Star says, "An individual would, in effect, be forced to testify against himself, in violation of a basic tenet of criminal jurisprudence" and, "It is highly questionable as to whether a person would be required or persuaded to waive this right as a condition for obtaining a driver's permit." References here are to the constitutional privilege against self incrimination.

There is court ruling after court ruling on record to the effect that this privilege is extended only to verbal or written testimony. What is the difference between surrendering a substance of the body and submitting to fingerprinting, photographing, search, examination for scars and other identifying marks or standing in a police lineup?

The constitutional privilege is established because someone may be forced or tricked into saying something incriminating when he might be innocent. In the case of the chemical test, guilt or innocence can be firmly established since nothing can effect the results if the test is properly administered. In other words, the danger of convicting an innocent person by compulsion is not present.

The people of Virginia will decide, through their legislators, whether they desire implied consent legislation but, while they are deciding, let's give them the unvarnished facts.

---Virginia Traffic Safety News

The Supreme Court of Canada has just upheld the province of Saskatchewan's "implied consent" chemical test legislation.

---Virginia Traffic Safety News

"Small amounts of alcohol may influence judgement to a point where what appears unreasonable in sobriety may seem logical while drinking."

---Raymond G. McCarthy

ALCOHOL

There are several variables which affect the picture but, generally speaking, an average human eliminates ingested alcohol at a rate of about one-third of an ounce an hour. This amounts to a drop of about .015 to .02 percent an hour in the concentration found in the bloodstream.

With this in mind, let us take a hypothetical case that is not without its tangible counterpart. There is a crash and a trooper charges one of the participating drivers with operating while intoxicated. Suppose there is traffic to direct while the road is being cleared and injured to take care of to the extent that the trooper is held at the scene for some time. Suppose, then, that he must transport the accused for some distance to facilities for administering the chemical test and that there is further delay occasioned by locating a qualified person.

All of this can take several hours but let us suppose it takes two. The concentration of alcohol in the bloodstream of the accused has dropped at least .03 percent. Now let us suppose it was .17 at the time of arrest, which would place him in the area of prima facie guilt. When the test is administered the concentration would be .14 and very seldom does a court convict if it is below .15.

Thus a person above the limit at the time he was driving goes free because of a delay in administering the test. As the Oklahoma Supreme Court said, "The longer the test was delayed the more favorable the situation would become for the subject.

By a mathematical process known to scientists as "extrapolation", it can be determined with reasonable accuracy what the concentration was at a previous time if this previous time is available, with the test reading and the time the test was administered. While, because of these variables, the result of this process can determine only what the concentration would have been in an average person, certainly this information should be given to a jury.

But science can go further than that.

By taking two or more tests at spaced intervals, a more nearly accurate estimate of the concentration at a prior time can be reached since elimination is at the same rate no matter how much alcohol is in the system and this process can determine its rate.

An individual might claim he had consumed quickly a large amount of alcohol immediately before driving and therefore his concentration, which had been low at the time of arrest since the alcohol had not been absorbed, was high by the time the test was administered. These same spaced tests can prove whether the concentration was rising or falling.

All of this appears to be a good deal of bother and trouble to convict someone of a mere misdemeanor but we must consider that a drinking driver was known to have been involved in 33.1 percent of Virginia's fatal crashes in 1957. Were the truth known in all cases, the percentage would probably be about 50.

---Virginia Traffic Safety News

STATE SUPREME COURT RULES THAT
AUTOMOTIVE BRAKES MUST ALWAYS
BE EFFECTIVE

State law provides that all motor vehicles operated on Connecticut highways must have adequate braking systems. The State Supreme Court handed down this opinion recently. The court refused to agree with a claim that the law applied only when the car was registered--indicating that, at that time, the brakes were serviceable. Instead the court said the law required braking systems always to be serviceable when vehicles were driven on public ways. "Violation of the statute" concluded the decision "constitutes negligence".

---MTA Bulletin

A VACATION

A vacation is a succession of 2's. It consists of 2 weeks which is 2 short; afterwards you are 2 tired 2 return 2 work and 2 broke not 2.

Safety minds

Vox-Cop

March - April, 1959

WHO ARE ACCIDENT-LIABLE DRIVERS?

By James Stannard Baker
Director of Research and Development
The Traffic Institute

Earnest people ask honest questions about why some drivers have more accidents than others: "What do we know about accident-prone drivers? Can we identify them ahead of time? What percentage of the drivers have the most accidents and are people who are likely to have many traffic accidents also likely to have other kinds of accidents?"

We do not know enough yet to answer these questions as well as we would like to.

Statistics not only in industrial safety but also in traffic safety, which have been carefully compiled, indicate that certain people have fewer accidents than would be expected by chance and certain people more. Thus for any group of people having a given total number of accidents, we would expect by pure chance (calculated by Poisson's formula) a certain number to have no accidents, 1, 2, 3, etc.

When we compare the actual experience of any such group with the theoretically calculated chance number we find that more people have no accidents and more people have many accidents than by chance and fewer have the average number. This is the statistical reason for the belief that there is some difference in the people with respect to susceptibility to accident and that some of the people can be characterized as relatively immune from and others as liable to accidents.

People's Immunity Changes

There are good reasons for believing that people are continually shifting

from one of these groups to another and that a person who may be accident liable today may be immune a few years from now or the other way around. One of the most cogent reasons for believing this is the high incidence of accidents among unmarried men between 20 and 25 years old. To have such an incidence, we must either have unusual exposure to unusually great risks, or some susceptibility to accidents, or both. Later in life this age group's experience is much more favorable to accident rates.

This continuous shifting is one of the things that makes it very difficult to identify accident-labile drivers in advance. Studying records of a large number of commercial vehicle operators has led to the observation that the onset of accident liability may be quite sudden and then it may drop suddenly. Circumstances surrounding such changes vary enormously and include shifts in social environment, family problems, financial difficulties, almost unpredictable emotional disturbances, and alcoholism.

Some of these difficulties seem to be physical and occur with bodily changes in vitality or the onset of disease. The latter is not easily detectable. Hence our problem in selecting drivers by examinations, especially for the long term, is almost as difficult as predicting what people will be free from illnesses some time in the future.

Poor Habits Increase Liability

Some of accident liability seems to be due to development of imperfect

habits for solving problems presented by traffic, particularly habits of attention. Yet a driver whose habits do not get him into difficulty at one time may, without changing his habits, get himself into difficulty at another. For example, he may be thrown into a different type of traffic, such as the closely spaced high-velocity traffic of our urban freeways. Or habit which was not a problem to him so long as his bodily vitality is high and his responses quick can become a problem when, because of advancing age, his responses to stimuli slow.

We can, therefore, select from any group of drivers a few who because of certain deficiencies in physique, training, emotional stability or immaturity, might be bad risks. It is, however, impossible with our present knowledge of the subject to design tests which will detect all such people. It is reasonable to believe that it will never be possible to design tests which will pick out those people who will eventually become accident liable for a longer or shorter time.

Perhaps as many as a quarter of all drivers are accident liable to some degree. By this I mean that there is something about them which predisposes them to have accidents. This degree of predisposition is often, however, not enough to be serious for the amount and kind of driving that they do. Thus, a housewife might have not only poor driving habits but also emotional disturbances which would make her a bad risk were it not for the fact that her driving is limited to 500 miles per year in the vicinity of her home in fair weather when driving problems are at a minimum. The same deficiencies might show up seriously were she to drive in all weather, in all traffic, for 15,000 or more miles per year.

It follows that a much lower degree of accident liability may be a more serious matter with commercial vehicle operators, particularly bus drivers and those carrying flammables, than with others. What data are available suggest that perhaps 3 percent of drivers now on highways are sufficiently susceptible to accidents that they should no longer at-

tempt to drive. This figure may be high. Factual information on the subject is meager.

Personality Plays Role

There are reasons for believing that some individuals have more than their share of accidents in traffic and may have more than an average number of accidents in the home or in industry. Presumably the same aspects of personality affect both situations. Two of the more important are willingness to put effort into maintaining high levels of attention continuously, and to put forth effort to correct or avoid hazardous situations.

Some years ago a large electric company had unusually bad accident experience over a long period with half a dozen truck drivers for line crews. They replaced these men as drivers and put them to setting poles and stringing lines. On this work they experienced a conspicuous number of accidents too. Certain infirmities of age, effects of intoxication, and a proclivity to shirk effort of taking known precautions would make an individual a poorer than normal risk at home or at work as well as in traffic provided his home and work activities involved the same potential risk as driving.

It does not follow, however, that all people who are unusually liable to automobile accidents will be so to other kinds of accidents and the other way around. Some youthful drivers, in particular, are excited by the freedom of driving, by the experience of traffic situations, and by occasions for using a car and therefore may be more accident susceptible than they would be in a highly supervised industrial situation or in a homelife that is spent in no more hazardous occupations than eating, sleeping, and watching television.

It is, of course, possible for a perfectly normal person to have an unbelievable streak of bad luck. Experience of people playing games of chance proves this. Thus a high-accident driver may not be accident liable and an accident-labile driver may not be a high-accident driver. In the long run, however, as in any situation in which chance plays some

part, those who are accident liable will eventually show up with a greater number of accidents than those who are not.

Unfortunately, there have not been published many solid articles on this subject. Of course, there have been a great many popularized pieces in the press, some of which approach science fiction, but the actual factual material has not been well digested and presented. As a matter of fact there is not much of it systematically collected, although the personal observations of people who have worked with drivers and studied accidents for a number of years amount to a substantial total.

Mental Attitude Important

A program of promoting a mental attitude of "intending not to have an accident" is desirable. Up to a certain point it can increase the amount of effort put onto those things which a driver should know would give him trouble. It should be an effective antidote for certain types of accident liability, particularly those which seem to be associated with immaturity.

The term accident prone, which so easily slips off people's tongues when they begin to talk about why drivers have accidents, has been purposely avoided in the foregoing discussion. Higher degrees of liability to accidents which may come and go in a person, often suddenly as in the case of driving under influence of alcohol, are casually referred to as "accident proneness." Reports of research into susceptibility to accidents spoke of accident proneness more than a generation ago, but psychologists who have reviewed such studies point out that accident proneness has been used scientifically to refer to stable aspects of personality which would be present almost if not entirely throughout life.

Studies Not Conclusive

Investigations of liability to accidents have studied groups of people for periods of only a few years. Consequently truly stable characteristics--true accident proneness--would be difficult if not impossible to detect by such studies. Furthermore, in a rela-

tively few years, people in the high-accident group in a driving population will have changed; hence their unfavorable experience must have been due to some transitory effect rather than to accident proneness as defined by psychologists over the years.

There probably are stable personal traits that produce accident proneness, but among people who are licensed to drive, these stable traits probably contribute less to accidents and affect fewer people than is generally thought. Exactly what these traits are has not been discovered; hence, successful tests for them to find out accident proneness have not been devised. It seems likely that many of such traits are easily overcome by a person, and only in rare combinations in a very small percentage of cases have any important effect on accident risk.

We sometimes see statistics showing that a small percentage of drivers have a large percentage of accidents, for example that 5 percent of drivers experienced 40 percent of accidents. We then infer that this small number of drivers is "accident prone" and that their elimination would avoid in the future the large number of accidents which they would otherwise have produced.

This inference, which seems logical, is deceitful. Suppose, for example, that a hundred people start driving on a certain day. Soon one of them is caught in a traffic accident, let us say through no fault of his. Now we can truly report that 1 percent of the drivers has had 100 percent of the accidents.

But can you believe that this driver is "accident-prone?" Will you think that by getting rid of him, the group of remaining drivers will have no more accidents? Yet some time later your records will show that something like five of the 100 drivers will have had 40 percent of the accidents. If you keep these drivers, you will find in a future period of the same amount of driving, few, if any, of these involved in accidents. There will be another five drivers who have 40 percent of the accidents.

Not until you have enough experience

so that every driver has had at least one accident can you begin to judge which drivers are more likely to have accidents because of something "different" about them. This may take a decade with a group of professional drivers, a lifetime with ordinary drivers. Even then you cannot brand this "difference" as a stable characteristic of personality which might technically be called accident proneness.

---Traffic Digest & Review

Teenagers And You

HERE ARE SOME CONVINCING ARGUMENTS AGAINST "DRAG STRIPS," HOT RODDING

By Dr. Frank H. Richardson

Ben Solomon, editor of Youth Leaders Digest, is collecting arguments for and against hot rodding. He has been asking his readers to contribute anything they know or believe that will help solve the problem facing many communities. Here are some of the convincing arguments against this activity.

Various authoritative, official, national organizations have ruled against it, in part or in whole. Some of these are: The International Association of Chiefs of Police, the National Safety Council, the National Auto Dealers Association, the Automobile Manufacturers Association, the American Automobile Association, (the AAA--against racing and speed), and the Traffic Institute of America.

Speed kills. The AAA says that speed, even plus skill and plus safety factors, still kills. Hot rodding nullifies the aims of all safety campaigns. "Slow down and live." Drag strips develop race drivers, not safe drivers. If the police were to sponsor this activity, they would be sabotaging their own safety campaigns.

It promotes the automobile as a vehicle for thrills, sport and racing competition, not for sensible use.

Many drag strips are "wildcat" drag strips, but 72 are sanctioned and 502 are in operation, and "wildcatters" are

growing fast.

Drag strips are a business in many instances, operated by individuals or groups solely for profit making.

Auto supply firms, gas and oil companies support drag strips and finance racing entries, both drivers and cars, solely for publicity and profit, thus making it difficult for young "draggers" to compete.

Hot rodders do not always confine their racing to the dragstrip, even though they claim to do so. Illegal racing, racing in other places than on the drag strip, is increasing rapidly. Many "rodders" cannot qualify for drag racing, but they do race, nevertheless, on rural and other highways.

Drag strips cost from \$50,000 up --mostly up! Even though an unused airfield runway or stretch of road is used, maintenance and supervision, especially if it is efficient supervision, is expensive.

There is an unbelievable waste of money spent in "souping up" hot rods. It is on record that one 18-year-old spent the sum of \$2,300 on a \$75 used car -- and then couldn't qualify for drag racing!

It has been found that hot rodding encourages car theft, and especially theft of parts.

It is sometimes claimed that drag racing is an excellent and safe outlet for youthful energy and adolescent emotions, especially during the 15 to 20 year span. Most sensible people, teenagers as well as adults, believe that some adolescent emotional urges need to be controlled and restrained, not encouraged.

Official sponsorship lends social sanction to a psychological poison. Modern youth needs slowing down, control, restraint. Sixty-million cars kill 42,000 people annually and cripple millions more. Why increase this?

Officially sanctioning hot rod clubs and drag strips encourages many who can't afford to belong to imitate the "rodders" and the "draggers." They then race their "hot rods," or jalopies, on rural roads, "without any inspection or control".

What's your verdict?

AN OLD STORY NOW

As readers of this column will remember we have been wholeheartedly in favor with Governor Ribicoff's "tough" policy aimed at reducing the terrible carnage on our highways ... the now-famous suspension of drivers' licenses for speeding. We believe the policy has, over the past two years, reduced deaths on Connecticut roads markedly, and while it hasn't been so effective in bringing about a reduction of accidents and injuries, it has decreased the average speed to the extent that fewer of the traffic crashes have resulted in death.

However, we are much concerned with the figures that have been issued by the State Safety Commission regarding the record so far in 1959. Deaths have shown a frightening increase, and while there is an estimate that the total number of traffic accidents is no greater than a year ago (the actual figures are not as yet available) it is evident that speeds are not decreasing, else this awful toll would have been reduced as has been the case in the several immediately past years since the Governor's crackdown on speeders in December 1956.

Frankly we're afraid that the Governor's fight against speed has gotten to be an "old story," and the tendency is to go our merry way killing and maiming because we refuse to drive with ordinary good sense and care.

Also there's another more subtle side to the picture, which is just as dangerous and a great deal more insidious, because it's much harder to combat than the simple disregard of traffic safety rules by those who are "sick and tired" of being warned against speeding.

When the Governor's edict first went into effect it stunned the state ... especially the legal profession. Far too many smart lawyers had the reputation for being able to "fix" any traffic violation charge. You will remember that the Governor told the small court judges and justices that unless they carried out the suspension for speeding edict that they wouldn't be reappointed. Suddenly the smart lawyers were up against something brand new. The "fix" wasn't so easy, or was quite impossible ...

and for some time this condition prevailed.

Then, gradually, conditions began to return to "normal". It has become easier and easier for a driver charged with speeding to get the charge changed, and on top of that of course easier and easier to save a license from being suspended, so that a great deal of the fear which had been put in the hearts of the motorists has been dissipated, because he has known of cases where the license of some friend has not been suspended despite all the talk.

In making this claim we want it distinctly understood that we absolve the police from any blame ... especially the State Police. In far too many cases good efficient patrol work and timely arrests for speeding have been completely frustrated by ineffectiveness at the court level. We have a conviction record in this state of somewhere between 60 and 70 percent of arrests, whereas it should be more than 90% to be functioning correctly.

We believe the program now before the General Assembly which embraces four new traffic laws will be the best corrective for the situation. The four traffic laws up for consideration are the adoption of a maximum speed law for the state; a uniform traffic ticket; chemical tests for intoxication and a standard accident report form. These will help correct the situation that now exists ... they won't cure it. Nothing in the world will cure it except a greater realization by the public that it is literally driving itself to death by too much speed.

---The New Era

ACCIDENTS AT DARK

Nature has decreed that 46 per cent of our time consists of hours of darkness. All other condition of the highway remain the same--the highway's layout, the vehicle, and the operator.

The traffic accident authorities tell us that while less than a third of the driving is done during these hours, two-thirds of the fatalities occur at night.

---Fleet Supervisor

MOVING TOWARD GREATER
HIGHWAY SAFETY

Citizens concerned with the continued, and rising, slaughter on our highways cannot but approve the plans and programs which came from a recent four-state meeting of motor vehicle chiefs.

For from this session came moves toward reciprocal penalties for interstate violators. From it, too, came plans pointing toward a furtherance of the desired, but still distant, goal of a universal, and standard, highway enforcement program for all the states.

Taking part in this conference were motor vehicle commissioners from Connecticut, New Jersey, Delaware and Pennsylvania. From their session came heartening agreements to put more teeth in enforcement rules for each other's out-of-state drivers.

New Jersey and Connecticut, both with mandatory license revocation systems for convicted speeders, will suspend the licenses of any of their home state drivers convicted of speeding in the other state.

All four states have agreed that if a motorist is caught driving in another state where his right to drive has been suspended, his home state license, too, will be suspended.

Also, the four states agreed to work toward a plan which would guarantee that motorists will appear for traffic court action when they face charges after arrest for a major offense. Too, conviction of major out-of-state violations will be honored. This will strike particularly hard, and particularly effectively, at drunken drivers, for example.

Unfortunately absent from this session was a top-level representative from neighboring New York State. An Empire State Commissioner was invited, but did not attend because of a pending political change in the commissionership.

Now it may be held certain that the highway scofflaw will not like this trend toward stronger enforcement.

Drivers who only obey the law when they think a police car is following them, or that they are under the eye of an officer, won't like it either.

All other drivers, we are sure,

will -- and should.

---New Haven Evening Register

HIGHWAY SAFETY PACT
BY FOUR STATES

A new step in interstate cooperation was taken recently when four states joined in a compact to cooperate in the suspension of speeders' licenses. At present the usual state policy is to suspend the licenses of speeders only in the state in which the violation occurred. Under the new compact, out-of-state drivers who are found guilty of driving at excessive speeds in New Jersey, Delaware, Pennsylvania, and Connecticut will also have their license suspended automatically in all states members of the pact.

This is an important development in highway safety. It is a recognition of the fact that no safety program can be really effective until there is cooperation between states that are contiguous. For there are two things that are basic: People are more likely to speed away from home than they are while driving in their own community. A higher proportion of highway accidents and deaths is caused by out-of-state drivers than their number warrants.

The psychology of the out-of-state driver is simple to understand. Anyone who has driven a long distance knows that speed is likely to increase as time goes on. This is particularly true if one is driving on a speedway at 60, and then enters a town. Everybody else seems to be poking along. It is this basic fact that leads people in Connecticut to say, "Massachusetts drivers are speeders," to which Massachusetts replies, "Oh, yeah. The speeders we see are from Connecticut."

The really important link that is now missing is New York's joining the pact. Although invited, it did not send a representative to the Trenton meeting. That is too bad. As everybody knows, New York drivers are the worst kind, or at least, they show their worst faces while speeding through Connecticut.

---The Hartford Courant

YOUTH ON WHEELS

Relentless though it be, the campaign for safer driving often seems to produce too few encouraging results. Consequently, we can't afford to overlook opportunities to make substantial inroads on the problem.

One place this prospect may exist is among our youthful drivers. As a group they are more inclined than their elders either to become involved in or to be responsible for automobile accidents.

According to the Association of Casualty and Surety Companies, young men under 25, from coast to coast, have the worst driving records. Though they represent just 15 per cent of all drivers, they account for some 25 per cent of all the accidents.

Within the younger age brackets, differences are less clear, but some studies tend to show that the youngest drivers are the poorest. A Connecticut Motor Vehicle Bureau survey showed that the percentage of 16-year-olds involved in accidents and the percentage held at fault were both twice as great as the percentages for 17-year-olds.

Figures indicate further that the younger drivers tend to become involved in the more serious accidents.

Most studies by official state agencies, safety organizations and insurance companies usually support these general findings.

The accident statistics, incidentally, do not yield the same conclusions for young girl drivers, whose record is as good as that of adults.

More and better driver training is, of course, one big and obvious answer. Many schools offer it now, but many do not. Opinions vary as to whether it should be a school function, though no one questions the need for the instruction.

Possibly we need more uniformity in state laws on the licensing of young drivers. There is wide disparity in this field, with 16 years the minimum in some places despite the evidence of high accident rates at that level.

Maybe, too, Americans as parents need to reconsider the wisdom of allowing their youngsters to have cars at school.

A study made by a Rexburg, Idaho, high school found no A student driving cars to school, just 15 per cent of B students doing it, but 41 per cent of the Cs with cars, 71 per cent of the Ds and 83 per cent of the Es.

It's become quite the accepted thing to let the lad of 16 or a bit older get behind the wheel of a car--yours or his. The question, growing more acute is: "Should it be so readily accepted?"

---New Haven Journal Courier

STUDENTS!
WHICH CLASS ARE YOU IN?

According to a study recently completed by William Condit, Belmont High-school Vice Principal of Los Angeles, California, high school boys are joy-riding right out of an education; A teen-agers stock may go up with the girls when he gets a car, but his marks go down.

The car owner may wind up quitting school, or at least athletics, to get a job so he can keep the car perking.

"Social pressures on boys nowadays are strong," Condit concedes. "Many a teen-ager feels he's nobody without a car." But there is consolation for some in an Idaho study he cites as typical nationally.

Not a single straight A student questioned owned a car.

Only 15% of the B students owned cars.

But 41% of the C students had cars, and 71% of the D students. What about the failing students? A spectacular 83% owned cars.

Students usually find their car upkeep and operating costs much higher than they expected.

"It's almost beyond comprehension why parents allow it." Condit says.

---R.I. Traffic Safety Reporter

"Any man who says he can drive safely while kissing his sweetheart is neither a gentleman nor a safe driver."

---Transportation Safety

CARS AND MARKS

The relationship of the automobile to the high school student is generally well established these days. The guy who doesn't have a car at his disposal is pretty much out of the student social swing--but he will probably have better scholastic grades.

Just as alcohol and gasoline don't mix--a fact which the safety commissions and the police have been telling us for years--it also appears that automobiles and good scholastic grades don't go hand in hand.

The principal of a California high school demonstrated this latter fact rather well when he revealed that in a survey he found that:

1. Not a single straight A student owned a car.
2. Only 15 per cent of the B students owned cars.
3. Forty-one per cent of C students owned cars.
4. Seventy-one per cent of the D students owned cars.
5. A spectacular 83 per cent of students who flunked out owned their own automobiles!

The influence of the automobile on our teen-age society has been remarked upon before. High school football and baseball coaches have been lamenting for a long time that they are no longer getting the number of prospective athletes that they did a few years ago. The chief reason, in the opinion of the coaches, is the desire to own an automobile--and owning a car means that someone has to dig up the money to keep it operating. So Sammy Sophomore goes out and gets himself a job instead of reporting for football practice.

Not everyone wants to play football or baseball, of course. But the same factor which has affected the coaching problem, seems also to affect the caliber of a student's work, if the figures mentioned before can be taken as any criterion.

Too many high school boys, it seems to us, are joy-riding themselves right out of an education. ---Wby. Republican

PLAYING IT SAFE

When we talk of Safety, what comes to mind, something real or something abstract? It would seem that the answer lies in whether or not we are safe-minded. If it represents just a word to one person then he is inclined to be either impractical or negligent. If Safety is mentioned to a safe-minded person it immediately presents a picture in his mind of some specific protective device or practice.

To a carpenter the picture may be that of flattening protruding nails. To the housewife it may be that of removing scissors from a child's reach. To the machinist it may be that of placing a rigid guard around belts, to the welder that of wearing goggles and so on.

Doing something about Safety means being constantly aware of the hazards and practicing alertness in prevention of accidents. When an accident occurs it is usually the result of unconcern or inattentiveness. One does not walk purposely into a sure-fire injury to himself, so why should he do it with inadvertence? Why does he not implant in his consciousness the continual will to remain safe from injury?

There is nothing sissy about playing it safe. The best craftsmen are those who are careful about all details particularly the detail of safe-practice. One owes it to himself, his family and his employer to stay out of trouble. Accidents are trouble. Accidents are avoidable. The surest way to avoid them is by training oneself to work safely.

---Cuts and Fills

Many people feel that skid marks are a reliable guide for determining speeds and this is heightened by charts that are variously printed and distributed. It should be remembered that these distances are computed under average conditions. Some of the factors which can change them to a great extent are the weight of the vehicle, the conditions of the tires or brakes, the road surface condition, the grade of the road or wind velocity. ---Vir. Traffic Safety News

DRIVING ON SUPERHIGHWAYS

Superhighways aren't for sound barrier breakers or poking sight-seers, but for motorists who can drive faster sanely. At 60 m.p.h. the driver zips off 88 feet per second--a rate demanding a degree of alertness beyond the call of regular highway duty. Stopping distances stretch, time to react to danger shrinks, disaster lurks in sudden stops or lane switching. And accidents are explosive. How to have safety and speed, too? Don't go too fast. Don't go too slow.

Sneak cases of freeway fatigue are caused by sustained speed, engine drone, tire hum, fixed staring and straight-jacket inactivity, combined with usual driving strain. To overcome highway hypnosis, driver first must become aware of the sneak attack on his sensibilities, then know the ways to dispel it, particularly on long trips. The ways: change speed level every 15 to 20 minutes, play radio, talk to riders, rest every two hours or oftener (take a coffee break), keep eyes moving, open windows occasionally, check instruments, sing, chew gum.

Stopping on super roads is super dangerous. If an emergency develops pull over to emergency lane or shoulder to handle it. If motor konks out use whatever momentum remains to coast clear of traffic flow. If there isn't enough momentum, sit tight, then get everyone out of car when traffic permits. Post flares, flags, flashlight or other warning device at least 400 feet to rear of car to warn approaching traffic. Standard freeway SOS: raise car hood, run up white handkerchief or cloth on radio antenna or tag it to left door handle. Wait for good samaritan or cruising state highway patrol car.

Night driving is always more hazardous--even for freewayers. A common but fatal mistake in the dark of the superhighway is overdriving car headlights. At 60 m.p.h. it takes at least 366 feet or 23 car lengths to stop under good conditions. That's how far driver should be able to see ahead at that speed. Other tips: don't use parking lights when in motion; dim instrument lights to avoid inside glare; decrease speed by

10 m.p.h.; dim headlights for oncoming cars; and don't use oncoming headlights as road guides (widths of superhighway dividers vary).

Until engineers start building expressways in plastic tubes they're just as susceptible to rain and snow as other highways. In fact they can be more dangerous because of increased car speeds.

What again? Yes indeed! It should be apparent by now that sensible speed is the key to safe superhighway driving. Superhighways were made for speed--but drivers must learn to use it carefully.

The Technique

Driver and car are put to ultimate test at sustained superhighway speeds. Driver should check his own health and disposition before venturing onto freeway, then check gas, oil, tires, brakes, lights, motor, radiator, muffler, steering, fan belt, windshield wipers and defrosters and emergency warning equipment. And take that paraphernalia off the package shelf--it flies and hits hard in a sudden stop at 60 m.p.h. Last but not least--make sure where to get on and off the superhighway before starting out.

It takes two to make a superhighway entrance. The driver entering and the driver already on the freeway. The entering driver should be certain he's using the proper entrance, keep to the right, increase speed in the acceleration lane so he can merge smoothly with the traffic flow. That takes good judgment and timing. The driver already on the super road should adjust his speed and help the other driver get on the freeway. That takes courtesy.

Superhighway traffic is a family of drivers moving at a constant rate of speed, all trying to anticipate their fellow driver's next move. Going too fast or too slow wrecks the harmony. How can a driver tell if he's living up to freeway family standards? If the traffic is passing him he's going too slow; if he's passing the traffic he's traveling too fast. And he shouldn't be a bumper pusher--following too close is a cause of many multiple car collisions on freeways. A highway rule not

S A F E T Y M I N D S

safe enough for superhighways is one car length distance for every 10 m.p.h. Increase the distance.

Drivers shouldn't double cross each other by pulling a quick switch in lanes. Stay in one lane as much as possible, keep to right unless overtaking and passing (or unless multi-lane travel is involved).

Be alert, check rear view mirror every few seconds and look far ahead--not just to next car. Watch out for rough patches that could tumble car from road at high speeds. Signal when passing, check mirror, glance over left shoulder to be sure all's clear. Having passed, don't cut in abruptly. Watch out for reduced speed zones and never stop unexpectedly unless absolutely necessary.

It takes all kinds of interchanges to get drivers off freeways. That's why driver should keep a sharp eye for advance informational and directional signs. Driver should move to right hand lane far in advance of the deceleration lane, signal intention to turn and reduce speed when entering deceleration lane. Observe reduced speed limits on exit ramps. WHEN BACK IN NON-SUPERHIGHWAY WORLD, SLOW DOWN, WATCH OUT FOR PEDESTRIANS AND SIDE STREET TRAFFIC.

---Traffic Safety

MERCHANTS MUTUAL INSURANCE COMPANY

To The Policyholder Addressed:

THESE PEOPLE ARE YOUR FRIENDS

The Traffic Officer (both city and town) will at times speak sharply to a driver. - Maybe a warning, a hurry-up sign or a blast on his whistle. Of course, you resent this and your temper rises - Remember please, there is nothing personal intended. The Officer is simply trying to move traffic safely and speed you and a thousand more on your way - He is trying to prevent a lot of people, pedestrians and drivers alike from committing suicide in a crazy traffic pattern.

The Highway Patrol - These men out in fair weather and foul are there for your

protection. The section of the road each man is charged with guarding is as safe as a corn field until an avalanche of traffic hits it - then all hell breaks loose. His job is to move that traffic and do it safely - you should thank him - his job and the mere fact of his being there will often save you from an accident and maybe death. Remember the number of cases of which you have read, about the traffic patrolman compelled to travel 75 - 85 - 90 and even 100 miles per hour to overtake some intemperate fool - you would not do the job nor would I. Let us thank him for having the courage to do his duty.

The Motor Vehicle Inspector - He is a combination of all traffic officers. He too has a tough job and all for your safety. When he stops you and finds a defect in your car or your papers, he is doing you a great service. He must be on the alert for all types of violations, including criminal - he is exposed to the same hazards as the State or Local Police Officer.

The School Patrol Woman - She too is doing a fine job - She is often a mother trying to supplement the family income and at the same time protect our school children against death or injury that lurks under the heavy foot of some incompetent, careless or indifferent driver - Respect and obey her signals and warnings.

Our Motor Vehicle Administrators and their Staffs - these people are all your friends if you will only permit them to be - a warning letter about your driving habits should be welcome - Attention called to a defect in your car is for your safety. Neither these men, nor their Staff members have a desire to revoke or suspend your license - when you violate the law and fail to heed their warning you force them to act - why complain thereafter that you have had a rough deal. Respect their legal authority as you expect them to respect your driving rights and you will have no trouble.

Yes, these people are our friends - let's cease abusing them and cooperate a little bit more. Life will be safer and certainly more pleasant. Sincerely,
s/ George M. Williamson, Vice President

AROUND THE CIRCUIT

Vox-Cop

March - April, 1959

STATION "A", RIDGEFIELD

IN MEMORIAM

What God givest, God takest away. On March 14, 1959, Sgt. Edward Giardina answered his final roll call. "Gar", as he was affectionately called by his many friends has gone to meet his maker after an illness which had hospitalized him since November of 1958. The personnel of the station will greatly miss the sergeant and his generous advice and counsel and his memory will long be instilled among the personnel. Burial took place on March 17, 1959 from the Delury Funeral Parlor, Danbury, where Sgt. Giardina lay in state. Many hundred mourners attended the service, including police delegations from Danbury, Bethel, Ridgefield, Monroe, Wilton and many more. A requiem High Mass was held at St. Mary's Church, Bethel, Connecticut, and internment was at St. Mary's Cemetery also in Bethel. Sgt. Giardina is survived by his wife Frances and three sons, Robert, Donald, and Edward Jr.

CONDOLENCES

To Officer Charles Dirienzo, whose father-in-law, Basilio Paoletti, died April 2, 1959. Internment was in St. Rose's Cemetery, Newtown.

OBSERVATIONS

Back from their winter vacations in Florida, all sporting a tan, are Officers Stefanek, Costello and Wilson. We hear that Sgt. William McNamara is waiting for an extradition case for his trip.

Our house man, Charles Brennan, sure made a mess of the vacation schedule when he brought in the change in the dates for the Danbury Fair this year. Charlie just obtained his operator's license and now is bargaining for a mode of transportation.

Officer Alan Williamson is checking the Brookfield area for a new home and

we hear that Officer Kosloffsky is just about ready for the ground breaking ceremony for his new home in Brookfield. Looks like Resident Officer Wilson is going to have company in town.

Resident Officer Walter Benz is also to be seen with a folder of blue prints and we hear that it won't be too much longer before he starts his new home in Redding.

Big "T" Hickey's stint at the Motor Vehicle office in Danbury was so admirably done that the Danbury Supervisor hated to see him leave.

Our amiable clerk, Mary Walker, checking the location of the Archilles Heel. We hear from Officer Wallace that SPW Boland has found it.

The return of the tailor finds officers at the table once again using saccharin.

Resident Officer Costello is wondering where all the Newtown residents get those fire arms that they discharge at each other so frequently.

Now that spring is on the way, Resident Officer Rasmussen of New Fairfield was heard informing Res. Officer John Fagerholm of Sherman that he could take the chains off his car now.

The constabulary force of Wilton has been keeping Res. Officer Quaintance of Wilton mighty busy lately.

Off. Struzik is being challenged for the Thursday night supremacy by a close second, Off. Leonard.

Off. John Small was observed massaging his trick knee thinking about those climbs on the fire escapes that he will be making since the announcement of his transfer to the Fire Marshal's office, best of luck John.

We bid welcome and eagerly await the return to "A" of Sgt. Jack Croce.

Officer Charles "Twinkletoes" Lundberg says that he does not mind writing the contributions to "Vox-Cop" except that he is afraid to put his own name in it. Lt. Smith takes care of this complaint by adding this P. S.

STATION "B", CANAAN

STAFF AUGMENTED

At this writing Headquarters Orders inform us that newly-promoted Sgt. Joseph Ciecierski, formerly of Bethany station, will become a part of the administrative staff at Canaan barracks. The effective date is April 14--late enough in the season so he probably won't need to bring his snowshoes with the rest of his equipment. Should make the opening of trout season three days later, if he is a fresh water fisherman.

CLOSING IN

Officer Charles Sedar and State Policewoman Virginia Butler are teaming up with Capt. Irving Milano of the Winsted P.D. in an effort to bring to a successful conclusion the theft of several hundred dollars worth of guns from a sport shop in Winsted last fall. The break came when Waterbury P.D. apprehended a Torrington man with one of the stolen revolvers in his car a few days ago. Indicative of the fact the officers are on the right track came about by the discovery of nine more of the stolen guns dumped beside the road in the Litchfield territory. Too hot to handle, apparently.

PLANTING SEASON NEARS

Clerk Tom Trant's Garden Shop at the rear of his home on Railroad Street in Canaan is ready for another booming spring planting season. The shop takes most of Tom's off duty hours and required a week's vacation period to handle business.

Home-grown garden enthusiasts Officers Chapman, Riley and Szczesiul have lined up space in greenhouses in the area to get an early start on transplants for their home-grown vegetables.

TODAY'S MUFFLERS SHORT-LIVED

Either the state highway department in "B" territory uses extra strong chloride on the roads during the winter or 1958 police cruisers have mufflers made of very sensitive metal. A half dozen mufflers have had to be replaced on

these comparatively new cars within the past couple of weeks.

SIGNS OF SPRING

Ex-garage owner Buzz Flaherty started our outboard motor and put it in condition for the summer season. Two new marine-type spark plugs installed and the 10-year-old motor really buzzes.

Lieutenant Menser got the Canaan fire department to stand by while the old grass and weeds in the lots adjacent to the barracks were burned off. We are adding acreage to our lawn annually--something that houseman Ned Negri views with less than joyous enthusiasm.

TOLLAND COUNTY TALES

THE NEW LOOK

Am I seeing things? A closer look and what do I see? Why, just one of Station "C's" handsome officers decked out in his new bright orange raincoat. Now he will not only be visible from a long distance but will be protected from the frequent April showers.

SOUTHERN CRUISE

Willie Stephenson and "Mimi" recently enjoyed a cruise to South America aboard the Greek liner, Arkadia. That is the life.

OLD FRIENDS MEET

While vacationing on Florida's tropical paradise, Johnny Fersch participated in a round table discussion at Buckley's famous restaurant, Clearwater, with Lt. Mike Smith, former firearms instructor, Off. Dan McKenzie, former oard of Andover, and Ben Connor, former president of Colts Manufacturing Company, all now enjoying retirement in Florida.

EMBARRASSING MOMENTS

Ever have the wind suddenly snatch your hat and carry it out of your reach? One night, George Lawrence's hat was unexpectedly lifted from his head. He took after it on foot and then resorted to the cruiser but all to no avail.

Some youngster roaming the woods may appear in public with the hat.

YACHTING CLUB

Bill Woodward has now joined the yachting club, having purchased a boat and trailer. With the arrival of clear warm sunny days, we expect that Capt. Johnny Fersch, Ronnie Jacobson, Bill Buchert and Bill Woodward will be cruising down the river and out onto the sound.

FRESH WATER FISHERMEN

Already fishing tackle and gear are being readied for the opening of the fishing season. We'll know where to find some of our officers. We hope they come home with a good catch.

CUTE POLICEMAN

A ten year old boy was testifying in court when the defense council asked, "Were you scared of the police?" Looking at Joe Bangasser, the lad replied, "I wasn't scared of him because he was so cute."

GOING AND COMING

Bill Stephenson has announced that he is retiring on May 20, after 24 years of service, much of it spent here at "C". We are sorry to see him leave and wish him well in any new adventures.

Sgt. Jim McCormick leaves us after a short stay to return to Station "H". Sorry to have you leave, too, Sgt. Jim.

We welcome Sgt. Gail Smith to our ranks. We hope he will like it as well here as he does at Station "D".

Henry Bruhm, a native of Nebraska, is now with us as a dispatcher. We wonder where he gets the tobacco for his pipe? It has such a wonderful aroma!!!

BULLET RICOCHETS - EYE INJURED

Art Johnson recently investigated a case where a boy took a .22 "Hornet" bullet, laid it on its side on a windowsill and attached it to the sill with a nail. He then took a .22 rifle, held the end of the barrel about a half inch from the end of the bullet, pulled the trigger. He was suddenly struck in the eye by a bullet. Apparently the bullet from the rifle struck the "Hornet",

setting that off and then ricocheted, coming back and striking the boy in the eye. Some boys have to learn the hard way.

FUTURE POLICEMEN

The William Bucherts are the proud parents of William, Jr., born on February 25. Scott William was born to the John Tuckers on March 16. Congratulations to all.

BREAK SOLVED

One Sunday morning of late found the two Williams, Doyle and Buchert, assigned to the investigation of eight breaks into business establishments in one of our towns. All entries had been made through the front door and money had been taken, plus a bottle of liquor from one place. Close cooperation with officers from other stations and other departments lead to the apprehension of three Hartford young men, who were not only involved in this territory but in that of Stations "K" and "H", modus operandi being the same. Two of the fellows were awaiting sentence from Superior Court on a previous breaking and entering.

FOR RENT

According to an ad in a local paper, Station "C" has a tenement for rent. Telephone number given to call is that of Station "C". Just a typographical error in one number.

THE SLIM LOOK

Several of our officers have decided that they will look better being a few pounds lighter and have been dieting in earnest. Ed Beattie has only a few more pounds to loose. Says he already feels better. The chef is wondering why some of his food isn't eaten. We admit, we'd all be better if we ate less.

FUGITIVE APPREHENDED

As the result of a routine check of a car bearing New Hampshire plates, John Tucker found that he had apprehended a fugitive from Massachusetts. The fellow had four months ago walked away from one of the mental hospitals where he was receiving treatment, having been committed

before receiving sentence for breaking and entering and use of a motor vehicle without authority. Because of his actions here, he was temporarily committed to Norwich State Hospital. Warrants have been lodged against him. He was in possession of a stolen car and stolen plates when apprehended.

STATION "D", DANIELSON

ZIPS GUNS

Juveniles are often accused of reading the wrong kind of books and watching the wrong kind of TV programs. A youngster from the southern part of the territory was picked up for possession of a dangerous weapon. A zip gun made from an auto radio antenna as the firing tube held in place by pieces of wood and an elastic band was used to fire .22 cal. short shells turning out to be quite a lethal weapon. An article, last Spring, in an issue of one of our better magazines told how radio antennas were being used to make zip guns and our juvenile thought he would try it. He liked the idea so much that he made three such guns, passing them out to his various friends. Fortunately one of the parents complained to us and the juveniles and the weapons were picked up.

BREAK SOLVED THROUGH ARDUOUS WORK

Some cases are broken because you're lucky. Others because you work at them. Off. Paul Deschenes solved a break in a local soda factory the hard way. Step by step he built up a case against two well-known natives (well-known to Station D) beginning with a story from one of the neighbors who said that while in her kitchen she saw two men get out of a light green car and walk down the alley between her home and the mill. Their story was that their dog had run away from their car and they were looking for him. However, the lady saw no dog and so the suspicions started. Then followed the processing of a piece of blanket found at the scene and the trailing of two young men of the

community who fitted the descriptions given by the lady. They were both smart enough not to be seen together after the break. But gradually the case was put together by Deschenes' persistence and the facts presented to the prosecutor and warrants issued. When the accused were faced with the facts, they broke down after lengthy questioning and admitted their crime. Deschenes was ably assisted by other officers, especially Frank Barsaleau, who worked around the clock with him to finish up the case.

SPRING FEVER OF SORTS

In the spring a young man's fancy often turns to --- Well in our territory to pulling false fire alarms. However with Off. Leonard Cusson on their trail, from Putnam to Killingly, they were picked up and presented before two local courts where they were fined for their evening's fun (?).

REMINISCING

The recent break at the Massachusetts States Prison in Walpole, sent us to the record room in the basement to haul out the file on the case we had when Feeney and Halliday escaped from the State Prison once before and were captured in the Thompson-Putnam area. This was the discussion at the dinner table for a day and kept minds off of others things for a change.

OFF. SMITH PROMOTED

The sunny smile of Gail Smith will no longer be seen at Station D with his promotion to Sergeant and transfer to Station C. Their gain is our loss and he will be missed.

VACATION TIME

Vacations are being discussed and many of them will be taken at the discretion of the "little woman." This means usually a trip somewhere, despite grumblings on the part of the "little men". The power behind the throne wins in most cases.

COURT CASES REVIEWED

We have some indication that perhaps Windham County is reforming and will no longer have the reputation it has enjoy-

ed for so many years. A check of the cases coming before the Superior Courts for the last two sessions, shows a decrease in morals cases. However, New London County cases seem to be on the way up. Perhaps sex has moved from Windham County at last.

ANDERSON STILL HAS TOUCH

William P. Anderson became a member of Station D personnel during the early part of March. His year's absence from the Department did him no harm, because one of the first cases he was assigned resulted in the solving of twelve breaks in the Plainfield-Griswold area, showing he hadn't forgotten the techniques of good police work.

STATION "E", GROTON

PRISONER RETURNED FROM COAST

Officer Fitzgerald and Chief Scrogins of Groton Town PD flew to Seattle, Washington and brought back a prisoner. The charges were burglary and theft.

DIXIE CUP IS SAILORS' DOWNFALL

Just a small Dixie drinking cup but it caused two arrests. A cup was observed thrown from a moving vehicle. Officer Douglas flagged the car to a halt but before the car had stopped a quart bottle of whiskey was discarded via the car window. Two youths, members of the USN, were arrested. One for throwing objects on the highway and the other for delivering liquor to a minor. Both admitted to drinking and the older confessed to purchasing and giving same to the younger.

OPERATOR THROWN--CAR RUNS WILD

Officer Webster reports a car struck a center esplanade, veered across same, throwing the operator from the car. The vehicle without its operator continued across the highway, struck a highway guard rail and then back across the esplanade coming to rest in some bushes at the side of the road. The car travelled 600 feet minus its operator. Evidently

the operator believed he had the car well trained, or something, as he went home to forget the incident. Did he think the car was going to follow him home? Officer Webster arrested the man for evading responsibility, failure to drive to the right and speeding.

CANINE CAUSES MISHAP

Officer Douglas reports a man riding a motor scooter claims a dog, man's best friend, had him in stitches. No, he wasn't funny but rather caused the operator to fall from his scooter necessitating 15 stitches to his forehead and nose.

BILL ANDERSON RETURNS

Officer Anderson formerly of this station has returned to the department, and is now at the Danielson barracks. Welcome back, Bill.

RECRUITING ASSIGNMENT

Officer Greenberg represented the State Police at "Career Day" held at the Norwich Free Academy. He gave a talk on the requirements and life of a State Policeman in the event there might be any future applicants from the class.

JUST A BAD DAY FOR MOTORIST

An out of state motorist stopped at a local PD to ask directions. Sergeant Sisco of the Norwich PD obliged and told him to turn right at the first traffic light, etc. A short time later the driver returned with Officer Skelly. "What happened?" asked the Sergeant. "Oh he turned right at the light all right," replied Officer Skelly, "Only the light was red." Oh well, it happened on Friday the 13th.

MISTAKEN IDENTITY

Officer William Shaw finished his midnight tour of duty and journeyed some distance to his home. Oh, that bed will feel so good, now for some well earned "shuteye", he mused. Just as morpheus had claimed his body the nerve wracking jangling sound of the telephone abruptly ended his sleep. With thoughts and images of pending emergencies, he rushed to the phone. "This is the local hospital calling and we wish to advise you

that you are the father of a baby boy." "WHAT", gulped Bill, and refused to talk, 'cause he couldn't, at least for a minute and then replied, "I'm not even married." Must be a mistake or wrong number the hospital admitted. "Now, all I have to do is try to get back to sleep," grumbled Bill. Oh a policeman's lot is a happy one, so the song goes.

mermaid, and in good condition, the mermaid, that is. The suit was found alongside the road. There was no telephone number on the picture and the Sergeant is hoping someone will claim the entire bundle.

STATION "F", WESTBROOK

FAST WORK

Sergeant Moran and Officer Sullivan investigated a complaint in which the receipts from a dance hall in Montville had just been stolen. On a hunch they went to a suspect's home and upon peering in a kitchen window saw a woman counting paper money at a table. Before the officers were admitted the thief hid the money under a cabinet. The officers found the money, the woman confessed and she didn't even have time to spend any of it. Not only speedy info but speedy apprehension, as well.

ERRANT TRUCKER FOUND TO HAVE TAKEN "BENNIES"

Officer Charles Walker, while patrolling the Connecticut Turnpike, observed a tractor trailer proceeding erratically. The driver was literally bouncing around in the cab, with his head swinging from side to side. When he stopped the vehicle, the truck driver, grinning from ear to ear, bounced out of the cab to the highway and was almost struck by a passing truck. Quieting the driver as best he could the officer observed that while the operator was not under the influence of liquor, he was definitely under the influence of something. Subsequent investigation disclosed that the driver had been taking benzedrine and dexedrine pills, for which he was arrested and convicted in court.

BIRTH

Mrs. Royce Neil presented Officer Neil with a baby girl recently. Congrats to both.

COOPERATIVE EFFORT NETS THIEF

When Lieutenant McAuliffe, Officers Heline, Waite and Yuknat combined forces recently the result was the apprehension of a car thief who had stolen ten cars in the short period of two and one-half days.

PEDESTRIAN ARRESTED

Now the records show a reckless walker, we repeat, a reckless walker paid a fine of \$3. Officer Guiher reported a man walked into the side of a moving car and pleaded guilty to reckless use of the highway. A very rare charge, however, Sergeant Bellefleur says the charge can be effectively used in this type of case.

EAVESDROPPING

Officer William Griffin, to a mammoth-sized truck driver, who needed a lift to his truck: "Are you sure you'll fit in my car?"

ALMOST SCRAMBLED

Officer Leitkowski discloses that during a recent icy period a truck hit a patch of ice and skidded into a clump of trees, but didn't damage the cargo. With Easter just a short way off not one of the eggs was broken. There were only three tons of them.

Truck driver, drawling: "Ah don't know, but I'm sure not walking back to that truck!"

UNUSUAL FIND

Sergeant D'arcangelo of the Groton Town PD reports for the lost and found department. Found: A canvas diver's suit complete with rubber gloves and shoes. Also an enclosed picture of a

BASHFUL SERGEANT

Sergeant Leonard is concealing a sign in his car which bears the sage advice, "Love your Sergeant". It is signed "Casey", who, we know, is the Sergeant's

youngest daughter. We can understand the Sergeant's reluctance to post this sign. Anyway, we all know that "Casey" loves you, Sarge!

VACATIONING

Officer Robert Dee is on a motor trip to Florida. Arriving there he will cruise to Nassau.

NEW PILOT

Officer Donald Johnson joins the other group of officers who have soloed in an airplane.

TEMPUS FUGIT!

Eight years ago, on April 2, 1951, Lieut. Francis J. Mangan assumed command of the Westbrook barracks.

3-WAY CONVERSATION OVERHEARD

Voice: "Sergeant, are you checking on me?"

2nd Voice, apparently the Sergeant's: "No, but it wouldn't be a bad idea."

Voice: "Well, how do I look?"

Sergeant's voice: "Not too bad."

Voice: "I wish I could say the same for you!"

STATION "I", BETHANY

CIECIERSKI PROMOTED

As we go to press for this period, it is with wishes of good luck from all the personnel of this station to Off. Joe, "Dead Eye", Ciecierski on his promotion and assignment to station "B" as sergeant. We will all miss his ready grin. We understand that snowshoes are part of regular equipment in that area "Joe" and we are sure that if you prevail upon the good nature of our smiling lieutenant he may part with a pair that we have had for many years.

PERSONNEL SHUFFLE

In the transfers and assignments of recent date we find we lose the tall sergeant, Sgt. Jack, "Tall-In-The-Saddle", Croce who goes to station "A" and get in his place Sgt. George Turrell

from station "H" who we are glad to welcome to Bethany. We wish both men the best in their new assignments. The rumor is that now "Jack" will have enough time to finish that new home he is in the process of building and, he won't be able to give his pretty wife any more alibis for not getting on with the home work at hand.

FIRST AID CLASSES

We are in the process of being indoctrinated into the new first aid procedures and methods instituted by the American Red Cross recently. Under the capable guidance of chief instructor Sgt. John J. Doyle Jr., the men are being shown, through actual participation in class, all the recommendations in the new first aid manual. It is enough to state that among the older men who have to bend down practicing their first aid lessons there is some grunting and groaning. Get out the "Horse Liniment" fellows you will soon be able to straighten up again.

EAVESDROPPING

The other day we overheard Sgt. "Quip" Panciera remonstrating with his good friend, Off. "Lip" Menard. It seems that there was some discussion over a certain topic and finally the bard of station "I" was heard to say to "Lip", "Be Reasonable Lip, will yuh? Do it my way", and with a pained look upon his face "Lip" was seen to walk away. We wonder if he has caught on yet.

BASKETBALL

It can truly be said the basketball game between stations "H" and "I", the other nite was really something to watch. It is rumored that at one time during the contest both teams decided that they could do without the foul calling by that erstwhile "Central Board Referee", Off. "Whistle-Blowing" Pawchyk. He was overheard mumbling to himself something about of all the slugging, tripping and pushing he had ever seen, this game was the tops in his entire career as a Referee". It must be said that it did at times sound like the "Thundering Herd" running around out there. Oh well, all in fun and no harm

done.

MEN ANTICIPATE SHOOTING REFRESHER

Now with the spring season well on its way the men are looking forward to shooting again at Rocky Hill. What with all the practice they had during the winter months, they are all eager to see if it is as easy to shoot the big slugs at a target as it was the small. We feel that the scores shot this time will show great improvement over last year's.

SOJOURN AT CAPITOL

Off. "Stan" Sobieski reported to be doing a find job at the State Capitol these days helping members of the legislature park their vehicles in the area. We understand that he has bought himself a new pair of shoes with steel caps in the toes due to the fact that a few of the distaff side almost backed over his tootsies a few times. Not being a matador, he feels that the safety shoes are in order.

CONVALESCING

We are glad to hear that both Offs. Ty Smith and George Cirishlioli are home from the hospital and are getting along nicely. Both men have had quite a siege of it and we will be glad to see them return to our ranks as soon as they feel up to it.

FERGUSON'S CASES SUCCESSFULLY PROSECUTED

That astute plainclothes man, Off. James "Shady" Ferguson, sure has the criminal element in this area on the run. Recently he has corraled quite a few local violators and brought them to trial with convictions resulting that would do the heart of any honest hard-working policemen good. Keep up the good work "Jim" we are all for you.

PREPARING FOR MUFFLER CHECKS

We understand that Off. Francis Conroy will be technical advisor of the new squad that will check trucks throughout the state that we are getting so many complaints about, mainly those of the diesel type. Many are in direct violation of our state statutes as they pertain to the types of mufflers which are

being used on these behemoths of the roads. In checking the file it seems that Off. Conroy is a classified and certified mechanic in the diesel type of engine and their many intricate functions. It is rumored that he is giving lessons on the side to our division captain, Capt. Victor Clarke, who we understand is no slouch when it comes to mechanical ability and know how. Be careful "Franny" the Captain knows more than you think he does about these motors.

RECENT VISITOR

One of our retired men, Sgt. Edward Dooling, stopped in the other day and as we all know he is quite a well read fellow. While talking with him, he gave us the following poem which we pass on to you so that you may see that after all there is someone who thinks well of us once in a while:

"THE MAN IN BLUE"

Here's to the Man in Blue
 Dependable, tried and true.
 He laughs at the gun of the murder mob
 Risking his life in his daily job.
 Danger is nothing new to
 the copper who's wearing the blue
 Twenty-four hours a day;
 No wonder his hair is grey.
 He has to forget his kids and the wife
 Because he has sworn to give up his
 life
 For you - and you - and you.
 The fellow who wears the blue
 Seven days in the week,
 Every week in the year.
 He is always there when the bullets fly
 And often his widow is left to cry.
 When his daily work is through
 "God Bless The Man In Blue".

AFTER DINNER SPEAKER SPREAD

We understand that Off. "Woof-Woof" Anderson has been in demand quite often of late as an after-dinner speaker. He states that he doesn't mind being an after-dinner speaker as long as he is one of the participants in the chomping part of the activities before the after-dinner activities start. We can well understand that, for it is rumored that

"Andy" is quite the gourmet when it comes to drawing up the chair for a repast and we understand that his pretty wife has been after him lately to use that age old exercise of pushing away from the table after the first course. We wish her good luck in her endeavors.

ACE GOES THROUGH CAPERS

It was interesting to watch our ever flying ace, Off. "Tailspin" Harvey, the other day at the Bethany Airport going through intricate maneuvers in the "Wild Blue Yonder". One time, coming down for a practice landing, he actually came in sideways!!! When questioned about this he exclaimed, "Heck anybody can land a plane the straight way, you got to be good to land it sideways with only one engine." It is enough to say that not many of the men here have volunteered to take a ride with our boy "Harvey". We'll stick to riding with four wheels on the ground.

GEM OF WISDOM OVERHEARD

Our chief Mop Pusher "Zip" Haluchak, was instructing the new assistant custodian, Mr. Charles Murray of Waterbury in the arts of broom-pushing and polishing, and upon coming to the end of his discourse on these subjects we heard a gem of wisdom from good old "Zip". He finished with, "There's no doggone reason for it, it's just our policy." Now we ask yuh???

STATION "L", LITCHFIELD

PHOTOGRAPHY SCHOOL GRADUATE

Sergt. Fuessenich recently attended the Photography School held at the Eastman Kodak plant at Rochester, N.Y. The Sergeant now has all the latest info on the proper techniques for police photography and is passing his know-how on to Off. Swicklas, "Chief of the Darkroom".

OUT OF SICK BAY

Off. Hank Cludinski has returned to work after a months absence on sick leave following a recent bit of surgery.

Welcome back Hank and keep well.

Off. Falzone is also back in harness, recuperating from a cracked rib, and progressing nicely. Paul doesn't know how it happened, says he hasn't been working that hard.

RECENT ARRIVAL

On February 19th Off. and Mrs. Muggeo announced the birth of their first son and third child, Mike Jr. Mike says he is nearly housebroken now and next month is going on a strictly "spaghetti and meat ball" diet. Mike is anxious to have him join the department. Says he is a real "scrapper". Congratulations!

HEADQUARTERS

DO SNOW TIRES HELP?

A certain young Hartford Miss had snow tires put on her newly acquired car last fall and was therefore boasting that she wouldn't have any trouble during the winter. However, she was unable to get to work the day of the big March snowfall. We are wondering if the fact that the snow tires were on the front wheels of the car had anything to do with the young lady failing to reach work that day.

RINGS HAMPER MARINE

After two years of Marine Corp life, Wayne Erickson has returned to our Headquarters roster and is back in his groove in Publications Division. Wayne says when he left many of the young girls were "foot-loose and fancy free" and upon his return he found them all with rings on their left hands.

THE RETURN OF MILLIE

Mildred Lovell has returned to work after a month of illness. We hope she is feeling much better.

SPRING VACATIONS

Ida Ragazzi and Bob Sweet recently took vacations and spent them working on their lawns and flower gardens. Both returned with a nice tan.

A POLICEMAN IS A FRIEND

IT'S THE DRIVER

The following poem by Tpr. John Houchlei, Newaygo, Mich., is in the interest of presenting policemen in the right light to everyone, especially parents who may say something like this when their children see a policeman: "You be good, Johnny, or that big policeman will get you and put you in jail."

Would you believe e're in the world
That Cops are people too?
That they have feelings and a soul;
Are human just like you?

The man you see with club and gun
And dressed in navy blue,
Is working for you day and night
To make life safe for you.

He has a job that must be done
In peace or war or strife;
And he will fight against all wrong,
And defend you with his life.

He's just a neighbor and a man,
Full of kindness thru and thru;
He'll help you every time he can
To make your skies all blue.

Don't use a Cop to scare your kids,
For he's their loyal friend;
But tell them that in time of need
On him they can depend.

So please be kind in word and deed
To all the boys in blue.
And don't forget, e'er in this world
That Cops are people too.

---The Poster

Maybe it's the calendar that needs trimming. So many people now have too much month at the end of their money.

A Health Center doctor got a note from one of the girls in Blanton. Please send me the name of some good book on personal hygiene. I think I've got it."
---Maryland Highway Safety Bulletin

It isn't the car that begins to whine,
When forced to stop for an old stop sign
--It's the driver.

It isn't the car that will take a drink,
Then quickly loses its power to think
--It's the driver.

It isn't the car that fails to heed
The dangers of reckless, discourteous
speed
--It's the driver.

It isn't the car that steps on the gas
And causes an accident, trying to pass
--It's the driver.

A car may be bent and twisted awry,
But it isn't the car that will have to
die.
--It's the driver.

A young man attending driver training school when asked by his father how he was making out, told dad that he was the second best driver in the school. The best driver, he reported, was a girl.

"Do you mean to say," said the father, "that you're going to allow a mere girl to beat you?"

"Father you don't understand," replied the young man, "girls are not nearly so mere as they used to be."

---R.I. Traffic Safety Reporter

Wouldn't it be wonderful if when we are asked an embarrassing question at home we could answer "No comment," like the big shots in Washington do?

---Sparta (Wis.) Herald

Policeman: "Tell me, how did you happen to hit him?"

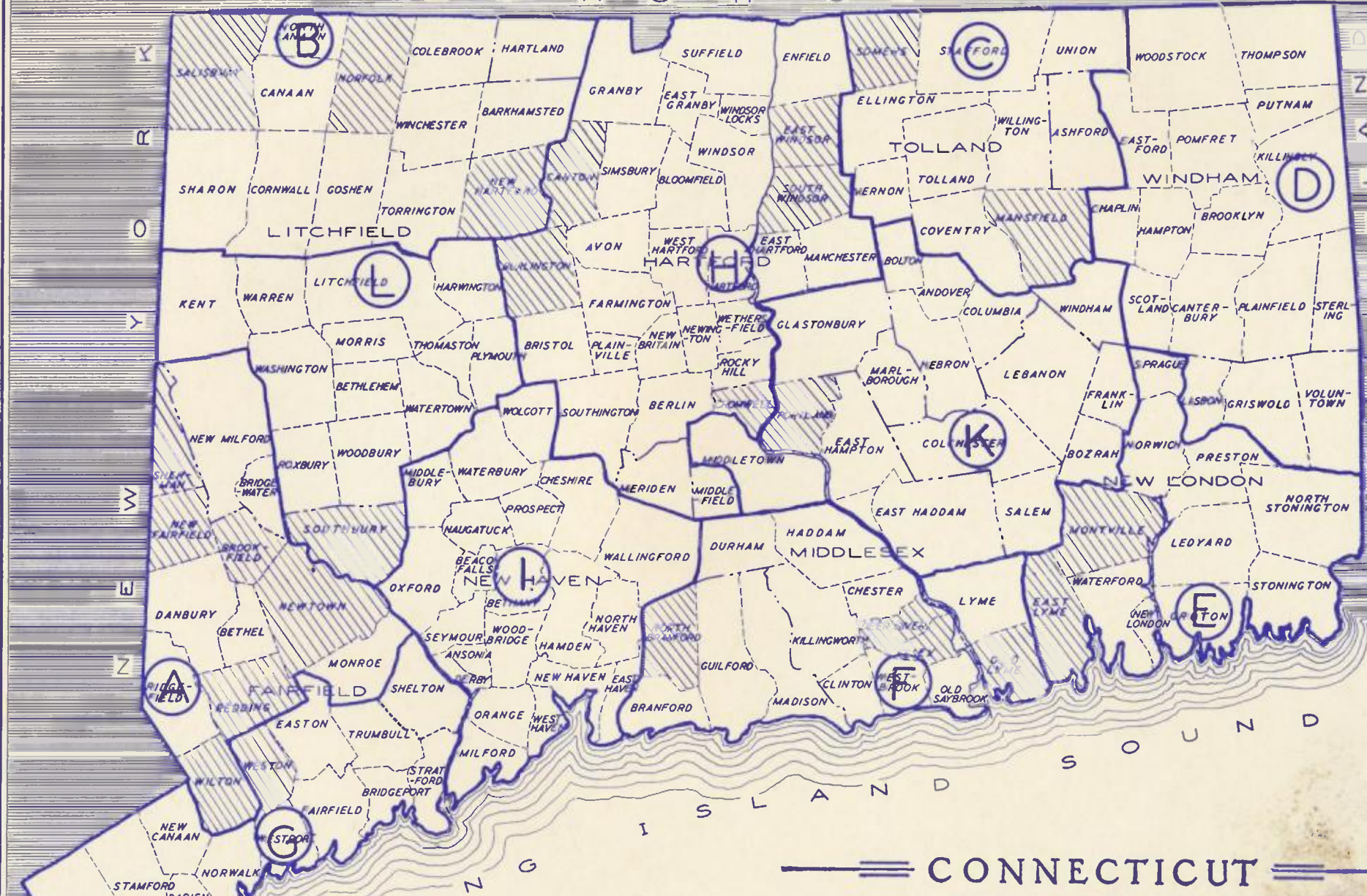
Motorist: "I didn't hit him. I came to a stop sign and stopped. I motioned for him to go across and he fainted."



---R.I. Traffic Safety Reporter

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-  Towns having a Resident Officer
-  State Police Stations


CONNECTICUT

 STATE POLICE DEPARTMENT
 DISTRICTS AND STATIONS