

Radar Fast Becoming Nation's No. 1 Highway Speed Cop

(Editor's note: As the vacation season gets under way, motorists may find themselves running afoul of the highway's newest — and most controversial — speed check, police radar. Some say it's a flagrant menace, others say it's a necessity promoting highway safety. Here's a complete rundown of the situation including a first-hand survey by a veteran reporter.)

By ROGER D. GREENE
(AP Newsfeature Writer)

A hush-hush secret of World War II is fast becoming the nation's No. 1 highway speed cop. It's radar.

With police radar now operating or licensed in all 48 states — and new magic-eyes sprouting along U.S. highways at a rate of more than 50 a month — spot checks indicate that arrests for traffic violations are soaring from coast to coast.

The rate at which arrests have climbed in many communities is nothing short of phenomenal. As a result, more and more cries are being raised that radar is being used as a new and deadly efficient form of speed trap.

"Radar and other types of devices are being employed to trap motorists rather than promote highway safety," says Harold Powell, chairman of the American Automobile Assn. legal committee.

"Flagrant Misuse"
Philip J. Martin, attorney for the Chicago Motor Club, contends:

"The flagrant misuse of these devices is becoming a serious menace to the entire motor-public."

As broad policy, the AAA approves the use of police radar

strictly for safety enforcement — but not for raising revenue.

Law enforcement officials almost unanimously endorse radar and other electronic speed timing devices as key weapons in combating death on the nation's highways.

To the unhappy motorist who complains "A guy hasn't got a chance any more," police reply: "This isn't a game. It's a matter of life and death." Lawmen see radar as one more means of cutting down traffic accidents which last year killed 38,300 persons and injured 1,350,000.

Similar to Echo
The principle on which the new speed check operates is similar to that of an ordinary echo. The radar sends out a steady flow of high frequency radio waves. When they strike a solid object, they are bounced back to the sending point — just as a cliff returns the echo of a shout.

When the waves strike a moving object, such as a car, their return is accelerated. The oncoming car's speed can be fixed by the rate of this wave acceleration.

Along with a growing mountain of complaints against radar speed traps have come various attempts by motorists to outwit the electronic cop. Most of them — such as dragging chains behind the car or packing tinfoil in the hubcaps — don't work. But new devices appear periodically.

Motorists aren't the only persons who hope that some way will be found to prevent abuse of the new system.

Wholesale Arrests
In Manchester, Conn., merchants protested that "wholesale arrests" via radar were causing motorists to give the town a wide berth. Their businesses were being hurt.

Citizens of Madison County, Ala., set up a traffic defense committee to aid motorists who complained of being unjustly arrested by radar-equipped police.

More than 350 cities and towns are now using radar to bag speeders, and state highway police operate at least 127 sets throughout the country.

Sparked by the upsurge in radar-arrests, a whole new crop of drumhead traffic courts has sprung up in rural areas — along heavily traveled vacation routes — where fee-splitting constables and justices of the peace often

meets out what the AAA describes as "cash-register justice."

Fee Reduced
The Kentucky State Legislature passed a law, effective Dec. 31, 1957, cutting the arresting constable's fee from \$6.50 to 50 cents for each arrest. State Sen. Clarence Mahoney reported one constable had made 35 arrests in a single day — and pocketed \$27.50 in fees. Kentucky JP fees are also under fire and may be abolished next fall.

Whether the electronic cop is a qualified witness is still subject to some debate. California, Virginia, New Jersey and Washington State courts, among others, have upheld radar's admissibility as evidence. The U.S. Supreme Court has not yet received a test case.

While gathering data on this assignment, I visited a reported speed trap in Fayetteville, N.C. — and wound up being charged with doing 65 m.p.h. in a 55-mile zone.

The arresting officer, State Highway Patrolman Sam R. Judge, blinked when asked about speed traps.

"No Speed Traps"
"No, sir," he said solemnly. "I wouldn't know about anything like that around here."

Later, after I had paid a \$10 fine and \$12.55 costs, officer Judge winked and produced a well-thumbed copy of the New Testament from a desk cubbyhole.

Sonorously, he intoned the 23rd verse, 14th chapter of Luke: "And the Lord said unto the servant, go out into the highways and hedges, and compel them to come in, that my house may be filled."

Then the polite young trooper touched his hat, and went out into the highways and hedges and hedges, and compel them to again.

Cons Irked Over 2nd Dish; Man Slain

WALLA WALLA — Three convicts who were irked because a friend didn't get a second dish of ice cream were charged Friday with the first degree murder of the man who wouldn't serve the extra helping.

The charges were filed in Superior Court by Walla Walla County Deputy Pros. Howard Martin, M. Parks Jr., Seattle, and Auldin Blankenship, Tacoma.

Martin said the three administered a beating May 25 to Ross Johnson, Tacoma, a criminal, after he refused to serve a second helping of ice cream to a kitchen crewman at a power-house man.

Johnson became worse at the penitentiary hospital.

Prison officials said Johnson was a member of the kitchen crew and the other three in the same cell block. They said the fight from which he died May 30 in developed over refusal of the kitchen crewman to serve a second helping of ice cream to a power-house man.

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- 309 Yards Better Quality GINGHAM YARDAGE . . . yd. 50¢
- 800 Yards RAYON FLANNEL SUITING . . . Now Only yd. 1.22
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2 1/2" x 6"	66¢	8 1/2" x 6"	2.88
3 1/2" x 6"	88¢	5 1/2" x 6"	1.77
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44¢ 2 Ft. By 6 Ft.

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48" x 54"	1.11	72" x 84"	3.33
72" x 54"	2.22	96" x 84"	4.44
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120" x 54"	4.44	144" x 84"	7.77

2.22 48x84"

168" x 84" . . . 8.88

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We'll take you and your family to **Sun Valley** and **Yellowstone** in a **1956 Chevrolet**
4-DOOR BEL AIR SPORT SEDAN
and you keep the car!

(FIRST PRIZE)

U AND I sugar CONTEST

Here are the Rules:

- Complete the statement "I (we) buy U and I Sugar because . . ." in 25 additional words or less. Use all-ink entry blanks available at your grocer's or a plain paper. Be sure your name and address appear legibly on your entry.
- To qualify for any prize you must include with each entry one U and I brand name from the bottom of any 5 pound, 10 pound, or 25 pound paper bag or from the top of any 1 pound or 2 pound carton of U and I Sugar. If you win the car and family vacation first prize, you must include with each entry one additional U and I label (see above) for each member of your family (except husband and wife). Expenses will be limited to family of five — two adults and three children 18 years and under.
- Mail your entry together with all required qualifying labels to U and I Sugar Contest, Box 277, Seattle, Washington, or Box 27, Portland 2, Oregon.
- Be sure your entry includes the name of the Dealer from whom you purchased U and I Sugar. All eligible entries must be received by midnight June 30, 1956. Each entry must bear adequate postage.
- Submit as many entries as you wish, but each eligible entry must be accompanied by the proper qualifying label or labels. Enclose each entry in a separate envelope. Each entry must be your own effort submitted under your own name. Only one prize to a contestant.
- Entries will be judged by The Radio-Phonograph Corporation on the basis of sincerity, originality, and general thought. Decision of judges is final. Duplicate prizes in case of ties. All entries and ideas therein become the property of U and I Sugar Company and none will be returned or acknowledged. Winners will be notified by mail and a list of winners will be sent upon receipt of self-addressed stamped envelope.
- This is a Northwest and a national contest. Open to all residents of the States of Washington, Oregon, and the following Countries in Idaho: Boundary, Bonner, Bannock, Benewah, Shoshone, Latah, Nez Perce, Lewis, Clearwater and Idaho, including employees of U and I Sugar Company — its sales brokers, advertising agencies, and their immediate families. Prize winners must be 18 years of age or over.
- Persons under 18 can share in vacation trip if won by their parents.
- Dates for the vacation trip will be listed to the convenience of the winner for the trip, but must be between August 1 and September 4, 1956.
- Contest subject to Federal and State regulations. Your entry is your expressed acceptance of these rules.

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Address _____
City _____ State _____
Cooperating Grocer's Name _____ Address _____

Name of Children (18 years or under) you wish to take with you:

- Name _____ Age _____ Relationship _____
- Name _____ Age _____ Relationship _____
- Name _____ Age _____ Relationship _____