

THE 10-4

A NEWSLETTER OF THE
CRANSTON POLICE DEPARTMENT RETIREE
ASSOCIATION



FOUNDER and HONORARY PRESIDENT – RICO MACCARONE

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TOGETHER WE SERVED



TOGETHER WE REMEMBER



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INFO ON THE REAL ID ACT

The REAL ID Act was enacted by the federal government in 2005 in response to the 9/11 terror attacks. It establishes security standards for state-issued driver's licenses and identification cards.

Beginning on October 1, 2020, a REAL ID compliant driver's license or identification card will be required for such activities as boarding a domestic flight or entering certain federal facilities.

As an alternative, you may still use a valid U.S.

Passport for these requirements. Unfortunately, federal law requires your first application for a REAL ID be made in person and you must bring all required documents.

The following are documents that you need to bring when apply for a REAL ID license in RI:

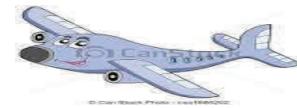
1. Birth certificate or U.S. Passport.
2. Social Security Card, a W 2 or Form 1099.
3. Two documents that prove RI residency.

For a full list of documents required to obtain

a REAL ID compliant credential in RI, go to the RI DMV website and go to REAL ID DOCUMENTS.

For our retirees and widows who do not live in RI, please check your local DMV for the required documents and cost for a REAL ID license.

This service is also available in RI for all AAA members.



RETIREE OF THE MONTH

As only the third woman to be appointed to the Cranston Police Department, Officer Jeanette Adams - Clark joined us on November 24, 1987.

For the next ten years she worked in the patrol division where she also served as a Crime Scene Technician, before becoming a School Resource Officer. She remained in

that position until her retirement in 2007.

Officer Adams—Clark was also a member of the department's honor guard.

In 2010 she and her husband moved to sunny Florida where they spend their time playing golf and entering Mah Jongg tournaments. For those unaware, Mah Jongg is a strategic tile game popular in Florida.



Off. Jeanette Adams Clark

Good luck Jeanette in all future endeavors.

Honorary President:**Rico Maccarone****President:****Peter Sepe****Vice President:****James Perry****Secretary:****Gertrude Fitta****Treasurer:****Mark Sepe****Managing Editor, 10-4****James Ignasher****Board Members:****Robert Baccari****Richard Gallo****Gary Nottariani****Vincent McAtee Sr.****Floyd Smith****Printing:****Staples, NK, RI****CPDRA Finances to Date:****Savings: \$1,795.75****Checking: \$9,795.56****CPDRA Expenditures Since Last Meeting:***** Wreath for CPD Memorial: \$125.00***** 2019 Annual Report Fee for RI.: \$20.00***** Annual Web Site Fee: \$100.00****PROTECTING CRANSTON IN A SIMPLER TIME**

Floyd Smith is Cranston's oldest retired police officer. He joined the department on December 4, 1956, when officers walked lone foot beats, didn't carry portable radios, "rang" call boxes, and worked long hours for low pay. The job has changed a lot since then, and today's officers probably can't imagine a time when 40 hours wasn't the standard work-week, when patrol cars weren't high-performance SUVs, and computers and Smart Phones didn't exist.



The starting pay for a Cranston patrolman in 1956 was \$57 a week. There was no municipal police training academy in those days, so it was up to individual police departments to train their recruits. Cranston required its candidates to complete a recruit-training school run by the department which was held three nights a week for four months, and one didn't get paid to attend the school. Floyd recalled there were thirteen men in his class, and all of them were appointed to the department.

Some equipment issued to officers in 1956 would never be given in the new millennium, such as the "black jack" and the "iron claw". For those unaware, a blackjack was a piece of lead wrapped in leather, and the iron claw was designed to clamp down on an unruly suspect's wrist. These items were valuable tools in a time when officers didn't have immediate back-up if they found themselves out numbered in a physical confrontation.

Floyd reported for work at the police station which once stood at the intersection of Park and Phoenix Avenues in Knightsbridge; where a gazebo stands today. By 1956 this building was antiquated, for it had served as police headquarters since 1886.

Behind the station was the city garage where the police cars were serviced. A mechanic was on duty from 8 a.m. to midnight.

"The (police) cars always needed work done," Floyd explained. "The mechanic's could swap out a transmission in about an hour."

At the beginning of each shift all officers

stood for inspection before the sergeant assigned the posts or "beats" for the night. Those with seniority had permanent posts, and those who didn't were known as "tramps", meaning they "tramped" from one beat to another.

"When I joined the department there were thirteen beats," Floyd recalled, "Five car beats, and eight foot beats."

Post 1 – foot post - northern Edgewood between Norwood Ave. and the Providence city line.

Post 2 – foot post – Pawtuxet.

Post 3 - Car 21 - which covered east of Elmwood Ave. to Narragansett Bay.

Post 4 – foot post - Elmwood Ave. to Park View Blvd.

Post 5 – foot post - between Wellington Ave. and Rolfe Square. (Interstate 95 didn't exist then.)

Post 6 - foot post - from Rolfe Square south to Forrest Ave.

Post 7 - Car 22 - which covered Auburn.

Post 8 - foot post - Reservoir Ave. north of Park Ave to the city line.

Post 9 - Car 23 - which covered Budlong Road and Garden City.

Post 10 – foot post – Knightsbridge.

Post 11 – Car 24 - included the Oaklawn district.

Post 12 - Car 25 - included Atwood Ave. all the way to the Scituate town line.

Post 13 - foot post - Garden City.

All new officers were assigned to foot posts, which could be uncomfortably hot in the summer and cold in winter. Floyd recalled how officers wore knee length leather coats and high boots to keep warm in freezing weather for it was never considered too cold to walk a beat.

"Sometimes we'd crinkle up newspaper and stuff it inside our shirts to add an extra layer to keep warm," said Floyd. "But even then you needed a place to get warm once in awhile."

He went on to explain that in a time before every business had burglar alarms, the owners would routinely give officers keys in the event they needed to go inside during the night to make sure everything was in good order.

Floyd eventually gained enough seniority to have a beat of his own -

- Car 22 in Auburn.

Patrol cars of the 1950s were primitive when compared with modern-day cruisers.

"We drove Fords with straight-six cylinder engines that had a standard three-speed transmission," said Floyd. "They were black, and I think some of them only had two doors, not four."

Cruisers of that era also lacked such things as air conditioning, adjustable seats, power windows, AM/FM radios, and LED lighting systems.

In 1956 Cranston's police cars had a single forward-facing red light with a built-in siren.

Floyd recalled, "At first they (the lights) were mounted on the front fenders, but then they put them on the roofs. The sirens never worked right. In cold weather they would freeze up."

And the police car radios of that era weren't always reliable. They were boxy, and measured about 1 by 2 feet wide and were several inches thick, with vacuum-tube technology. Each weighed about 17 pounds, and was secured in the trunk of the patrol car.

"The vacuum tubes were always burning out," Floyd related, "so extra radios were kept at the police station. If an officer discovered that his radio wasn't working, he'd drive to headquarters and simply swap for a new one."

Each patrol car had its own radio frequency, which meant the car could communicate with headquarters, but officers couldn't communicate car-to-car.

Additionally, the department shared its radio frequency with the Johnston police, and if one department was broadcasting, the other had to wait.

However, despite certain drawbacks, at least those who drove cruisers had a lifeline to the station, for officers who walked foot patrol didn't carry portable radios, and were literally on their own if they encountered a crime in progress and needed help. The first portable police radios didn't come into service until the 1960s, and they were much larger than anything officers carry today, and they had long telescoping metal antennas.

Footmen kept in contact with the station through call boxes which were strategically located on all beats. Each contained a telephone with a direct line to the desk officer, and every officer was issued a call-box key to open the boxes.

Every officer, either walking a beat or driving a cruiser, was required to "ring" a call box at least once an hour during their shift. The times were staggered so everyone wasn't trying to ring the station at once. If an officer failed to check in at his designated time, other officers were sent to investigate to be sure something hadn't happened to him.

Since footmen didn't carry radios, it was the cruisers that were dispatched to calls. If the call required more than one officer, the patrol car operator would find a footman before responding.

"We generally knew where to find the foot-beat officer," Floyd stated, "but one thing you could never do was pick up the footman without permission." This was a hard and fast rule, despite weather conditions.

Rules and regulations were strictly enforced, and the punishment for violations could be severe. For example, if

an officer failed to ring a box without good reason, or missed a break or open door on his beat, the punishment usually entailed working "extra duty", which meant standing on a traffic post on one's days off for one or more shifts without pay! This practice was ended when the department unionized in 1964.

Floyd was promoted to sergeant in 1966, and retired as head of the Youth & Women Unit in 1979. In later years he served as a Child Protective Investigator for DCYF, and then for the Juvenile Probation Department before retiring once again in 1990.

Does he miss police work? "Yes, definitely!" he says. Perhaps most retired officers do, for it's a job like no other.

Today Floyd and his wife Anne of 66 years are in their 90s and still enjoying life. These days they can be found playing in card tournaments, or spending time with their three daughters, seven grand-children, and five great-great-grand-children.

Thank you for your service Sergeant Smith, and Godspeed.

Police Department Seeking Photos And Memorabilia

As you may or may not know, money from the former Fraternal Order of Police (Cranston Lodge) has been allocated for a departmental history project. At present, the department is seeking old photos to scan and copy with the intent of having them framed and hung around the police station. (All original photos will be returned.)

Update: four large display cases have been obtained and placed in the station to house various memorabilia such as badges, equipment, and other items of interest relating to the department.

If you have anything you would like to contribute please contact Detectives John Ryan or Bob Santagata. 942-2211

2019 –2020 Dues Reminder & Info

For those that have not sent in your 2019–2020 CPDRA dues, please send your \$25.00 check or money order to:

CPDRA
C/O Peter Sepe
374 Congdon Hill Road
Saunders, RI 02874

Due to not having a sufficient number of retirees for our upcoming free luncheon, the event has been cancelled.



“Attention to Orders” - NEVER TO BE FORGOTTEN



In each issue of the 10-4 Newsletter, we take this opportunity to honor those CPD members who are no longer with us, and who continually placed their lives on the line to serve and protect the citizens of Cranston, R.I.



Sergeant William Loux: The beloved husband of the late Virginia (Palmieri) Loux, Sgt Loux passed away on February 16, 2014. Bill began his CPD career in 1958 and retired in 1979. During his two decades with the department, he was responsible for initiating CPD's first K-9 division and firing range. Sgt. Loux also served in the RI Civil Air Patrol, USAF during the Korean War, the RI Air National Guard, and the U.S. Coast Guard. He was also a graduate of Salve Regina College where he obtained an Associates Degree in Criminal Justice. At the time of his passing he was survived by his two daughters Karen Casale and her husband Stephen, Susan Criscione and her husband Michael, and a son William F. Loux Jr.

Rest in peace our brother. You will never be forgotten.



Two Officers Announce Their Retirements

Captain Karen Guilbeault and Detective Peter Podedworny have announced their retirements from the CPD.

Captain Guilbeault's retirement becomes effective January 3, 2020.

Detective Podedworny's retirement becomes effective September 2, 2019. He will be taking a position as a police officer with the University of Rhode Island Police Department.

Congratulations, and good luck to both in all future endeavors.

CPD Autism Coins Available

During the month of April this year, the department held a fundraiser for Autism Awareness by selling coins. All proceeds from this events benefited The Autism Project of Johnston, Rhode Island.

Those individuals interested in purchasing one of these coins for \$15 can contact Detective Michael Iacone or Ms. Staci Gist at CPD Headquarters.

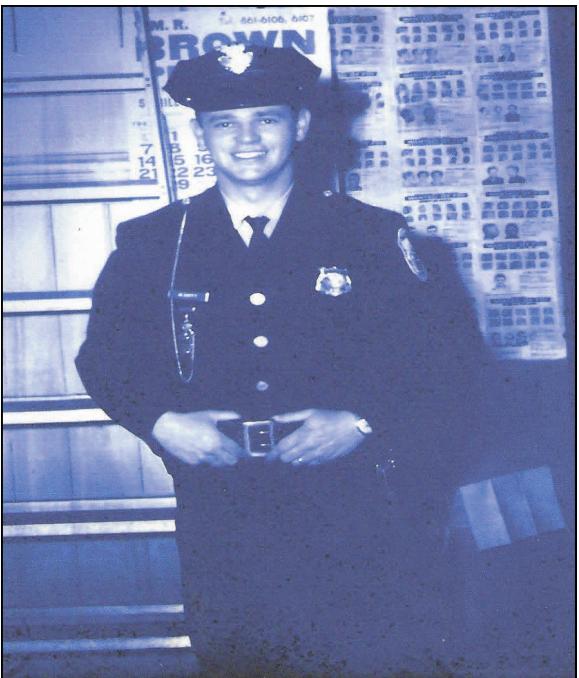


FRONT OF COIN



BACK OF COIN

The Smile Says it All



Cranston police divers at Meshanticut Lake, 1933

By a show of hands, how many knew the CPD had a boat in the 1930s? It was made of steel, and according to one press report, was "unsinkable".

To the right is a young Officer Matt Duffy.