



With Police Supt. Orlando W. Wilson (left) looking on, Capt. Joseph F. Morris (center) and Capt. James B. Conlisk Jr. wish each other well in their new assignments. (Sun-Times Photo)

Wilson Names Traffic Chief And Deputy Superintendent

Police Supt. Orlando W. Wilson Tuesday appointed Capt. James B. Conlisk Jr. as chief of the Traffic Division and named Capt. Joseph F. Morris a deputy police superintendent.

Conlisk, 42, former deputy chief of traffic, takes over his new post Wednesday when the retirement of Capt. Philip A. McGuire becomes effective.

Morris's promotion also becomes effective Wednesday.

Force's No. 4 Man

The boost for Morris, 56, who is head of the new Bureau of Inspectional Services, makes him the No. 4 man in the police department. The other top men are Wilson, Albert Anderson, who is deputy superintendent for field services, and Kyran V. Phelan, deputy superintendent for staff services.

The promotions hike the pay of Conlisk from \$11,592 as deputy traffic chief to \$13,404 and that of Morris from captain's pay of \$8,832 to \$14,076.

Morris's new title is deputy superintendent in charge of inspectional services.

Headed Scotland Yard

In announcing Morris's promotion, Wilson also revealed that units of the Bureau of Inspectional Services will go into full-time operation Wednesday. The units are the Inspection Division, headed by Capt. John T. Connors; the Intelligence Division, headed by Capt. John D. Moss; the Organized Crime Division, headed by Capt. James E. Riordan, and the International Investigations Division, headed by Capt. William J. Szarat.

Morris formerly headed the

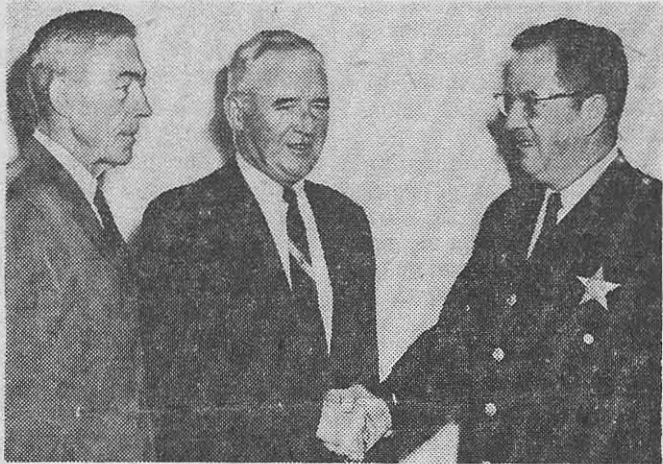
hoodlum - chasing Scotland Yard unit which was disbanded in 1956.

Conlisk's 72-year-old father served as an administrative assistant to four police commissioners during a 25-year period. The elder Conlisk—one of the so-called Seven Elder Statesmen who clung to top police

jobs as civilians after retirement age—was displaced by Wilson in April.

During a press conference, Wilson said Protestant and Jewish chaplains may be asked to give spiritual counsel to police. He said the plan had approval of the Rev. McPolin, a Roman Catholic priest who is police department chaplain.

Capt. Conlisk Named Traffic Division Chief



[TRIBUNE Photo]

Capt. Joseph Morris (center) and Capt. James B. Conlisk Jr. in handshake after their promotions by Police Supt. Orlando W. Wilson (left). Morris becomes a deputy superintendent, while Conlisk is new chief of traffic division.

Capt. James B. Conlisk Jr. was appointed chief of the traffic division Tuesday by Police Supt. Orlando W. Wilson.

Simultaneously, Wilson elevated Capt. Joseph Morris, head of the new bureau of inspectional services, to the rank of deputy police superintendent.

Conlisk, 42, whose father was fired April 8 by Wilson, will assume the post Wednesday when the retirement of Capt. Philip A. McGuire, the present traffic chief, becomes effective.

Deputy Chief Three Years

Conlisk had been deputy chief of traffic since May 1, 1957. His father had been an administrative assistant to four police commissioners and continued in the post for several years in a civilian status after he passed retirement age.

The new traffic chief is the youngest captain on the force. He became a policeman in 1946 and rose to the rank of captain in 13 years, heading the civil service list of 114 candidates in 1958.

Conlisk worked out of Gresham station, spent four years at the detective bureau, and has devoted eight years to traffic. He is a graduate of Northwestern university's Traffic institute. Conlisk resides at 8314 S. Seeley av. with his wife, Colette, and two children. The promotion raised his pay to \$13,404 a year from \$11,592.

Morris Now No. 4 Man

The promotion of Morris, 56, to deputy superintendent makes him the No. 4 man in

the department. He is topped only by Wilson, First Deputy Supt. Albert Anderson in charge of field service, and Deputy Supt. Kyran V. Phelan, in charge of staff service.

Morris' new bureau and two of its sub-units, the intelligence division and the division of inspection, were activated at 12:01 a. m. Wednesday. Wilson earlier had announced his intention to head the new bureau with a deputy superintendent. The promotion raises Morris' salary from \$8,832 a year to \$14,076.

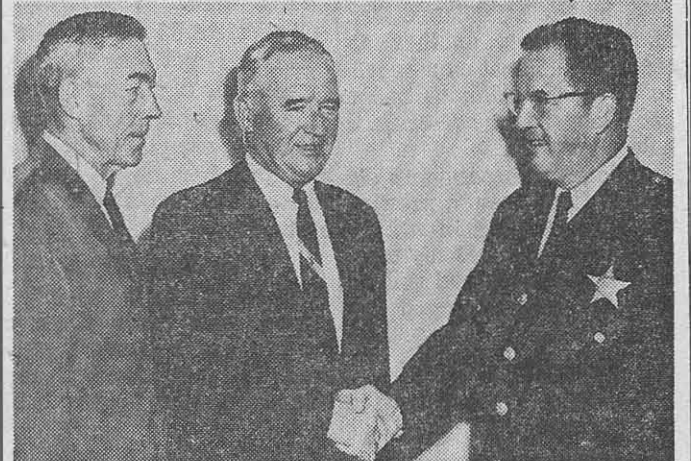
Plan More Chaplains

Wilson also announced that Protestant and Jewish chaplains are being considered for the department. It is now served by the Rev. Patrick McPolin, a Roman Catholic, who is connected with the Immaculate Heart mission, 4501 S. Ashland av., and St. Jude's league.

The Rev. Charles Leber, chairman of the department of citizenship education and action of the Church Federation of Greater Chicago, is making a survey of Protestant policemen to determine if the appointment of a Protestant chaplain would be justified, Wilson said. The Shomrim society, the Jewish police association, will be asked to consider the appointment of a Jewish chaplain, Wilson said.

In a transfer order signed Tuesday by Wilson, Capt. Bernard Dier was shifted to headquarters from his post as commander of the police training division.

Capt. Conlisk Named Traffic Division Chief



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Capt. Joseph Morris (center) and Capt. James B. Conlisk Jr. in handshake after their promotions by Police Supt. Orlando W. Wilson (left). Morris becomes a deputy superintendent, while Conlisk is new chief of traffic division.

New Traffic Chief

Chicago's new chief of traffic police went into his job with a good record of training and experience. James B. Conlisk Jr. is one of the post-World War II generation of policemen with a military (Air Force) background, and, at 41 is one of the youngest men ever to be put in an important police post.

In the competitive examination for promotion to captain, last year, Conlisk placed No. 1. In 1954 he was selected, after interviews and examinations, to spend a school year at the famed Traffic Institute of Northwestern University, founded by Franklin M. Kreml, chairman of Chicago's new police board.

In an interview on NBC's City Desk Sunday, Conlisk acknowledged that while strict traffic law enforcement has been important in the reduction of Chicago's traffic deaths, there are other factors as well. Better engineering of streets and public education have been important, too.

Conlisk hopes to place greater emphasis on public education. His department's traffic safety education unit at present has only 18 men. He would like to have more men devoting time to teaching motorists how to be safer drivers.

The new chief wants an increase also in the number of men enforcing the law. Open and conspicuous patrol, he says, acts as a deterrent to crime. And unsafe driving, it cannot be emphasized too often, is a crime.

Conlisk is charged also with prevention of traffic congestion. Congestion, itself, increases traffic hazards. That is why there is strong emphasis on enforcing parking laws. As we noted on this page last week, there seems to be some confusion concerning Loop parking enforcement. Conlisk concedes that some "courtesies" are extended, but insists that in an area depending on motor transportation exceptions are necessary some times. Why not write the exceptions officially into the ordinance?

June 7th, 1960