

Vox-Cop

Vol. I

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No 12

CONN. STATE POLICE DEPT.



EDWARD J. HICKEY,
Commissioner

MAY 1944

"TIME TELLS"
Vox-Cop
(Time, May 15, 1944)

MISCELLANY

Divine Guidance. In Seattle, The Stethoscope, A naval-hospital newspaper, offered a prize to anyone at the hospital who could identify Betty Grable's legs from a selection of leg-art photos. The winner: the chaplain.

Prize Crop. In Los Angeles, County Park Superintendent J.R. Wimmer proudly pointed out the luxuriant ornamental plants around the County Agricultural Building. Commented visiting Horticulturist A. J. Barton: "That's a fine crop of marijuana, my friend."

Private Cain. In New York, 32-year old Hitchhiker William J. Cain was stopped by a State Trooper, asked to show his draft card. When it was not forthcoming, questions were asked, and the trooper found that Cain had been arrested eleven times in 31 months by the New Haven Police, who had never discovered that he had been absent from his Army base without leave since three months before Pearl Harbor.

Time, May 15, 1944
that blood vessels were ruptured by the rope and the person was alive when hanged. Suicide by shooting also has a characteristic pattern: a suicide usually shoots himself in the temple, often misses the first two or three times (technically known as "hesitation shots"). Shooting oneself in the head is not the quickest or surest suicide method. Shooters often live for hours or days after hitting themselves. It is very difficult to shoot oneself in the heart (the bullet usually ricochets off the breast bone or a rib). Oddly, suicides never seem to shoot themselves through their clothes, seem always to bare the skin. Suicide by stabbing, Dr. Snyder has found is rare in the U.S.

BY THE
YANKEE CLIPPER



VOX-COP

PAGE I

MAY 1944

"DEAD MEN ARE SOMETIMES ELOQUENT"

(Time, May 15, 1944)

Vox-Cop

SCIENCE

Elementary Murder

About one death in five in the U.S. calls for official investigation. So says Dr. LeMoyné Snyder, medico-legal director of the Michigan State Police. The number of unsolved killings is considerable. Dr. Snyder believes that this is largely due to police bungling. To show the need for scientific detection, he published last week an elementary manual on murder (Homicide Investigation, Charles C. Thomas; \$5)

Dr. Snyder's chief thesis will be no surprise to detective-story fans: the first 15 minutes of investigation is likely to make or break a case. He insists that nothing must be moved until the scene of a murder has been thoroughly photographed and sketched, distances measured, fingerprints recorded and full notes compiled. He also demands an autopsy in every case of violent death except unmistakable suicide.

He notes a number of ways of telling a murder from a suicide. Hanging is almost a sure sign of suicide; murder by hanging is rare. To determine whether a body was strung up after death to stimulate suicide, Dr. Snyder looks for small black and blue marks on the neck: if present, they show

(cont.)

Elementary Murder (as cont.)

In murder cases, detectives go wrong surprisingly often on the cause of death. Dr. Snyder says that they sometimes mistake a knife wound for a bullet hole and vice versa, often wrongly assume that a body found in the water was drowned.

There are many modern techniques for unearthing clues. For example, laboratories can now determine (by the "dermal nitrate test") whether a suspect has recently fired a gun: if he has, a paraffin cast of the back of his hand, when peeled off, will pull out particles of gunpowder imbedded in the skin. A new X-ray test reveals tiny particles of lead in clothing, showing that a bullet has been fired through it. Dr. Snyder reports that detectives have found the lie detector extremely useful. Though it is exceedingly dubious in the case of pathological liars, drunks, dope addicts or morons, it has solved many an otherwise unsolvable crime. Of 1,551 suspects tested with Leonard Keeler's famed lie detector, 563 were caught lying and of these 308 promptly confessed.

DEATH BEHIND THE DOOR.
Deadliest weapon with which U.S. police have to cope is the shotgun: "It seems that nearly every farmhouse in the country has a shotgun behind the kitchen door and these frequently become involved in crimes....." Dr. Snyder debunks some common notions about poisons: arsenic and strychnine, for example, though often used, are very dangerous to a murderer, because their presence in the body can be detected for some time after the murder. Strychnine, one of the surest quickest killers (sometimes within 15 minutes), can be detected three months after death. One of the hardest poisons to detect

is morphine (its effects are easily confused with alcoholism apoplexy). One of the deadliest is aconite (a hundredth of a grain is a killing dose). Perhaps the worst poison a suicide can choose (but often chooses) is bichloride of mercury, which causes a horribly painful, lingering death.

Dr. Snyder attacks several fallacies about murder: that it will out; that a murderer always returns to the scene of his crime that quicklime will liquidate a body (quicklime tends to preserve it); that surprise or fear may be fixed on a victim's face (death relaxes the muscles); that a bullet in the heart kills instantly (Dr. Snyder tells of a policeman who, after being shot through the heart, fired six shots at his murderer, walked across a street to his car before he died).

Prime fallacy: that dead men tell no tales. Says Dr. Snyder dryly: "Sometimes the dead man actually becomes eloquent."

LIGHTS ON THE PARKWAY

(Waterbury Republican)

State Police Comsr. Edward J. Hickey warns that it may be necessary to line the Merritt Parkway with traffic lights, which at first blush sounds as if the gentleman had taken leave of his senses. For isn't the great glory and convenience of the parkway the fact that cross-traffic is routed over and under it in a way to permit relief from traffic light monitoring.

But Comsr. Hickey would use the lights as a speed control. He would set them in a way to give a steady green light to any motorist who followed the prescribed speed, but to pull up short at steady intervals anyone who ignored the speed law. Only thus, he says can the limited

(cont.)

Lights On Parkway (as cont.)

number of state policemen available for parkway patrol make the speed law there really effective, unless-

And of course the "unless" presumes the doubtful possibility of the motoring public getting sense and observing the speed law without any such harsh necessity as Comsr. Hickey envisions

We're not too sanguine about that. Speed merchants are alas always with us and ready to take chances with safety that the law forbids. It is a small minority of drivers that offer the problem, but it is the small, heedless minority who oblige the rest of the motoring public to endure so many existent traffic controls.

However, if these fellows are at all amenable to the suggestions of authority we hope that the Hickey warning will be sufficient. Motorists are plagued enough by all the stop-and-go driving that is really necessary at the dangerous intersections along most of our highways. Why make the same thing apply on a super-highway where great expense and pain have been taken to remove the traffic light nuisance? Is a little extra pressure on the throttle really worth that?

STATE SPEED LAWS

As a result of a Superior Court ruling in Hartford in connection with two speeding cases the whole state highway speed limit situation seems to be one large--or long, since it involves roads -- No Man's Land. That is not to say that there were none of the No-Man's-Land characteristics about it previously; as a matter of fact there long has been doubt. But in one of the cases in question somebody was clever enough to challenge the statute in just the right way, with the

result that state policemen had better take courses from Solomon before making more speed law violation arrests.

In making known recently its decision to raise the wartime speed limit on state highways from the present 35-mile maximum to 40, the State Traffic Commission declared that the existing limit was neither enforced nor, by implication, enforceable. That is, it could be enforced only if officers stopped two out of every three drivers on the highways and warned or arrested them. There is a further question, prompted by the ruling in these cases, that being whether a 40-mile restriction will hold water either, if applied to the highways under the present system of posting of warnings.

Between the State Traffic Commission, the State Police, the Motor Vehicle Department and other interested agencies it should be possible to arrange a system which will be fair to all users of the highways and which will stick if tested in court. No one will ever get universal agreement on exactly what a limit ought to be. But nearly everybody will agree that whatever it is, it ought to be clear to motorists, police and courts, all three.

HIGHWAY SPEEDS

(New Haven Journal-Courier)

In the light of the attention we in Connecticut are currently giving to traffic speeds, it is pertinent to note the views that were expressed last Friday at the Eastern Conference of Motor Vehicle Administrators. held in New York. After hearing an officer of the New York State Police declare that low speeds should be observed until new cars are being produced and many of the present cars are junked, the conference adopted a resolution

(cont.)

Highway Speeds

(as cont.)

urging the retention of wartime limits. The resolution also urged owners to keep their cars in repair.

Connecticut's State Traffic Commission has already investigated this question and on May 1 raised the speed limit to 40 miles. This is not necessarily a permanent change but is being tried for a period of three months. Our General Assembly is to be called into special session early in June for the purpose of straightening out the confusing laws and authority relating to highway speeds.

The State Traffic Commission should be thoroughly hard boiled in appraising the results of the 40-mile experiment and making a decision for the remaining war months. If the safety record justifies continuance of the higher speed, it should be retained. If not, the lower rate should be re-established.

NOT A SPEED CASE IN 370

(Manchester Herald)

All praise to State Police Commissioner Hickey for his announced intention of enforcing the new State Traffic Commission 40 mile speed limit as the "absolute" limit.

And we hope he means enforcement.

We are forced to "hope" because his own first statistics on the activities of his men do not sound very tough. These statistics show that in an "enforcement" campaign begun Sunday night, some 370 trucks were "checked" on Route 1 and on the Boston Post Road. One such "check" produced an arrest, because the truck in question was a stolen truck. There were a few arrests for other reasons. There

were many "warnings." But, out of these 370 cases, not one "speeding case" resulted.

We feel relatively safe in challenging Commissioner Hickey's force to find us one truck, or one interstate bus, proceeding on one of our trunk highways at any speed less than 40 miles an hour. If we can find one, we're willing to entertain the theory that there were, Sunday night, 370 of them.

Perhaps the Commissioner's men are going to get tougher as the enforcement campaign progresses. If there is to be enforcement, it is our cynical opinion that there must be arrests.

HERE ON VENEREAL
DISEASE SURVEY

(New London Evening Day)

In the course of a nationwide survey of venereal disease conditions, Michael J. Morrissey, of Indianapolis, president of the International Police Chiefs' association and retired head of the Indianapolis police department, was in this city today. He conferred with Capt. John J. Courtney of the local department, examined the department's records on venereal cases and was taken on a tour of the city.

Later in the day he went to the Groton state police barracks to discuss the general situation in the state with State Police Commissioner Edward J. Hickey and Capt. John Kelly, head of the special service detail of the state police.

Mr. Morrissey congratulated Captain Courtney upon the program he has mapped out for the detection and control of venereal diseases and said this city has a high rating in the matter of disease control.

"SILENT PARTNER" KEEPS VIGIL FOR
THREE YEARS
(Hartford Courant)

Council Bluffs, Iowa, May 8 -
(AP) - Col. Folsom Everest's
"Silent Partner", Pete, still is
waiting for him after three years

The dog daily made trips to his
master's office in peacetime, and
occupied a place in the corner of
his private office during the day

Everest left here three years
ago at the head of the 168th
Iowa infantry, but Pete still
goes daily to the office.

STATE POLICE WILL EXPAND USE OF
DOGS

(Hartford Courant)

Policeman Foley Taking Training
Course of Six Weeks at School
in Canada

Connecticut State Police will ex-
pand their use of police dogs for
tracking fugitives, finding
wounded, injured or lost persons,
attacking and holding criminals
until they are placed under
arrest and guarding property,
Commissioner Edward J. Hickey
disclosed Tuesday with the ann-
ouncement that State Policeman
Walter W. Foley of the Ridgefield
Barracks is taking a six weeks
training course in handling po-
lice dogs at the Royal Canadian
Mounted Police school at Rock-
cliffe, near Ottawa, Canada.

Policeman Foley, whose home
is at 470 Villa Avenue, Bridge-
port, was selected for the
course as a result of special ap-
titude for the work he has shown
in handling the department's
bloodhounds at the Ridgefield
Barracks kennels. The Connecti-
cut department was one of those
invited by the RCMP to send an
officer to take the special
course. Policeman Foley left for

the school accompanied by a Ger-
man shepherd dog the department
acquired recently. Upon com-
pleting the course, Policeman
Foley will teach other members of
the department to become dogmas-
ters, the commissioner said.

Although dogs have been used
in police work in Europe and this
country for many years, the Con-
necticut department has confined
their use largely to finding lost
persons and tracking criminals,
with considerable success.

Commissioner Hickey was
prompted to accept the RCMP in-
vitation as a result of obser-
vations he made recently in a
trip across country, when he saw
what use the Army was making of
trained dogs and their handlers.

Under the RCMP system the
police service dog is not con-
fined to any particular breed,
although the German shepherd is
commonly used. The RCMP, which
first used a trained dog in 1935
now has 17 in the department. Men
chosen as their handlers must
possess a liking for, and an
understanding of dogs. The
course requires the officer in
training to spend virtually all
his time with the dog taking the
course with him.

Policeman Foley is the
seventh member of the department
to be sent to a special school.
The department has one graduate
of the Traffic Institute at
Northwestern University, Chicago
two officers who took special
courses at the instiatute and at
Harvard Traffic School, a lieut-
enant who won high honors at the
Massachusetts State Police-
School and two officers who were
graduated from the FBI School.

Have you heard of the moron who:

Lost his gum in the chicken coop;
thought he found it three times
before he did.

Editorial from the Waterbury Republican - May 3, 1944

Air Raid Complacency

So we're no longer air raid conscious? It is hardly a surprising circumstance in the light of the steady relaxations of vigilance that have been the history of the past months. The possibility of hostile raiders appearing in the night sky of American cities is something that we have pretty well erased from our minds. Our volunteer civilian defense force has been skeltonized, most of the lights have gone on again, and sirens have lost the power really to excite us.

At that, it is rather interesting to observe that our test blackout of the other night was in some respects better complied with than is the case with real raid precautions in England. Returned travelers tell us that in London today, while a raid is actually going on, a certain number of intrepid souls walk the streets, that you can even get a taxi or take a bus while the bombs are falling and the anti-aircraft fire is setting up its infernal bedlam.

Both long familiarity with air raids and remoteness from them seem to breed contempt.

Well, what to do about it? We doubt that a great deal can be done with people pretty well convinced that the air raid menace, if it ever existed, has now definitely passed from them. But as long as the authorities feel that a sneak raid on American soil is even a faint possibility, periodic drills must be held, restrictions enforced and all good citizens should comply.

The position of the authorities is something that most of us should try to appreciate. Be air raids ever so unlikely, it would only need one desperate, demonstration raid that would catch some American community, quite possibly our own, completely napping, to have all the complacent citizens of today, howling for the scalps of the false guardians who hadn't kept them prepared. So when the sirens sound, don't cuss officialdom and its needless dress rehearsals for an act that is never going to transpire. If the enemy fooled you, you'd be the first to holler.

HQ DIST. No. 6, FSC.
248 Farmington Ave.,
Hartford 5, Conn.

2 May 1944

SUBJECT: Report on Surprise Practice Air Raid Drill

TO: Commanding General, First Service Command
808 Commonwealth Avenue,
Boston, 15, Mass.
Att: Director, Security & Intelligence Division

1. The following report on the surprise Air Raid Drill on 1 May 1944 is submitted:
2. Practice yellow signal received from Connecticut State Police at 2123.

Practice blue signal received at 2143.
Practice red signal received at 2202
Practice blue signal received at 2213
Practice white signal received at 2229.
- b. Weather good, visibility fair (cont.)

PRACTICE AIR RAID (as cont.)

- c. The general picture as observed by the Acting District Officer on his reconnaissance through the city of Hartford was very satisfactory. Newspaper clipping attached hereto.
 - d. The transmittal of signals to this headquarters by the Connecticut State Police was excellent.
2. All military personnel of District No. 6 were alerted and reported for duty at this headquarters by 2144.

R. T. Conner
Major, Infantry
Acting District Officer

TRIO OF ESCAPED PRISONERS
IS RECAPTURED AT NEWTOWN

(The Danbury News-Times)
Police Halt Freight Train in
Botsford Section and Nab Men at
Gunpoint.

ALL EX-SOLDIERS.

Men Were Serving Terms at Green-
haven Prison for Federal
Violations

Three long-term prisoners who late yesterday escaped from the federal prison at Greenhaven, N.Y., were recaptured at gunpoint in the Botsford section of Newtown, shortly after 2 o'clock this morning by a squad of state policemen from the Ridgefield barracks and railroad policemen from this city.

The trio, all former soldiers sentenced for "breach of military discipline," were found riding a freight train moving east out of Danbury toward Bridgeport.

They were identified as

William B. Jackson, 25; Ora J. Kinder, 21 and Marion Stuart, 20, After their recapture they were taken to Ridgefield barracks and later this morning were turned over to custody of military authorities, Lieut. Harry T. Tucker reported.

An alarm for apprehension of the trio was broadcast late yesterday and local and state police immediately commenced checking all roads leading into Danbury.

TIP IS RECEIVED

Early this morning state police received a tip that the trio might be riding on the freight train that had just left Danbury.

Troopers William J. McNamara, Leon Merritt and Edward Giardina with Sgt. Austin F. Gould and Patrolman Matthew J. Torpey of the railroad police, sped to the Botsford section where they headed off the train and halted it.

With drawn guns the policemen commenced a car by car search of the train and came across the trio hiding in a boxcar. One of the prisoners, who was not identified, jumped from the train as the policemen approached and fled through the nearby woods but was quickly overtaken.

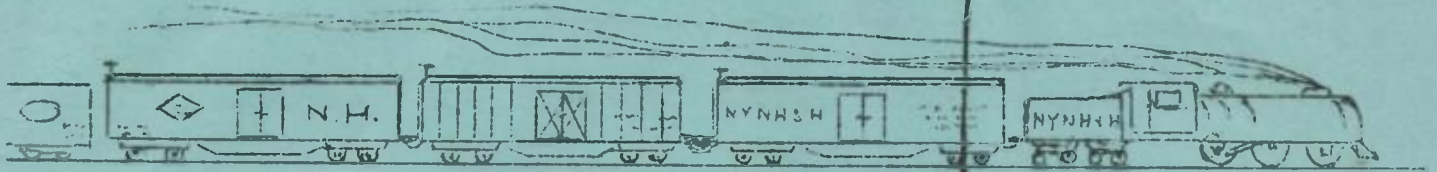
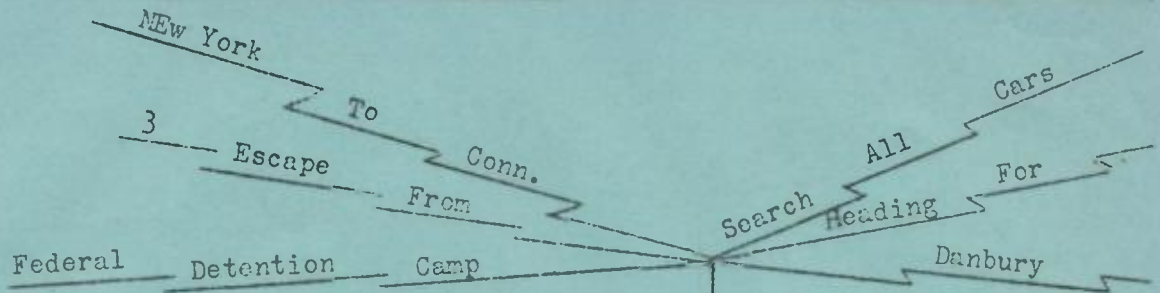
The other two offered no resistance, Lieut. Tucker reported.

Each of the men is serving a lengthy term imposed by Army court martials. The Greenhaven prison now is known as the eastern branch of the United States Military Disciplinary barracks.

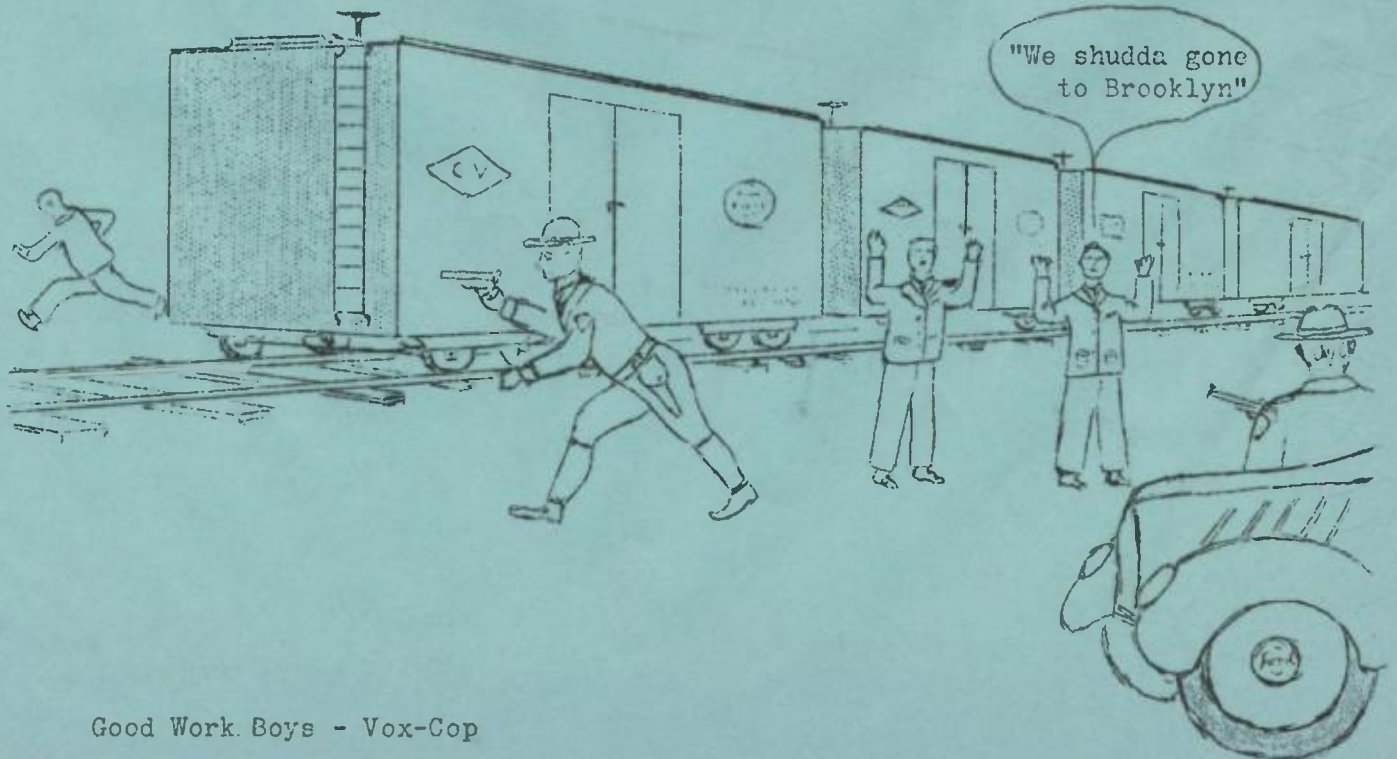
The prison is located in the small New York state town of Greenhaven, which is situated just between Poughquag and Hopewell Junction and is about 22 miles of Danbury.

No information was available up to press time as to how the trio effected their escape from the prison.

(See next page)



First Trooper, "There goes some cars"
Second Trooper, "O K, let's go"



Good Work. Boys - Vox-Cop

YOU CAN'T BEAT THE LAW FOREVER

(Waterbury American)

Isidor V. Wolfsohn of New York city is a man of rare genius, even if his great talents cause him to be in the toils of the law. He is an electrician of outstanding attainments, but the dull routine of blowing fuses in his neighbors' homes was too much for him. And so his genius began to glitter. He devised a system--everyone must have one if he is to make money. He is alleged to have arranged to turn back electric meters for all, not to speak of the redundant sundry.

That Mr. Wolfsohn is a man of virtue, indeed a generous fellow, is shown by the charge that he took but one-third of the savings netted by the timely back-turnings of the malicious recorders of burning lights. All went well for 20 years, according to the lighting company's records during which a slight matter of a million dollars was written off the concern's books. Odd as it might seem, though, the power company's auditors eventually discovered so trifling a sum, and soon there was a great to-do and nosing about, resulting in the arrest of Isidor.

The moral of the story is somewhat obscure. Many a client of a power company will contend that it has something to do with it being all right for the distributor of liquid energy to liquidate your bankroll by the mysterious mechanism of meters, but never, never, (and no "well hardly ever") for the customer to try to play turn about.

ROUTE 1 DRIVE

(Bridgeport Post)

The drive of state and local police on Route 1, against speeding, use of defective equipment violation of the rules of

the road and unlicensed use of motor vehicles has been made necessary by accidents and the failure of many motorists to observe the regulations.

Most motorists do not have to be arrested or even warned in this matter. They understand the necessity for the many campaigns throughout the state and the nation, and they fully appreciate the responsibility of officials in keeping down the tolls of dead and injured on the highways. Therefore they regularly obey the rules of the road and other restrictions designed in the interest of public safety

But there are other drivers who wilfully ignore the present dangerous conditions, and sooner or later become instrumental in making a bad situation worse. In one way or another, they manage to violate all the safety rules and threaten the lives and property of other drivers and passengers.

The only way to make them understand that we will not tolerate reckless driving, and that we intend to reduce substantially the annual death and injury rates, is to call the police into the picture. The power of the police will get results, even if only temporarily.

Here in this state we are deep in the program of carrying on a total war. We need the valued services of every man and woman in keeping our undertakings in full swing. There is no room for the dangerous driver on our streets and highways -

Did you hear of the moron who took his bicycle to bed so he wouldn't have to walk in his sleep and the other one who put a clock under his head so he could get up on time?

THE SPECTROGRAPH IN CHEMICAL ANALYSIS

by
Everett W. Melson
Bausch & Lomb Optical Co.

In recent years considerable refinement has taken place in criminological chemical analysis due to the use of the spectrograph in this type of work. By means of this instrument tiny bits of material, mere trace elements, may be studied. These small bits defy ordinary methods of chemical analysis which would consume the sample before a complete analysis could be made.

The Spectrograph is an optical instrument, widely used these days in big industrial laboratories, which operates on a well known principle of physics. Contrary to common belief, white light is not white at all. The balancing of the colors in the eye and brain merely make it so. This is proven when white light is passed through a prism. The prism slits it up into a series of colors called spectrum, each color representing a certain definite wavelength of light.

A sample of the material to be tested is put into the thimble-shaped crater at the tip of an electric arc's carbon electrode. The sample tints the white-hot arc, whose light passing through a narrow slit, falls upon a quartz prism which breaks it up into a rainbow of colors, or spectral lines. As these lines are dispersed by the prism they are registered on a photographic plate in the form of vertical parallel lines each of which corresponds to a well known chemical element.

When the chemical plate is developed, fixed, washed, and dried we can determine which

lines are characteristic of a given element by comparing them with a spectra table and thus determine the presence or absence of particular elements in the sample.

The advantage of the spectrograph is its speed and accuracy as compared with routine chemical analysis. A sample as small as ten milligrams is sufficient for a test. It would be extremely difficult to perform a corresponding chemical analysis with such a small sample. But the spectral identification is complete. The photographic plate discloses every element present and the density of the lines tell the skilled spectrographer what percentage of the element is present. The instrument is so sensitive that elements can be determined in concentrations down to a few thousandths of one per cent, and in the case of some particular elements down to a millionth of one per cent.

Used in a number of police laboratories, Bausch & Lomb Littrow Quartz Spectrographs have aided in the solution of hit-and-run cases, involving the checking of paints and metals; in bank and safe robberies for the analysis of drills and filings and for determining whether a suspected hacksaw blade was used in cutting a brass lock; in bomb analysis to prove the relationship of fragments, and for scores of cases in which it is necessary to show whether two metals are of the same or different composition.

One case has been reported which is typical of the use of the spectrograph where the samples were too minute for chemical analysis. In this case three men broke into a large restaurant overpowering and binding two employees before they proceeded to
(cont.)

an upper floor containing a safe. Here they discovered that it was necessary to force the office door at the top landing of a narrow staircase. This door, and the adjacent wall, bore evidence of the use of a pinch-bar to gain entrance. A small hole had been gouged out of the plaster, indicating that the instrument used had struck this wall.

Early in the morning of the robbery, a suspicious car was noted by a police prowl car in front of a small, obscure hotel. The officers examined the car, in the absence of the owner, and discovered a pinchbar in the rear. This bar showed minute particles of a whitish substance on both ends. The particles were later found to be similar in color to the paint on the wall and office door of the restaurant. Furthermore, the manner in which the bar had been used could be assumed from the fact that it fitted the marks on both wall and door.

Scrapings were obtained from the door and wall opposite, but the residue left on the pinch-bar was so small that routine chemical analysis was impossible and recourse to the spectrograph was necessary.

These minute particles were placed in the carbon electrode of the spectrograph and arced to volatility. The light from this source was then registered in the spectrum lines on a photographic plate. The position and density of these lines conclusively demonstrated that the specimens from the wall and door were identical in chemical composition with the particles on the pinch-bar.

Hit-and-run cases have been reported in which fragments of headlight glass, discovered at the scene of an accident or adhering to the victim's clothes,

have been submitted to spectrographic analysis and shown to be identical in chemical formula to glass retrieved from the headlight of a suspect's car.

Another spectrographic case has been reported in which an extortionist directed the victim to deposit money at the side of a certain rock which was to be identified by the presence of white paint on its surface. Investigation in the vicinity of the proposed payoff spot disclosed a white painted rock. A portion of this was scraped off and compared spectrographically with a sample of white paint found at the home of a suspect. Much to the relief of the suspect, the analysis showed that the paint removed from the rock was a distinct zinc base type, with minute traces of titanium, while the sample obtained from his home proved to be of titanium-base, entirely unlike that from the rock.

In still another spectrographic case, which appeared even more difficult, the examination of a pocket knife found on a suspect indicated that it had been used to cut a telephone wire. Since such a wire had been cut at the scene of a burglary this was useful evidence. When specimens of the telephone wire were compared spectrographically with the knife blade both showed the presence of copper and tin in the same percentages.

While chemical analysis usually calls for a search of suspected traces of a constituent, the spectrograph reveals all of the elements present whether suspected or not. It produces quick results on the most minute samples which would not survive customary chemical analysis and it provides a permanent record of the results on a photographic plate.

213TH MILITARY POLICE COMPANY

STANDARD GENERAL INSTRUCTIONS FOR
MILITARY POLICE

1. Military Police are agents of a commanding officer of a unit, station or theater of operations. They assist the commander in maintaining good order and discipline among his troops and in the area under his control. Their primary duty, like all police, is the protection of life and property. Further, they are concerned with all crimes and offenses committed by any person subject to military law, or by any person attempting to harm federal personnel or property. They will prevent the commission of any act which might cast discredit upon the uniform. In time of war the authority and responsibility of military police is very broad and any efforts made in good faith to preserve the law will be held good. The motto of the Corps of Military Police should be constantly kept in mind; "Service to the Command" Following the spirit of this phrase will prevent any abuse of authority by military police and enable the Corps to perform their many duties in the best interests of the service.

2. The power and technique of arrest. In the normal course of performing your duty it often becomes necessary for you to arrest violators of a certain law or order. In making an arrest you exercise the authority of the commander you represent and are doing so for the ultimate good of both the violator and society. Though you are the one who makes the decision whether to arrest, this is not an arbitrary power. You will know, because of your training and education in law enforcement, that a violation has been committed or is about to be committed. At that time, there-

fore, it is your sworn duty to prevent the commission of the act or to apprehend the violator, regardless of any personal desires or emotions. The power of arrest has been placed in your hands as a trust, the power of final judgment or punishment has not. After affecting the arrest you bring the violator before a proper higher authority for disposition. Your report, containing all the known facts of the case, is entered as evidence against him and he is tried by competent persons who possess that latter power. the power of arrest is one of the greatest responsibilities you can possess, for in your integrity and judgment is placed the liberty and destiny of untold numbers of persons. Following your decision that an arrest is necessary, it becomes incumbent upon you as the arresting officer to follow a certain legal and moral procedure. A citizen of any country is entitled by law to his personal liberty and he can be deprived of that liberty by due process of law only. Following is a formula which will protect you in making arrests in any jurisdiction, regardless of the offense or status of the violator

a. Be certain in your own mind that you are not making the arrest as the result of any personal or general prejudice.

b. Predetermine that reasonable grounds, readily understandable to anyone, are present to justify the arrest.

c. Ascertain that in making the arrest you are honestly and earnestly attempting to enforce the common or local law.

d. Physically restrain the violator by placing your hand upon him. This does not authorize unnecessary force)

e. Show your badge of authority (brassard) or other license.

f. Make sure that the prisoner thoroughly realizes that he is

(cont.)

in fact under arrest.

Immediately after accomplishing the arrest a "frisk" is necessary. Detailed search will be made later at headquarters, but never attempt to take a prisoner into custody without a preliminary examination by you at the scene. Once arrested, the prisoner is in the custody of the United States and you have no authority to release him. He will at once be taken to the designated authority for disposition. Throughout the entire proceeding remain calm and courteous. Be sure to execute the proper complete report. Keep notes for your own reference. In case of an arrest of an officer or woman, extreme tact and courtesy must be employed. Attempt to have your MP officer make this arrest. If he is not immediately available, procure a competent witness to the entire procedure.

3. Well trained, diligent Military Policemen may easily prevent many crimes and offenses, either directly or unconsciously. This of course is preferable to even the most efficient investigation or apprehension. The M. P. must keep himself informed on the several phases of his profession by personal study and by questioning his superiors. He will constantly strive to improve his performance of duty and be prepared to handle emergencies. His positive neat, alert and conscientious appearance on duty will be a definite deterrent to potential offenders. Prevention and swift apprehension are further aided by good knowledge of the locality in which working, acquaintance with local persons of all types, and continued surveillance of places and persons in question. Cooperation with local law enforcement agencies should exist to its highest possible degree. The mutual advantages to the military and

civil forces are most obvious. The increasing high standard of the police profession may be greatly enhanced by joint Army-Local law enforcement efforts. Modern methods, training in the use of new equipment, comparing and improving operating procedure and the resulting gains in pride of organization and self confidence will increase the prestige of all police agencies alike. The essence of modern, efficient police work is the knowledge of the officer's moral responsibility and his maintenance of a high self-respect. When this mental and moral condition has been instilled in the M. P., his only further requirements are continued technical training and experience. This abstract quality of character is aided by excellent instruction and training, but its foundation is within the man himself.

4. Military Police duties include: Maintenance of law and order and the enforcement of orders and regulations; The fundamental duty of protection of life and property; Traffic control of all types; Investigation of crime; Assistance to other law enforcing bodies, civilian defense agencies, and Federal Departments when so ordered; Prevention of espionage or sabotage; Important guard duty and plant protection; many other allied duties. For his efficient work the M.P. receives little recognition and in many cases is truly an "unsung" hero. His greatest reward is the satisfaction one feels at knowing that a hard job has been well done. For security reasons his most laudable accomplishments and the method of operation must be kept a military secret.

5. To insure that the guilty offender is properly brought before the bar of justice and pun
(cont.)

ished the M.P. must preserve in admissable form all evidence in the case in question and be able to give an intelligent accounting of his work on the witness stand of civil court or Courts-Martial, His initial report, his personal notes which supplement his memory, his swift, sure action, his firm and just procedure of arrest his appearance in the courtroom, his unprejudiced actions in relations to the accused, his unhesitating clear answers to all questions, all the foregoing are important factors in the trial procedure. It is indeed a crime to allow a guilty violator to go free because of some omission, misinterpretation, or negative action on the part of the arresting officer. Much technical study on this subject must be made to prevent such situations. Remember: You must be prepared at any time to take the part of justice in the event of commission of crime.

6. In conclusion: Your responsibility as a law enforcement officer is great. As you patrol your area, equipped with a brassard and a gun, you are the visible representative of law and order. Your decisions must be just and firm. Upon your judgment rests the fate of lives and property. You will be expected by ordinary persons to function swiftly and efficiently in emergencies such as fire, riot, mayhem, theft, etc. This weight cannot be borne lightly. It is your responsibility to keep yourself worthy of the trust placed in you. You are a member of a rapidly advancing profession, which could well use your service for time to come. It takes a good man to be either a soldier or a policeman. It takes a Damned good man to be both.

FRANK S. TENNY, 1st Lt., CMP

MILITARY POLICE PROCEDURE AT SCENE OF TRAFFIC ACCIDENT

STEPS TO BE TAKEN

1. RECEIVING THE TELEPHONE CALL:
 - a. Speak clamly, sooth excited caller.
 - b. Get caller's name.
 - c. Establish location of accident in detail, using distances, numbers.
 - d. Find if ambulance needed and if one has already been called
2. PROCEEDING TO SCENE
 - a. Never send less than two men.
 - b. Take all available equipment.
 - c. Call hospital for ambulance if necessary or in doubt.
 - d. Go quickly, but SAFELY, DON'T SPEED.
3. ACTIONS UPON ARRIVAL AT SCENE
 - a. Attempt to render first aid only in the following cases: Arterial Bleeding, acute Poisoning, or if victim cannot breathe from any cause.
 - b. Move victim before arrival of medical help only in extreme emergency.
 - c. Protect all property at scene including vehicles thereby preserving scene and evidence.
4. ESTABLISH EMERGENCY CONTROL:
 - a. Prevent further accidents from taking place on or near scene.
 - b. Change flow of traffic at scene as necessary, including re-route.
 - c. Prevent formation of crowd as best you can, use flares and headlights if at night, put guards on road as necessary.
 - d. Deputize other soldiers, preferably NCO's, to help in control. Only do this if absolutely necessary.

Note: Their name and units.
 e. Watch for spilled gasoline, broken powerlines, etc., No Smoking.

5. INTERVIEW PRINCIPALS, WITNESSES:

(cont.)

- a. One MP interviews drivers, other obtains witnesses. Interview all persons separately and alone.
 - b. Attempt to develop causes of accident and responsibility therefore. Use "salesmanship" during interviews.
 - c. Obtain witnesses at once, be careful in their selection. Take notes but do not frighten witness with notebook and aggressiveness.
 - d. Seek to obtain signed statements
6. Compare STATEMENTS, MAKE DECISION.
- a. Both MP's compare statements of drivers and witnesses, ask any additional questions.
 - b. You establish guilt and criminal liability. Decide whether to make arrest, issue summons.
- 6c. Have guilty driver or both drivers, listen to statements, which are read in their presence.
- d. Preserve statements for evidence, obtain addresses of witnesses.
7. CLEAR THE SCENE:
- a. Examine vehicle, road, visibility and location of traffic control devices nearby, take pictures and measurements.
 - b. If necessary to leave scene "as is" place guard.
 - c. Remove glass, blood, gasoline live wires, etc., from scene.
 - d. Assure yourself that a wrecking truck is coming, if needed, and that steps are being taken to repair local damage.
 - e. Accumulate all evidence before leaving. Mark and record.
 - f. If a principal was taken to a hospital make arrangements to obtain his statement there.
8. IF THIS IS A "HIT AND RUN" CASE
- a. Determine as soon as possible whether a hit and run case, even from initial telephone call.
 - b. Obtain descriptions of drivers and/or his car. Check all possible sources, including persons who were not at scene but who may have been on his route of escape.
 - c. Obtain data on probable damage to car and evidence that may have clung thereto.
 - d. Notify all law enforcement agencies so that pursuit may be started. Do this as soon as you have any definite information to give.
 - e. Give all information, statements, etc., to proper authorities so that follow-up investigation may be made.
 - f. Perform all functions listed in parts 1 to 7, inclusive, of this guide that apply to case.

LIEUT. BUSHY REPORTS

Lieut. Bushy, back on the job, and feeling fit again, reports the standing of our three teams entered in the last postal revolver matches of the New England Police League for 1943-1944.

Team 1 5th place in Class 1
 Team 2 1st place in Class 2
 Team 3 3rd place in Class 3
 (Each man in team 2 to receive a medal)

INDIVIDUAL STANDING:

Class 1

Lieut. Michael Smith 3rd place.
 Off. Ralph Boyington 7th place.

Class 2

Off. John Yaskulka 4th place.
 Off. Emil Struzik 6th place.
 Off. Leslie Williams 9th place.

Class 3

Off. Lawrence Beizer 6th place.

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Colonel Edward J. Hickey
Commissioner
Connecticut State Police
Hartford, Connecticut

May 3, 1944

Dear Colonel Hickey:

Agent William J. Gilmartin, in charge of our New Haven office, has advised me of the fine assistance rendered by yourself and members of your organization in the recent apprehension by the OPA and this Service of Peter J. Malavenda in Meriden, Connecticut.

I should like to express my appreciation to you for your personal counsel in this case, and for making available state police personnel and equipment.

Mr. Gilmartin has especially mentioned the fine work done by Officers John J. Doyle, Jr. (who graciously agreed to forego his vacation to assist), Frank Whelen and Albin W. Backiel, assigned to assist us by Captain John C. Kelly, in charge of the Special Service Division.

Very truly yours,

Frank J. Wilson
Chief, U. S. Secret Service

Col. Edward Hickey
Commissioner of State Police
Hartford, Connecticut

May 9, 1944

Dear Colonel Hickey:

I have had a very pleasant experience with a State Police officer and thought you would be pleased to know it. We were driving on the Cross Highway about four miles south of New Haven on Thursday, April 27th. It was about eight o'clock. Our lights went bad and a state police officer, whose name I failed to obtain, stopped us and requested that we get our lights fixed when we got to New Haven. My son asked him if he would drive ahead of us to the New Haven town line and he very graciously did this and helped us out a great deal.

I think superior officers frequently hear only criticism of their men and I wanted you to know about this particular man.

With my very best wishes I remain,

Yours truly,

T. P. Murdock, M.D.

(Investigation disclosed that the officer in question was Russell T. Burton.)

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REPORT ON EFFICIENCY.

May 10, 1944

Commissioner E. J. Hickey
Department of State Police
Hartford, Connecticut

Dear Commissioner Hickey:

I cannot refrain from writing you a letter of strong commendation of the efficient action on the part of your staff this week.

I am the owner of a farm at Washington Depot, Connecticut, but have not been there since last October due to the war situation. In February I heard that my house had been broken into, but that no serious damage had occurred. At 11:15 a.m. Monday, May 8th, I telephoned the Police Barracks at Litchfield to report the theft of my much-cherished sighting telescope for my Hornet game rifle - quite irreplaceable from my point of view, war or no war. At 2:00 p.m. the same day Officer William T. Casey called at my Farm, accompanied by the local Constable. I explained the knowledge I had of my house having been broken into, and that was all, except to describe the telescope. At 8:45 p.m. that evening Officer Casey returned with my telescope in its original leather case. We fitted it on to the rifle to prove it was the same telescope. Needless to say, I was greatly pleased and surprised.

This little history speaks for itself and for the outstanding ability of your men.

Respectfully yours,

Russell C. Jones

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Hon. Edward J. Hickey
Commissioner of State Police
Hartford, Connecticut

May 16, 1944

Dear Commissioner Hickey:

Since your appointment as Commissioner, I have had occasion several times to thank you for services rendered by your Department in the investigation of crimes. However, never was this cooperation so invaluable as in the preparation of our prosecution against Walter W. Law. This assistance contributed largely to the successful conclusion of the case and I do want to express our thanks to you and to the officers of your Department.

With personal greetings, I am

Very truly yours,

Abraham S. Ullman,
State's Attorney

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OUR SERVICE BOYS'
MAILING LIST

VOX-COP IS MAILED MONTHLY TO ALL OUR BOYS IN THE SERVICE. PLEASE ADVISE US OF ALL CHANGES OF ADDRESS AND LET US KNOW IF VOX-COP IS NOT RECEIVED.

UNCLE SAM'S NEPHEWS

WE ARE ALWAYS PLEASED TO HEAR FROM OUR FRIENDS IN THE SERVICE AND ARE CONTINUALLY WISHING FOR THEIR GOOD HEALTH AND SPIRITS AND A SPEEDY RETURN TO US FROM A VICTORIOUS MISSION. WE ARE PROUD OF THEM.

VOX-COP

PAGE I

MAY 1944

Dear Commissioner: 4th May

I want to thank you for the honor which you have accorded me by placing my name on your mailing list.

The copies of "Vox Cop" which I have received have given me great memories and much pleasure.

Please give my best wishes and regards to all.

Shall attempt to write in the near future.

"Bill Brook"

Dear Commissioner:

I'd like to take this opportunity to thank you for the many editions of Vox Cop that you have been so kind to send me. I can't begin to tell you what pleasure and enjoyment the magazines have given me all these months, to learn about the daily happenings of you all.

For the past three months, I have been taking a course in High Speed Radio Operation here at Fort Monmouth, the Eastern Signal Corps School. It has been a very interesting course, and most beneficial to me. I am now able to send and receive eighteen words a minute in Morse-International Code by hand key, whereas in civilian life I knew no code whatsoever. Radiotelephone procedure,

however, is practically the same as that used by the FCC and your department. There are, of course a few changes here and there, but nothing that causes any radical difference in radio transmission. Radio logs are kept the same way here as they are in the department.

I expect to finish my course here very shortly, after which I will return to Fort Belvoir, Virginia, for reassignment to a Combat Engineer Battalion.

Thanking you again for the many enjoyable hours with Vox-Cop I remain

Most Sincerely,

Charles D. Strouse

Southwest Pacific

Dear Lt. Bushy:

Received your most welcome letter and was very glad to hear from you again. You certainly did your share for this country in the last war to make it safe for us kids. Now it is our turn to do the same for men, women and children like you did twenty-five years ago. To make this country free of everything for the coming generation. I guess you won't have to worry about cold weather any more. With the spring weather right around the corner. Was very surprised to hear about Lt. Heinold being transferred to

Hdqtrs. I wish you would give him my regards. Who has charge of the Westbrook barracks now? It looks like when I return home some day I will have to take a trip up to Hartford to see all my friends for it seems that all of them are being sent there. It looks like there is only a hand full of the old gang left in Westbrook. You can't blame the wife for being a little nervous, having sons away from home is hard on any mother, especially when you are so far away from home like I am. Remember me to Mrs. Bushy and Lt. Mulcahy. I would appreciate it very much if you would check on Leo about him changing my address for the Vox Cop for it still has my old address at Virginia and it takes that much longer to get here. Will try to give you a slight idea of the work us Seabees do. When we first arrived here, all we had was a spot picked out for us. So the first few nights we had to sleep out on the ground in our shelter halves, with the rats running all over you, and the insects crawling all over your body. If you was to see our camp a month after we got here, you wouldn't never think it possible in all that was done in short notice.

We have all the latest equipment. Our tents have electric lights and flooring and four men to each tent. Some of them are screened in, and believe me it is some relief. This way we don't have to worry about rats and insects. Our biggest headache on this tropical South Sea Island is the mosquitoes and getting malaria from them. We have a large recreation hall, which has a large volume of books, writing tables, and baseball equipment. Our Chaplain has charge of all this, and we fellows all think the world of him for he is always trying to do something to make the boys happy and that is quite

a job for one man. There isn't anything that we wouldn't do for him. It was all his own idea and plans about us having our own open air theater. We have our own ice-machines and have cold water at all times. We operate our own bakery shops and these fellows certainly can bake. For we have cake or pie about three times a week. When we first got here we were eating in tents and had to worry about the flies. Now we have our new mess hall, which is very clean and cozy. The one and only on this island is our ice-cream machine and we get it twice a week. Our meals are fairly good. I never knew what powdered eggs or milk were until I came here, or dehydrated vegetables. We were getting plenty of mutton for a while but in the past month we have been getting steak about twice a week. This beef comes from New Zealand but nothing like the beef from the good old U.S.A. In general I think we are very lucky. We work seven days a week, eight hours on and sixteen off. This stevedore work is very hard and tiresome for working out in the hot sun is no bargain, especially when the temperature hits around 115 and higher. I also received another letter from the Hartman's Greenhouse with your name, and want to thank you from the bottom of my heart, for what you did, although I would like to know in your next letter what that is all about. Am still on night duty but expect to go on days next month for I can't seem to get enough sleep during the day with this hot weather. I guess this about covers all the news for the time being so I will say good morning and hope this letter finds you in the best of health. Am enclosing a poem that concerns my job here, which I think you will get a kick out of it. As Ever

Larry T. Anastasio

STOP LOOK LISTEN

VOX-COP

PAGE I

MAY 1944

THE "LULL" BEFORE THE STORM

The Chairman called for order. "Apparently we are in accord, gentleman," he said, "with the suggestion that the paramount problem of the Post-War Era is Traffic"! A chorus of "Yeas" accompanied by vigorous nodding of assent-heads testified to the complete agreement of the assembly.

This action has occurred innumerable times in hundreds of cities and towns in these United States during the last twelve months. Everywhere conferences have been held to formulate plans to cope with the Post-War Traffic Problems; and at each and every one of these meetings the experts have decided - and - declared that Post-War Traffic poses the real test of Police Administrative and Enforcement ability.

In the March issue of this organ, the readers were treated to a "Kaleidoscopic Review" of a six weeks trip made by our Commissioner throughout the length and breadth of this land of ours. The mere performance of this journey was a feat of no mean proportions! And all along the line our Mentor attended meetings, and more meetings, where again and again he heard and saw the pattern for Post-War Traffic Control described and discussed.

From all of these conferences, he returned to his native shores with a volume of ideas, the majority of which merely served to accent his own plans for the future safe-

ty of motorist and pedestrians in the Nutmeg State. From where he sat, it must have looked like the "Lull before the Storm" - the interval of comparative quiet before the traffic onslaught that threatens the lives and limbs of our people.

So, with the characteristic Hickey "do something about it before it happens and therefore prevent it from happening" technique, he went to work. Calling into immediate conference his associates of the Connecticut Police Chiefs Association together with the director genius-"Bill" Greene of the Highway Safety Commission - a plan was devised which called for a strict and impartial twenty-four hour patrol coverage of the entire length of Route #1 across the State by the State Police and their Brothers in the towns which line the Route.

Merchandise theft and losses from commercial motor vehicles moving over that main artery having reached a new high, a concentrated and meticulous truck inspection was inaugurated to operate in conjunction with the patrol system - with checking stations at either end of the Route.

Oh yes, it was a "Lull" alright - a typical "Hickey Lull." Mr. Webster says a "Lull" is a "temporary calm" or "to soothe to sleep." -- SLEEP is the one thing that just hasn't appeared in this "Lull."

The boys (State and Local) have worked their

fingers to the elbows at this writing, and before the end of the month will probably be back to the shoulder-blades-scribbling (and we use the word advisedly)-----WARNINGS and SUMMONSES. And the significant fact about the whole campaign is the lack of griping about the effort required; everyone seems to have caught the spirit necessary for the successful promotion of a campaign of this type. The boys realize they are saving lives and gathering valuable experience to cope with the "What's to Come."

Now, let's look at the results and see if it was worth it. Only half the month is gone and the score sheet reveals that we have arrested 856 persons - issued 3,872 warnings - and inspected 10,150 trucks. True, we have chalked up 45 accidents for investigation during this period but the majority of them were of minor proportions, only ONE resulting in fatalities. From these totals it would appear that the "Lull before the Storm," is a 4-Star Feature! In fact, Director Greene edifies as follows:

"This project, sponsored by the Connecticut Police Chiefs Association as a mutual activity between the several local Police Departments and the State Police, is, in my opinion the greatest single contribution to Traffic Safety Promotion ever developed in the State of Connecticut."

CONNECTICUT WINS AGAIN

(Hartford Courant)

The State Highway Safety Commission has reason to be proud of the fact that for the sixth consecutive year, Connecticut has been honored by the National Safety Council in recognition of the Commission's achievement in promoting highway safety. This year the Grand Eastern Award goes to Connecticut for improvement in "education, engineering and enforcement" to sustain the prevention of accidents. This State has received three previous Honorable Mentions and in 1940 the Grand National Award, most coveted of all, also went to Connecticut. For the past three years Connecticut has been winner of the Eastern Award.

This is certainly a remarkable record of achievement, made possible only by the close cooperation of all State and local agencies having to do with highway maintenance or patrol. The State Police have played a major role in furthering this success. Thorough in-training of State Police traffic squads, close liaison with local police authorities and intelligent study of the causes of highway accidents have all been integrated in the State Police program.

At the present time the State Police are trying out "selective enforcement" on Route 1. The theory is that better results can be obtained by concentrating highway patrols in given areas, where there has been a high accident incidence, than by diffusing such efforts throughout the State. Commercial vehicles are being checked in and out of this stretch of highway. And Mr. Edward J. Hickey, Commissioner of State Police, is not only seeing his theory work out successfully, but is at the same time gathering valuable information to be used in other phases of police work.

Commissioner Hickey addresses the Highway Safety Commission on the occasion of their acceptance of the National Safety Council Award.

During the month of February and early days of March, as general chairman of the State and Provincial Section of the International Association of Chiefs of Police, with other officers of the organization, representatives of the National Safety Council and of the Automotive Foundation, it was my good fortune to attend several regional state police conferences throughout the country. The meetings were held in Hershey, Pa, Indianapolis, Chicago, St. Paul, Seattle, Portland, Ore., San Francisco, Los Angeles, Kansas City, Springfield, Mo., and Atlanta, Ga. Forty-two of the forty-eight state police departments were in attendance in addition to one of the Canadian Provincial Police Departments. The purpose of such meetings was to discuss post-war police problems, traffic control (present and future), manpower shortage, ways and means to obtain replacements for the duration without lowering present standards, to establish uniform training for recruits, and to improve In-service training schedules.

To me it was somewhat of a surprise to learn that more than half of our state forces lack general police powers, most of them being limited to police authority upon state highways. Several are subject to complete personnel turnovers each election year with a change of administration, so that post-war planning, in-service training programs or uniform practices in police procedure receive little or no consideration. We did find, however, that all agencies were giving serious thought to post-war police problems. An increase in crime, especially in major crime,
(cont.)

Commissioner's Address (as cont.)

is anticipated. Considerable time was devoted to expansion of police forces, the personnel returning from military service, and their reinstatement to their respective positions without regard to physical disability.

Of interest to this Commission was the nation-wide feeling that we shall have a tremendous increase in motor vehicle registrations. Some of the speakers estimated that post-war increase of vehicles will reach a peak of 45 million within a comparatively short time after the war. Our midwestern colleagues were very enthusiastic over this prospect and some seemed to feel that as far as manpower was concerned, all we needed to do was to change from the military uniform to the police uniform and presto! Traffic would be no problem! One thing all agreed upon - SPEED. Speed on the surface - speed in the air - speed anywhere - speed everywhere - just as long as one kept going.

As for the present 35-mile national limit, that today is considered as parking in many of the states where the great open spaces prevail and in many places where manpower is reduced beyond reason. Many of our state forces have been forced to abandon patrols in the interest of accident prevention although the use of motor vehicles in some places has not been restricted by Government regulations.

Very noticeable on the Pacific Coast, however, was the compliance by motorists and pedestrians with the traffic laws. Seattle pedestrians were exceptionally law-abiding. In addition to the lights, a bell rings indicating a change of lights. All traffic

is brought to a standstill on the ringing of the bell. A jay-walker is booed by pedestrians, and I must say that vehicles moved at a snail's pace during my week's stay in Seattle. Military and naval uniforms predominated - one is conspicuous in civilian attire.

Portland, Oregon has a very energetic safety commission comprised of committees of service clubs that attend monthly meetings and apparently report back to their respective clubs. Housing projects accommodate 100,000 inhabitants. They are not far from Kaiser shipyards but contribute to VanPort's problems. Dual highways overhead and subway crossovers built with the project gave us first-hand information as to future highway plans.

In San Francisco and Los Angeles it was the same story. Los Angeles has probably the best Traffic Division in police service. The Traffic Bureau is divided into three divisions entitled ACCIDENT INVESTIGATION DIVISION, TRAFFIC ENFORCEMENT DIVISION, and PARKING AND INTERSECTION CONTROL DIVISION. The functional activities of the three divisions are somewhat identical but nevertheless specialists in each division are developed. And do they produce results! Here the years of intensive police training bear fruit.

 ACCIDENT INVESTIGATION DIVISION

- Primary - Traffic Accident Investigation
- Secondary - Traffic Law Enforcement
- Tertiary - General Crime

As indicated on the chart, their activities include Field and Follow-up Traffic Accident Investigation, Public Traffic Saf-

Commssioner's Address (as cont.)

ety Education, Record Maintenance and Analytical Planning. As of April 1, 1944 the strength of this Division includes 1 Captain, 3 Lieutenants, 15 Sergeants, and 133 Policemen, making a total police personnel of 152 to which is added 16 civilian clerks for a total of 168. Pre-war strength for this Division was 193 police personnel plus 17 civilian clerks for a total of 210. The present strength represents a decrease of 21.2% in police personnel and 5.9% decrease in clerical personnel.

TRAFFIC ENFORCEMENT DIVISION

Primary - Traffic Law Enforcement
 Secondary - Traffic Accident Investigation
 Tertiary - General Crime

This Division's activities consist entirely of traffic law enforcement by motorcycle policemen. Their field activities are highly selective in that their duty assignments are determined by present needs for enforcement at certain locations as revealed by the Analytical Section's studies of traffic accidents. As of April 1, 1944 the strength of this Division includes 1 Captain, 3 Motorcycle Lieutenants, 8 Motorcycle Sergeants, and 138 Motorcycle Policemen, making a total police personnel of 150 to which is added 1 civilian clerk for a total of 151. Pre-war strength for this Division was 188 police personnel plus 1 civilian clerk for a total of 189. Strength at present represents a decrease of 20.6% in police personnel.

PARKING AND INTERSECTION CONTROL DIVISION

Primary - Curb Parking and intersection control
 Secondary - Traffic Law Enforcement
 Tertiary - Traffic Accident Investigation - General Crime

This Division operates exclusive in the Central Traffic District which includes the downtown business and shopping area. The duties of the personnel include the enforcement of parking restrictions, and the expedition of the flow of traffic through the district by means of intersection control, supplementing, and in some instances, substituting for, automatic traffic signals.

All of the personnel assigned to Parking Control use three-wheeled motorcycles, by the use of which it was possible to reduce the number of officers assigned to this activity on the basis of one motorcycle to 6 officers.

At the Traffic Institute of Northwestern University in Evanston, outside of Chicago, we found 22 police officers, representing eight municipal police department nine state enforcement units and the Panama Canal Zone, attending the four-month course in traffic police administration which opened on February 7. All of the 22 officers have won in national competition either \$600 fellowships or \$150 scholarships provided by the Kemper Foundation for Traffic Police Training and the Automotive Safety Foundation. The Kemper Foundation provides the fellowships and scholarships for municipal police officers, and the Automotive Safety Foundation makes available the awards

Commissioner's address (as cont.)

for state and county law enforcement officers. One hundred and sixty-nine men have received awards and have been graduated from the Institute's traffic police administration course since its inception in 1936. The graduates and members of the present class have come from 78 municipal police departments in the United States and one in Canada, from 36 state enforcement units, from the Republic of Panama and from the Canal Zone. The four-month course now in progress will continue until June 15, 1944. Applications for fellowships and scholarships for the 1944 fall course, which will be conducted from September 5, 1944 to January 20, 1945, are now being accepted. We, of Connecticut, are proud to report that one of our officers has been serving as an instructor at this Institute for the last 20 months.

And, as general chairman of the State Police Section of the Association, I am pleased to report that more than 20 states have instituted in-service training in accordance with our programs. Local police in Connecticut inspired by this nation-wide campaign have joined state and national forces to improve police service. I don't know of any better post-war planning to meet police problems than by first meeting the problems of today. In my opinion, EFFICIENCY TODAY MEANS NEAR PERFECTION TOMORROW!

Have you heard of the moron who sat on the corner with a slice of bread waiting for a traffic jam?

THE HEAT'S ON

(Trucklander)

O.K. fellows watch your step and drive carefully! Make sure before leaving for your destination that your lights, reflectors and safety equipment are in perfect condition. We all know it's a requirement of the I.C.C. and must be followed out.

All the State Highways in Connecticut are under sharp surveillance, twenty-four hours a day by all the Connecticut State Troopers, drive carefully and you have nothing to worry about.

The first night of the drive forty-six truckies were given summonses for disobeying the law. Why be careless and be brought into court when you can get further and gain more by driving with care.

Don't be one of the law breakers and regret it when it's too late and wonder, while you are sitting there, why you did it

VACATION TIPS

(New York Sunday News)

Bronx: What with vacation time coming on, let an experienced truck driver give you New York motorists some valuable tips. Look out especially for the Connecticut State Police who seem to have a special love for pulling Gestapo stuff on cars with New York licenses. And up along the Sound shore, the worst places for speed traps and mean traffic cops are Pelham, New Rochelle, Greenwich, Orange and Milford.

Vox-Cop repudiates the Gestapo accusations: First by making Connecticut highways safe for all pedestrians and motorists; Second by making certain of motor equipment being fit to operate.

SPEED CHECK

Compiled by
TRAFFIC SECTION
Division of Highway Control
Connecticut State Highway Department

November, 1942 to April, 1944

Date of Survey	Number Observations	Pc. 0-35	Pc. 36-40	Pc. 41-45	Pc. 46-50	Pc. 51 & over	Average speed	Max. Average Speed
November, 1942	2199	30.6	31.8	21.1	11.5	5.0	37.9	95.2
March, 1943	1631	30.9	35.3	22.4	8.1	3.4	37.2	64.0
May, 1943	3133	43.0	30.2	17.0	6.6	3.3	35.6	70.0
July, 1943	2412	35.9	31.2	22.4	7.7	2.8	37.0	66.0
September, 1943	4252	24.2	31.6	25.3	12.0	7.0	39.0	70.0
December, 1943	3917	24.4	33.4	26.2	11.3	4.7	38.4	77.0
February, 1944	3400	27.1	34.1	25.1	10.5	3.2	38.7	70.0
April, 1944	4177	27.3	33.7	24.4	9.8	4.8	38.2	76.0
Total Observations	25,121							
Total Average	-	30.42	31.40	22.99	9.69	4.27	37.75	73.52

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MAY 1944

STOP LOOK LISTEN

WE MUST THINK TODAY OF OUR CHILDRENS' TOMORROW

VOX-COP

MAY 1944

PARENTS BLAMED FOR DELINQUENCY

(Manchester Herald)

Seattle, May 2 - (AP) -

Sheriff Harlan S. Callahan blames parents mostly for the wave of juvenile delinquency authorities uncovered last week among 'teen age boys and girls living in defense housing projects.

The sheriff declared in a statement last night that reports published earlier quoting him as saying Federal agencies were responsible were not made by him but apparently were taken from a report made up for him by a deputy who personally investigated the case.

"The New Deal doesn't have anything to do with the juvenile delinquency problem here," Callahan said. "As a matter of fact I blame parents for 60 to 70 per cent of what happened."

The delinquency investigation disclosed drinking and promiscuous sex relationships, mostly among teen-age residents of two Federal housing projects. The expose resulted in the arrest of 15 boys and three adults.

TRAINING SCHOOL FOR PARENTS

(Waterbury American)

One way to attack the problem of juvenile delinquency, suggests Dr. Lewis E. Lawes, formerly warden of Sing Sing prison, would be to establish training Schools for the parents of way-

ward children. That, however, might be akin to the familiar metaphorical process of locking the barn door after the horse is stolen. Prevention, not correction, of delinquency is the primary object. Hence, Dr. Lawes's definition of society's need had better be indorsed without his qualifying adjective: Let's have just training schools for parents of children, and make the course legally compulsory for all who have them, with no exemptions for any, save on the basis of suitable proof-possibly by means of a required written examination - that the applicant already is sufficiently familiar with the general principles of child training to be deemed essential.

That scheme would not automatically guarantee complete prevention of delinquency, either, of course. Some parents are naturally better fitted than others to inculcate effectually the basic precepts of acceptable behavior that a child should learn. Some children, for more or less inscrutable reasons rooted deep in congenital human psychology, are naturally more prone than others to "shed" instruction without letting it sink in. Still, universal tutoring of parents concerning their social responsibilities undoubtedly would-help-perhaps in a major degree. And appropriate penalties might be assigned - to parents, not children - by reference to conclusive evidence of negligence on their part to give due attention to their parental duties.

AROUND THE CIRCUIT

VOX-COP

PAGE I

MAY 1944

MONDAY THROUGH FRIDAY

(A SHORT STORY)

(Monday)

May 8 - A truck was stolen in Middletown. The Middletown police flashed this information on the police teletypewriter to the Connecticut State Police communications room at Hartford. Seconds later this information was broadcast by teletype and radio, alerting state and local police.

(Tuesday)

May 9 - At midnight Officer Emmerthal was escorting a load of explosives over the Boston Post Road when he spotted the truck in Old Saybrook. He radioed his barracks and Officer Ferguson was assigned to stand by the truck until Officer Emmerthal completed his escort assignment. The two officers learned that the truck had arrived in the vicinity but a short time before, also that a near-by boarding house harbored two strange young men, who stoutly disclaimed all knowledge of the stolen truck. Officers Emmerthal and Ferguson nevertheless decided to have Officers John Ehler and George Dunn, experienced officers of the Westbrook Special Service Division, question the suspects. Meanwhile Officers Emmerthal and Ferguson revisited the room and found the key of the stolen truck beneath some paper in the dresser drawer. The Middletown police were called and the State Police delivered the two youths and the stolen truck to them.

(Wednesday)

May 10 - The Middletown police spent the day in getting the history of the accused.

(Thursday)

May 11 - This police investigation was continued. In the evening the youths escaped from the lockup. Again the flight of the fugitives was relayed over the Middletown police teletypewriter to the State Police at Hartford.

(Friday)

May 12 - Shortly after midnight the State Police by teletype and radio flashed the latest development to all police. At the Shell Chateau in Willimantic, the post house for Greyhound buses, the Willimantic police learned from a bus driver that a youth wearing a white shirt had darted into the bushes along Route 6A in Portland. Officer John Fersch, on duty at Colchester Barracks, was notified and he, in turn, informed Officer Frank LaForge, who was in a radio car on a different assignment at 3:00 A.M. He saw a youth leave the highway and enter the forests at East Hampton. This information was radioed to Colchester Barracks and during the rest of the night Officer LaForge and his associates covered the forest area and rural roads. Officers Kevin McDonald and Charles Pritchard relieved Officer LaForge.

Late Friday night Officer Charles Casalengo, of Hartford, saw two strange youths cautiously moving toward his post along an old railroad track. From his concealed radio car he flashed this information to his companions. They concentrated at the proper spot and the quarry walked into the waiting arms of Officers W. Conlon, of Station K, and Officers Paige and Casalengo, of Station H

(cont.)

Monday through Friday (as cont.)

Officer Samuel Freeman, of Station K, then produced some cupcakes and doughnuts (bought a short time before from a rural baker), which were gratefully received and hastily eaten by the hungry, weary captives.

STATION "D" DANIELSON

Off. Henry Marikle, resident officer in Sta. D's southern outposts, started things off with a bang. The officer uncovered twelve cottage breaks in Baltic in one afternoon. Quite a line up to start things rolling. Good luck, Henry.

A former member of the State Guard motorcycle unit, Joseph Riley, now of the U. S. Navy stopped in at Sta. D the other night to see Off. Vincent Brescia. Off. Brescia happened to be asleep and Sailor Riley gently awakened him. Vinc, who had recently received GREETINGS from the President regarding a proposed change of uniform, was a bit startled and quite bewildered. The report has it that he mumbled Aye, Aye Sir!. as he "hit the deck".

Signs of Spring at Station D. Lt. Clarke working in his garden-Off. J. B. Murphy racing around the Putnam Country Club trying to get in 9 holes before dark - Off. Heckler at work on his tractor -- and Off. Al Powell, with his newly acquired Piper Cub ready to fly, dreaming of the day when all restrictions will be lifted from civilian flying.

Station D's family has been increased by three new additions, the newest a son, John Victor, Jr.

to Lieut. and Mrs. Victor J. Clarke born on Mother's day, May 14th. Off. Earl Woodworth was handing out cigars on May 6th. The reason for the cigars and the big grin? A New Son! Mother and child doing fine and the daddy withstood the ordeal well. Officer & Mrs J. T. Murphy are the parents of a daughter, Elaine Marie born at the Day Kimball hospital in Putnam on April 21. Congratulations to them all.

Maurice Gallichant veteran D radio dispatcher, recently inducted into the Army, is now taking his basic training at Kessler Field, Miss. "Gallie" is in the Air Corps. He looks forward to his copies of Vox Cop to keep him in touch with the department. He arrived at the field with the spring rains and has found that the soil of the Old South is hard to rub off, especially the "Mississippi Mud". C'est la guerre Maurice!

STATION "F" WESTBROOK

East Hampton, "April 1 - About 3 o'clock yesterday afternoon a man's body was discovered floating in the Connecticut river near the dock at Hurd's Park, Middle Haddam by Albert Nyman, caretaker of the park. Tentative identification secured from a social security card found in the man's clothes revealed the name of Rene Lanctot, 44, last known address Riverview Hotel, Springfield, Mass. Another identification listed a sister, Mrs Rose Beaulieu, Newton Street, Holyoke, Mass.

Sergeant Leo F. Carroll of the State Police communicated with the Springfield, Mass. police, who stated that the man had not been reported as missing. He had been employed as a sweeper at the Bijou theater in Springfield. (cont.)

STATION "F"

(as cont.)

Medical Examiner Norman H. Gardiner was called and said that the body had been in the water about one month and he believed it was an accidental drowning. The body was removed to the Spencer Funeral Home here and burial will take place in Holyoke, Mass. at the convenience of the family.

Officer William Connolly rounded out fifteen years of service at the Westbrook state police barracks on April 10th. "Bill" has been an efficient and respected officer and has made himself well liked with his associates and with the public at large. Since coming to Station F he has married an Old Saybrook girl and has two young children. His home is pleasantly located on Ferry Road in Old Saybrook.

STATION "I" BETHANY

Our own two Johns (Sugrue and Racow) spent a recent day attempting to match screens with windows. They have decided, however that the one who removed the screens last year infringed on the patent rights of a leading puzzle concern.

Everyone has heard the recent hit tune of "Mareseoats" but it sounds better when the following words are used.

Mareseoats and does eat oats
And little lambs eat ivy
"Al" eats ivy too--wouldn't you?

John Maringola, who looks cuter with his toupee than without it, was the chief reason why Trooper O'Brien put in time and a half recently. Maringola who has 25 arrests to his credit and has spent 8 of the past 14 years in jail, had boasted that the police would never get him to jail but he reckoned without our "OB"

Sgt. Maurice Purtell has returned to work after a long illness. We are glad to see him looking so much better and know that our Bethany air will help him to a speedy recovery.

Trooper Tom, the concrete commando sang "Roll Out the Barrel" and meant it last week when a trailer-truck, loaded with empty (darn it) beer barrels overturned in Milford and spilled its wooden, not liquid contents, all over the road.

Farmer Strand's partless top outshone the famous eight-ball while he swung a wicked scythe through no make believe grass around Station "I". For further proof see next month's copy of Vox-Cop.

The 'phone call of the week was received by Captain Schatzman recently following the visit of two policewomen to some of the valley schools. One of the principals so visited called to say there had been two women there impersonating policewomen!!! After looking over the identification picture of one of the girls involved it is easy to see why suspicions were aroused.

"Flying Low and without an Aviator's License" should have been the charge against John O'Neil of North Haven when Dave Dunn arrested him for speeding at the rate of 85 miles per hour on the Boston Post Road.

In the first week of the May Enforcement Program on Route #1, "Station I" led the state in arrests and warnings. If you don't believe this reporter then check with Policewoman Martha Nelson. Several nites in a row she was wakened not by an alarm clock but instead by one of the boys who had one of the truck-riding'gals

STATION "I"

(as cont.)

Have you learned the identity of our rural Romeo? He knows more about victory gardens than any ten officers, after calling on all the farmers in this region and from reliable sources we have been informed that his garden will be bigger than any truck-garden in North Haven.

The following is from our bulletin and deserves reading.

"JACKIE, THE SON OF A HARD-BOILED COP"

You think I'm a hard-boiled copper
Writing tickets at forty-three
Well, perhaps I'm thinking of Jackie,
And all that the lad meant to me.

How's that? Tell you about it?
Well, stranger, the boy was my son.
God what I'd give to hear "DADDY"
Once more when the day's work is done.

The driver was just in a hurry
He didn't intend any harm,
But the sun and the stars quit shining
When I picked up my boy's lifeless form.

Well, Mister, I'll not give you a ticket;
I don't want to "pinch" any one.
But I'd ride this motorcycle through hell
To protect another man's son.

So the next time you feel like speeding
Or passing a boulevard stop,
Just pause and remember my Jackie
The son of a hard boiled cop!

--Anon

THE DAILEY REPORTER
Special for Bethany

STATION "H" HARTFORD

We are very glad to see Lieut. Lenzi back and in good health with all motors running as smooth as silk with only an occasional explosion. We hope he likes his new Schaeffer "Lifetime" pen that we presented him with, and want him to know our best wishes for continued good health go with it. Messages welcoming the lieutenant back were very much appreciated and we noted Capt. Carroll's message especially because of the distinguished C.C.E. which followed his appellation, and were informed in short order that it stood for Criminal Consulting Engineer, if you don't mind. Capt. Carroll lost none of his flowery eloquence in informing Lieut. Lenzi that he was "thrilled" to have the lieutenant back on duty-----Tsk! Tsk!
"Paregorically speaking" Lieut. Schubert's presence during Lieut. Lenzi's absence has contributed a few new exclamations to Station "H's" vocabulary such as, "Sweet Spirits of Nitre" and "By Gar!". (A million pardons, Lieutenant, we do not mean that that is ALL you contributed to Station H.)

Sergt. Nolan proudly walked in with his latest offspring, Valerie, age 5 months ---- is she ever the cutest and coyest number! (Should I say, like her Daddy!?)

I WONDER WHAT WOULD HAPPEN IF-----

Officers would remember to sign stuff--
Officer Nelson didn't leave his hat in unlikely places--
If we could read Officers Spencer and Lawrence's writing--
If Bettie Carpenter didn't get a letter every day--
If "Muscles" Esposito didn't have a joke to tell--
IF WE ALL GOT A RAISE!

STATION "E" GROTON
DOWN THE THAMES

Sgt. Gus Ray N.L.P.D. got his first glimpse of his new grandchild last week when his son, Lieut. Robert Ray, brought his family up from Turner Field, Ga. Bob, a former state trooper at the Groton barracks, drove all the way to New London from Albany Ga., without stopping to sleep.

Good Wishes
Vox Cop

STATION "F" WESTBROOK

On April 30, a car was stolen at Ivoryton and was reported to the Westbrook station five minutes after its theft.

Our officers at the Saybrook Bridge and the truck checking station were notified immediately and fifteen minutes later the car and thief were apprehended at the trucking station.

"Fast work" VoxCop

STATION "K" COLCHESTER

On May 6th, Officer Edward "Buzz" Faith, on his first assignment at Station "K", lived up to his reputation as a sleuth in apprehending a sixteen year old boy for stealing a hive of live bees. When Ed located the hive, all the bees were out busily buzzing between buttercups, begonias, and briars; battling beetles, bugs, and buzzards and gathering the nectar as is their lot in life. However, Ed waited until they all returned after their tour of duty and then returned the hive to its apiary colony. Well done, honey-boy.

Officer Sam Freeman, Ex-Station at "The Garden Spot of Connecticut", has been a welcome addition and is solving one crime after another. His latest is a series of breaks, some as much as

a year old, cleaned up and "Case Closed." Nice going, Sam.

The new assignment of Officer Edward Shedroff left a gap at Station "K" that will be difficult to fill, but our loss is the SS Squad's gain.

When Hanley and Armstrong broke out of the Middletown Police lockup, on May 12, their freedom was short lived. The boys just didn't reckon that they had to contend with the State Police. Under the direction of The Good Captain of the Eastern Division and Station "K's" amiable Lieut., the boys succeeded in getting only five miles from the Asylum City hoosgow. The grab was made by Bill Conlon, Charles Casalengo, and Roy Paige. Nice work, fellows.

A recent blessed event took place at Station "K", when Lieut. Schwartz became a foster father. The offspring...Our new addition, Jesse Warren, age 16, institutional helper, who calls him, "Pop."

The peace and quiet of the town of Columbia was disturbed no end, about midnight May 3, when two A.W.O.L. sailors broke into the store of Henry Burr. Awakened by a homemade burglar alarm, Henry surprised the pair who were just taking their leave. One of the men fired a shot at Henry, but Henry, who learned how to shoot over seventy years ago, on the plains of Nebraska, returned fire with his trusty .32 that Colts put out before the turn of the century. Twenty-four hours later the men were in custody of the Torrington Police and Station "B" officers. Henry Burr, age 80 said he could have gotten them but the rheumatism in his trigger finger got him after he fired three shots. Officer Johnny "Keep in trim" Fersch will pilot

STATION "K"

(as Cont.)

the ex-gobs thru Tolland Superior Court.

"Pooch" says that he will do it this time. His vacation and "Hers" too will be in the month of Roses. Don't be a signal "93" for the ceremony, Charlie.

Harry Ryan, Maitre D'Hotel and King of Cuisine at Station "K", formerly of the Phi Delta Phi House at Dartmouth, is guilty of expanding the waistlines with his fastidious delicacies. Ask the Good Captain... he gains while Officer Tom O'Brien diets for fear he will get in the Captain's class.

The mother of Officer Frank LaForge passed on to her reward on May 17, at the Manchester Hospital. The profound sympathy of the department is extended to him.

Jack Frost descended on Colchester on the night of May 18th, killing all the early tomato plants, excepting those of Officer Ralph Boyington..... he had hot caps on his.

A breath of Sweet Killarney and a bit of old Balarney were brought to "K" with the affable Sgt. Tierney's puns and poetry served a la carte at all meals.

The desk trick from midnight to 8:00 A.M., doesn't stop Officer Kevin McDonald, from carrying on his investigations...Mac just seems to be going day and night.

"419" is the personage of Miss Mary E. Webster, our capable and industrious dispatcher, who is at ease with any and all angles of our intricate office routine.

"Punjab"
Colchester Special Reporter

HDQ. DIVISIONS

ALL SPEEDERS are NOT on Route 1. have you ever seen:

Jim Feery in hi-gear mowing the lawn at Hq.

Rose-Z en route home during the lunch hour to pick up that letter.

Betty D'Ambrosio eating fried-chicken.

Lieut. Urquhart on both phones at the same time.

Helen Hayes at Vox Cop time. Insp. Earl Morin on the way home to "the little woman".

Charles Murphy when paged on the loud speaker.

All of us on the way out at 4:30?

When the S.S. Mulcahy is launched at Rogers Lake 'twill be a miracle if she stays afloat. You "otta know", Leo that you shouldn't have held the blow torch against the bottom of that super-schooner while lecturing the spectators on the science of navigation.

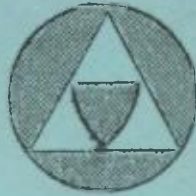
And now the problem is... how to effect a black-out in the T.T. room...for a certain ring, from a certain State Policeman, on a certain young lady's finger lights up the room at all times. Best wishes, Helen. And congratulations, Tony Z.

We are pleased that Lieutenant Chameroy is feeling better and able to visit us occasionally. We wish him a speedy recovery. Frank has been a very sick man and recently it became necessary to solicit for blood donors after his major operation at the Hartford Hospital. The instantaneous and well-nigh overwhelming responses were deeply appreciated. Many thanks to Officer Samuel E. Freeman whose blood was donated and used.

"The Smithie"
Headquarters Special Reporter

AUXILIARY

STATE



POLICE

VOX-COP

PAGE I

MAY 1944

STATION "H" AUXILIARY NEWS

Messrs. Kendall, Bernhart, Lynch and E. Brown earned an "Oscar" for their performance at the W.R. C. Auxiliary Corps meeting in Meriden on Monday, May 15.

Not only was their demonstration of the celebrated "Haich-aux-Hitch" for splinting fractures superb, but the epilogue "Haber-dashery Deluxe" required real finesse considering the dicky interference encountered.

In a recent "H" Auxiliary Examination, the last question was "Why are you an Auxiliary State Policeman?"

The following are portions of the answers received.

Because

- ...I am learning to be a better citizen
- ...I am serving my Country and my State
- ...gaining knowledge
- ...like the work
- ...interesting and instructive.
- ...hope to become a regular.
- ...like being a "cop".
- ...smarter than 2 years ago.
- ...patriotic gesture
- ...developed character and responsibility
- ...its exciting
- ...furthers general knowledge
- ...personal interest in crime detection
- ...likes the personnel of the department
- ...to do my humble part
- ...civic duty
- ...helps in conserving manpower.

Off. W. A. Gruber

Station "H" Auxiliary Field Day--
Weatogue Rifle Range-May 14, 1944

We certainly had everything on our side for this event. Perfect weather, coupled with 60 or more "H" Aux. plus at least 30 members of Co. "A" Motorized, Conn. State Guard, made our 2nd. Annual Field Day a really big success. Everything clicked with a precision that would satisfy the worst grouch, and if anyone complained it was because the day had to come to an end.

Right here and now I suggest that Co. "A" be invited to all our major events. They are a swell bunch of fellows, and the way the two outfits mixed together certainly warrants it.

Lieut. Leo J. Mulcahy in his usual competent style took over, and the eventful day began. He supervised the Practical Pistol-Course" which included shooting from the hip, prone, standing and sitting. Each man fired 5 rounds from each position in a timed firing, running, falling and reloading course which left only one man, Aux. Officer Carleton Griswold with a perfect score of 30 "kill" shots. But then he has to be good. He is so dog-gone big that if the target fired back, how could it miss?

While this was going on, other Aux. under the tutelage of our Personnel Officer Bill Gruber were firing at targets from fast moving cars, learning to load and fire riot guns and automatic rifles at bobbing and fixed targets. Some of the boys, tenderly rubbing their shoulders, were wondering which end of the guns the bullets had come out of.

AUXILIARY FIELD DAY (as cont.)

Lieut. Mulcahy then gave a lecture on panic and crowd control, explaining the use of tear and sickening gases in removing insane persons or fugitives from buildings, etc. A demonstration of the gas gun was highly successful. So successful that a parachute flare started a small grass fire, but about 20 of the Aux. cops turned firemen and quickly brought it under control. We can even do card tricks if we have to. Before Lieut. Mulcahy had completed his lecture, we made a resolution not to start any riots at least while he was around.

The boys then sat down to eat the lunches they had brought along, and spent the next half hour planning their attack in the forthcoming soft ball game to which they had been challenged by Co. "A".

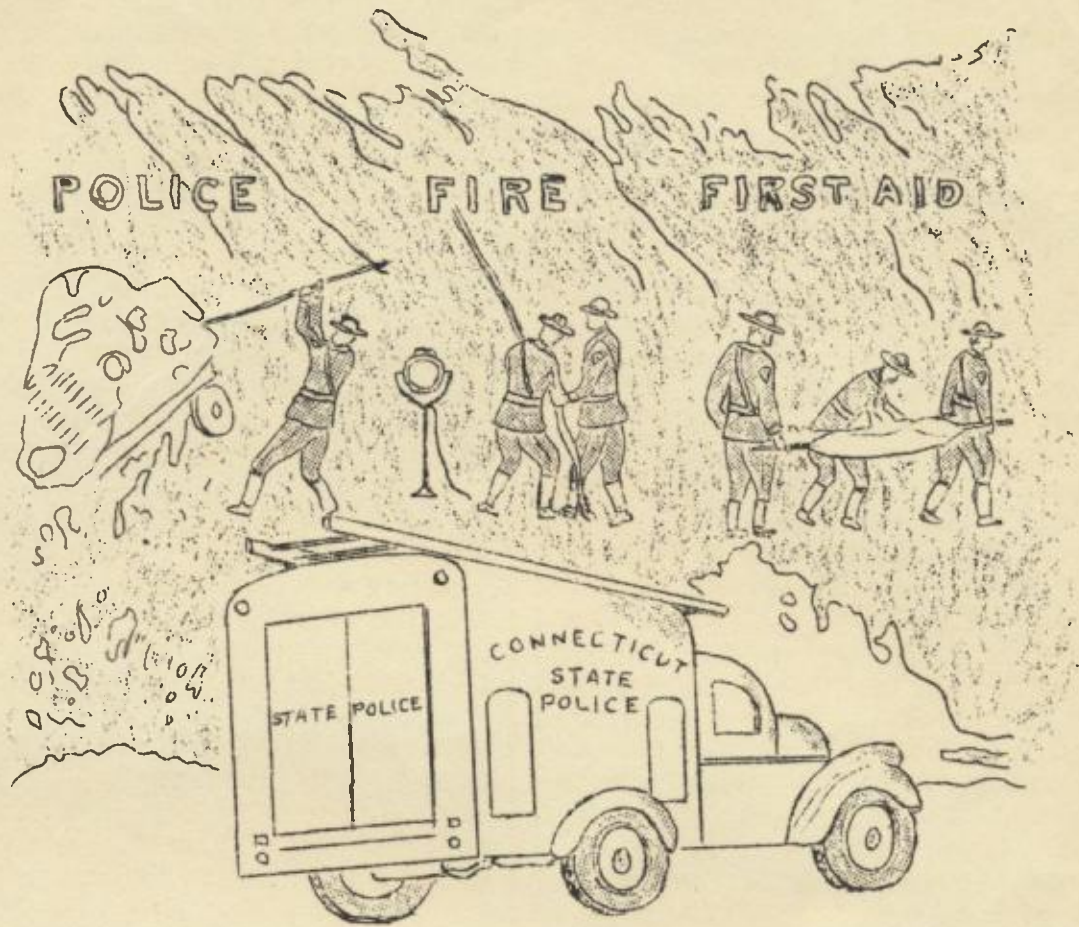
Capt. Arthur Pinell and his Roraring Rangers led by Lieuts. Strom, Runnels and Carvalho finally returned from lunch and the game was under way. "Impartial Arthur" was the umpire, so we could hardly call it a competition. How those "Roarers" roared when they "figgered a strike shoulda been a ball". And did the cops complain when they thought "we was being robbed." The Aux. lost 4 to 0. Personally I thought the umpire was lou--- Hey wait a minute, he is our Drill Master! You know I think Capt. Pinell was an excellent umpire and called them very accurately, we just lost to the better team.

The next event was instruction in the use and handling of the Thompson Sub-machine Gun, under the instruction of Capt. Pinell who was very ably assisted by Sgt. "Candy" Candarian. Following this came a period of

practicing mob dispersal. The "Roarers" and the Aux. taking turns being hunters and hunted, which officially ended in a tie. My own opinion is that we trimmed the pants off them, but the judges wouldn't listen to my unbiased, but firm complaint over the decision. Anyway, we found out that it is a little harder than it says in the book. The experience of forceful bodily contact was excellent training for both groups and resulted in a few hard knocks but no hard feelings. When you stop to think of two large groups battering (and brother I mean BATTERING) their way into each other, and everybody smiling and laughing about it afterwards, then you know you are working with a group of real gentlemen and true sportsmen. Officer Ralph (Stork) Boyington of Station "K" and two "K" Aux. arrived during the afternoon with their unique emergency truck and did a fine job showing us how and what amazing things could be done with this piece of equipment.

Harry Jordan and George Schenarts took several hundred feet of color movies of the day's events. Several of the boys took candid shots, but the one we want to see most is a picture of Lieut. Mulcahy giving Capt. Pinell that hot-foot with a tear gas candle!

As I said at the start it was a great day and filled with exciting events. It was made possible by the devotion to his job and the hard work of our Personnel Officer, Bill Gruber. It was his organizing ability that made things click in that smooth and precision-like manner with which the events took place. So to you, Bill, thanks a lot and if and when you find it necessary to call on us, I know that everyone of us will try to respond in a similar manner. We are lucky to have you at Station "H".



SERVING
OUR PEOPLE