

## 1. Setting the Foundation

Shortly after the passage of HB 270 creating the Ohio State Highway Patrol, O. W. "Whitey" Merrell began the complicated process of building a police agency from the ground up. Confident that the remaining legal challenges would be quickly settled, Merrell set out to determine what types of equipment and vehicles would be needed to adequately provide the services required of the Patrol and began making contacts with uniform and equipment vendors.

One of Merrell's first contacts was the Lilley Ames Company who he instructed to prepare potential uniform designs. According to Merrell's instructions, they were to be original enough to be noticed and highly distinguishable, and dignified in a traditional sense. Several uniform designs were ultimately presented to Merrell; the one chosen was very much the same as today's uniform. The puttees were later replaced by boots (1938-39), and subsequently by shoes (beginning in 1950), the breeches were replaced by slacks (also beginning in 1950), the cap replaced by the Stetson hat (1939-40), and the hat badge was changed twice (in 1938 and 1941).

The responsibility for badge design fell into the hands of Harry Neal, who in turn assigned the task to Mr. Joseph Goldberg, an engineer in Neal's Safety Department. The badge design was partially inspired by a study of others, but the "Flying Wheel" was originally Goldberg's idea. Though he had difficulty selling the flying wheel to Neal (who jokingly asked if they were duck, chicken, or eagle wings), Goldberg had created our symbol.

More important was the matter of personnel, which also needed to be addressed immediately. The choice of an assistant superintendent was resolved first when six-year Highway Department employee, Fred "Fritz" Moritz (who was destined to become the division's third superintendent) was selected. Moritz, who had distinguished himself as a talented administrator and knowledgeable in legislative matters, was endorsed by Neal for his conspicuous concern for traffic safety, and incidentally as an "inside man" to watch over the new department.

Choosing a superintendent was another matter. Merrell realized the importance of having the right man to lead the force: he needed an individual of good repute, who shared Merrell's ideas of "modern" policing, and most important of all, was fairly well removed from politics. He interviewed a large number of candidates, including a 35-year-old Hamilton County Sheriff's captain named Lynn Black, whose name had been passed to Merrell by an associate justice of the Ohio Supreme Court. Although Black did not apply for the position, Merrell summoned and met with him to "discuss organizational points," during which time he actually studied Black himself. Sufficiently satisfied that Black was the man for the job, Merrell offered him the post.

The appointment was made public on September 20, 1933 (the day the Supreme Court handed down its decision on the proposed referendum), although it had been agreed upon prior to that time.

Black's first official duty was to sort through the 5,196 applications to assemble his force of 60. Being in the height of the depression, it was evident that many applications were filed by unqualified men desperate for a job of any kind. This, and strict adherence to the physical standards mandated by law, eliminated many. Further, Black was determined to set up a semi military organization -- which meant that men would have to live in Patrol buildings and be available 24 hours a day. This eliminated many more, and Black was left with roughly 300 applications. With the field substantially narrowed, Captain Black began the long process of interviewing the remaining applicants. He made a careful point of making it clear to those he interviewed that politics would not affect his selections. Indeed he illustrated this point by opening each interview by ceremoniously dropping all letters of recommendation presented by the applicant into the waste basket. Through these interviews, Black again narrowed the list, this time to approximately 125 candidates.

With a recruit class finally selected, all that remained was training. No provision had been made for a training facility in the bill or in the budget (a situation that was to continue well after the division was firmly established) so Merrell gladly accepted an offer extended by the Ohio National Guard to use Camp Perry, in Ottawa County. Located on the shores of Lake Erie, Camp Perry was not an ideal location, the barracks were unheated and winter was approaching, but it was the only site available. It was announced that classes would begin on Tuesday, October 3, 1933, only two weeks after Black's appointment, and that the new force would be operational in approximately 30 days.

Accounts vary as to how many actually entered training camp, but the most likely figure is 112. Of these, 40 percent were doomed to flunk or drop out. Captain Black was the principle instructor in the training staff which also included: Fred Moritz, Lt. James Marshall and Sgt. Herman Roush, Pennsylvania State Police; Dr. H. E. Stricker, first aid; and Mr. James Davis, motorcycle instructor and holder of motorcycle speed records in the United States, Australia, and New Zealand. Together, they presented a curriculum which revolved around Captain Black's insistence that the new Ohio State Highway Patrol would be a public service and courtesy organization.

It was a "mixed bag of recruits," to quote one member that entered Camp Perry on that fall Tuesday. Some had extensive military experience and a few had law enforcement experience, but many had little experience in work at all, unemployment at the time being very high. This, the relative uncertainty surrounding the founding of the new department, and the miserable conditions at the camp bred an "esprit de corps," and had a tendency to bring out the "fun-

loving" side of the recruits. No doubt an entire volume could be devoted to the antics of the class, but one particular incident sheds light on some of their good-natured shenanigans. U.C. Felty and M.A. "Pete" Mock were standing beside each other in rank one morning when Felty quietly made a remark that caused Mock to laugh. Lt. Marshall gave Mock a week of latrine duty, then a week more, and another, until Mock had accumulated four weeks' worth. Mock responded by hanging an out of order sign on "his" latrine. The recruit assigned to clean the other latrine, one George Mingle, was amazed by how many people were coming to use his. It took him three days to figure it out.

At the same time, the recruits took very seriously the purpose for which they were in camp. They were the "guinea pigs" for future training, and there was a great deal of uncertainty as to which topics should take priority in such a short training period. Further, it was unclear as to what rule-of-thumb definitions would be used for reckless driving, when to arrest and when to not arrest, or what sort of "marginal" situations should be addressed. Black and Moritz finally decided on a curriculum with a heavy emphasis on close-order drill (which, as Black stated, taught courtesy, discipline, and unity) and motorcycle instruction, and the remainder of the training divided into classes such as first aid, a survey of laws, physical training and self-defense, filling out reports, and firearms training. As for the "marginal" situations that were sure to arise, they could be addressed as needed, and could be added to future training curriculums if deemed necessary.

Captain Black's ideas regarding public service responsibilities were definitely experimental, and many of his recruits were not inclined to accept them. The American image of the "hard-boiled" cop contrasted very deeply his insistence on courtesy and servitude. But Governor White had promised to set up a Highway Patrol that would be "conservators of safety, not petty fault-finders or annoyers," the very principles Captain Black developed in his experiences in the Hamilton County Patrol, and this was to be the order of business.

The press showed keen interest in the workings and developments of the new force while in training camp. A series of articles written by Captain Black, a number of biographies of training candidates, and various feature articles appeared in newspapers throughout the state. Virtually all coverage was positive, and small towns all over Ohio watched and developed a sense of pride in their own local candidate training to become a member of this new, elite force.

As the training session progressed, the number of drop-outs grew. A number of factors contributed to the high washout rate: the studies were difficult, the quarters were miserable when the temperatures dropped, and many simply couldn't bear the strict adherence to military discipline. Add to these the long hours of training and the inability of some to master the art of motorcycle riding, and the result was the loss of many men.

On October 31, 1933, the names of the first 60 patrolmen selected from those still in training camp were announced. The remainder would serve (unofficially) as "weighmen" until patrolman positions opened.

While the training was going on, an extensive study was conducted to determine the geographical division of the state, and how and where to assign the 60 men in such a way to allow uniform coverage of the state. Harry Neal's traffic knowledge undoubtedly played an important role in the final selections, which were announced November 6, 1933. There were to be six districts, each with a district headquarters and three substations. They were:

- Toledo -- Defiance, Findlay, Bellevue
- Ravenna -- Medina, Salem, Geneva
- Sidney -- Middletown, Lima, Springfield
- Delaware -- Marion, Mansfield, Newark
- Cambridge -- New Philadelphia, Marietta, Bridgeport
- Chillicothe -- Wilmington, Portsmouth, Athens

The substations were to be located in private residences, but even at this late date (slightly more than a week from graduation), the actual homes had not been selected. On November 3, 1933, it was announced that graduation of the new "safety conservators" would be on November 15, 1933. On November 9, trainees were given leave to visit their families, making the actual time spent in camp 37 days.

In a press release issued to coincide with graduation, Merrell stressed that the 60 officers had already paid for themselves. He noted that an increase in registration, the result of many motorists and truckers rushing to pay the correct amounts before being caught, had more than covered the cost to train and equip the outfit.

Wednesday, November 15, 1933, was windy and bitter cold, with passing snow flurries. There had been talk of a formal graduation ceremony, but this idea was replaced with a simple swearing-in and inspection. Captain Black, addressing his new force one final time before departure, urged his men to "at all times remember that promotion of true safety and the welfare of the people of Ohio should inspire and motivate your work." With that, the 60 original patrolmen, now 54 patrolmen and six lieutenants, together with Captain Black took the oath of office from Common Pleas Judge J. F. Allyn of Ottawa County. Their 54 motorcycles and six Plymouth coaches were ready, as were the substations, and in the early afternoon the men broke camp.

For many, the trip to assigned substations was brutal, with the combination of weather and distance being almost unbearable. The story of Ptl. [later lieutenant] A. O. Smith gives a feel for

the trip. He was assigned to Sidney, a distance of approximately 125 miles. As he told a reporter several years later, it was -3 degrees when he passed through Fremont, and he was forced to stop at every roadside stop and gas station to warm up. He tore up some newspapers and stuffed them into his uniform, and later bought a piece of cloth, cut holes in it, and wore it over his head (his cycle had no windshield or leg guards). For the last ten miles, he rode standing up and flexing his knees. But despite the hazardous journey, all 60 made it to their stations, and the Ohio State Highway Patrol was officially in operation.

It was less than two months since the new Highway Patrol had cleared all the legal obstacles and officially come into existence, and already Ohio had a fully trained complement of 60 uniformed officers stationed throughout the state. According to the first roster, published on November 23, 14 stations had two men, eight of them had three, and two (both DHQ's) had four. Each station had a patrolman-in-charge, those at the district level being lieutenants, and some of the sub-post commanders designated as sergeants. General Headquarters was located on the eighth floor of the state office building on South Front Street in Columbus.

A flood of "General Orders" came from general headquarters in those early days, attempting to clarify policies and establish procedures. Most of the orders covered the transfers of men, but others had more lasting significance. For instance, G.O.#2 (12-4-33) reduced the number of days off from four to two, an action hardly popular but necessary in light of the small number of men.

The first duty of the new patrolmen was to travel around their counties, become familiar with the geography, and (more importantly) establish positive contacts among the people they would serve and local law enforcement agencies. There were many who were inclined to oppose the Patrol: some sheriffs and local constables feared the agency would be in active competition with them; some citizens doubted Governor White's promise that patrolmen wouldn't be "highway bullies" and "petty fault-finders;" and a few were simply unaware that there even was a Highway Patrol. Much importance was placed on "selling the Patrol," and public speeches and appearances were arranged whenever possible. As one member later described it, officers often "invited themselves" to PTA meetings, etc. Stopping to talk with farmers was also encouraged.

Another important first step was to set up a communications system. No plans for radio communications were in the works (a situation that would quickly change) so "call stations" were arranged. Should a sub-post need to contact an officer, the message would be phoned to call stations (usually located at gasoline stations) along normal patrol routes, and attendants at the call stations would display a flag to signal passing patrolmen that there was a message. The call stations also provided a good chance to get to know local residents.

In those first weeks, officers were under strict orders not to arrest unless absolutely necessary, and speed traps were strictly forbidden. The credit for the first arrest made by the Highway Patrol belongs to Sgt. J. W. Krichbaum and Ptl. G. A. Kasson of the Bridgeport sub-post. On Sunday, November 25, 1933, they arrested a motorist on a charge of reckless driving. He pleaded guilty before a justice of the peace and was fined \$10.00 and costs. At the same time, the justice also fined two passengers who were riding with the violator \$5.00 each for drunkenness. Although no objection was raised at the time, the issue of the powers of the Patrol in such misdemeanor cases was brought to question from the start.

Among the earliest services provided were traffic checks. In such details, cars traveling on a certain road were stopped and checked for certain mechanical defects, usually brakes, lights, horn, and license display. If a defect was noted, the driver was issued a correction slip which was to be signed by a mechanic and returned to the local sub-post within 48 hours. The traffic checks enabled patrolmen to make large numbers of contacts without the negative angle of issuing arrests. Officers were, however, under orders to enforce reckless and drunken driving offenses. At the same time, arrests for speed infractions were strictly prohibited except in cases where it constituted reckless driving; Colonel Black firmly believed that speed in itself did not constitute a hazard. The attack on drunken driving led to a bit of a definition problem -- there was no reliable measure of the degree of an offender's intoxication. This was addressed on December 21, when Colonel Black announced that drivers who were arrested for intoxication would be taken to a physician to be certified as such. By the end of 1933, the Patrol had made a total of 24 arrests, 14 of them for driving while intoxicated.

The first of several major changes that were to occur in 1934 was the creation of the Investigation Division, which actually occurred on December 15, 1933. Although the investigators were to remain separate from the Uniform Division, both in duty and assignment, the transfer reflected a move to combine all enforcement activities of the Highway Department under a single head. The division consisted of 30 Bureau of Motor Vehicle Inspectors and was primarily assigned to registration investigations and school bus inspections on vehicles that never ventured outside urban areas. Just as with "weighmen" (training graduates waiting appointment), there was no legislated cap on their numbers, and the number of investigators ballooned. As will be seen later, this predated the eventual demise of the section.

The early days of 1934 also saw the beginning of the Patrol's lead in law enforcement communications. The statewide police radio network for which the Patrol would become nationally recognized was partially due to Col. Black's experience with police radio in Cincinnati, but more the result of the escape of an inmate from the Lima State Hospital for the criminally insane, and the unsuccessful and embarrassing chase that followed.

On or about January 2, 1934, Neal Bowman escaped from the Lima State Hospital where he was incarcerated for robbery and kidnapping. Bowman, determined to prove that he was sane enough to escape every police net set for him, headed for southeastern Ohio. On January 8, O. W. Merrell decided that the Highway Patrol would lead the chase. The next day, he and Colonel Black arrived in Marietta at 5:00 A.M. to take personal charge of the pursuit, employing about half of their patrol force in the effort. The result was "ludicrous" to use Merrell's own word; the chase went on for about a month, from Marietta to Cincinnati, before the Patrol admitted its defeat. Not only were a large number of men away from their normal duties, the whole affair inspired a good bit of humor that did the Patrol little good. But Merrell and Black learned from the experience. In the course of the pursuit they found that the great difficulty was in communicating with their men rapidly enough to shift them to the latest spot where Bowman had been observed. When the chase reached the Cincinnati area, they finally approached Powell Crosley, an acquaintance of Black's from his Indian Hill days, and obtained permission to make broadcasts on his big commercial radio station, WLW. The usual method was to send out general messages requesting citizens to notify any patrolman they might see to call in to whatever temporary site was being used as General Headquarters for instructions. The result was enough to convince them that they had to have radio themselves, and that such a development would be good for all police agencies in the state.

Their timing could hardly have been better. The Buckeye State Sheriff's Association had recently built a radio station in Findlay as a service for all lawmen in northwest Ohio. The station had been constructed with money contributed by interested citizens, but the BSSA was having difficulty financing the operation. As a result, the radio station was "placed at the disposal" of the Patrol on January 17, 1934, accompanied by a proposal that this station (WPGG) would be the first in a statewide system. From this, events moved with incredible rapidity. On January 22, the Patrol began a 10 minute, five-times weekly broadcast to all district stations over the Ohio State University station WOSU, carrying primarily a list of stolen cars. Meanwhile, five sites judged best for transmission were selected for the construction of the statewide system. On March 10, Merrell announced that construction would begin shortly, and on April 5, the Columbus station (WPGQ) was in operation. On April 17, the BSSA officially turned their station over to the Patrol, which moved the transmission site two miles for better results. In turn, the Sidney district headquarters was shifted to Findlay. By the end of the year, stations in Massillon and Wilmington were operational, and Cambridge was activated the following January. Along with this went receivers on all Patrol cars and the first experiments with receivers on motorcycles. For good measure, the Patrol hooked up with the Atlantic Seaboard Police Teletype System.

In one short year, an organization only a few months old had launched the most comprehensive statewide radio network in the country. The modern communications system was revolutionary

for the Patrol, the state, and indeed the country, and would be the "crown jewel" of the division for many years to come.

Still another major advancement for the Patrol in 1934 was the training of men in criminal identification work by the Bureau of Criminal Investigation. Like the Patrol, the staff at the BCI was small, and they had difficulty lending the quantity of aid requested by local police officers. Since the men at BCI were experts in their field, the obvious solution was to have them train personnel from the Highway Patrol who would in turn do the field work, work that would mean investigating crashes as well as cases such as small town murders. In early July, a group was sent to London for study, and soon the Patrol was prepared to perform all sorts of modern crime fighting. Members of the "criminal identification unit" included both former uniformed patrolmen and men from the investigation division.

At the same time the Sidney headquarters was shifted, a four-field district setup was announced, with Findlay (A), Ravenna (B), Wilmington (C), and Athens (D) as the headquarters of the districts. Columbus was designated as the headquarters district.

Construction of district headquarters buildings, the very buildings still in use today, were planned for Findlay, Massillon, Cambridge (slated to replace Athens in December 1934), and Wilmington. The first of these buildings was completed in September 1934 in Massillon, and the subsequent open house drew over 10,000 visitors, underscoring public interest in the Patrol. Like the agency in which they served, the men of the Patrol were subject to constant change in those early days. Colonel Black (he took the rank of colonel in early 1934) believed that no one should become "too familiar" with one area, and transfers were common and immediate. In 1934 alone, George Mingle rose from a patrolman to Colonel Black's second-in-charge, a path which necessitated five transfers in a little more than eight months. George Mingle himself admitted that he might well have quit had he not wound up in Columbus with his family.

Of the original Camp Perry Class, 50 percent were gone by the end of 1934. Although there were a large number of resignations, those who stayed harbored a great amount of dedication. The conviction that they were building something worthwhile and that each of them could make a personal contribution was strong. Certainly, such a spirit was needed to overcome the long hours and days spent on the job, and the monotony of barracks living. If the spirit got a little too high, something like the Bowman fiasco would bring them back down to earth. The same thing also happened on a personal level. George Mingle once recalled the first time his friend, Ptl. [later Major] D.W. Unkle appeared before a certain justice of the peace near Warren. Unkle, who "lived the Patrol," strutted into the room in full uniform and virtually marched up to the justice to give his testimony. The latter, a tiny disabled man, simply looked up from his desk and said, "Officer, remove your hat!"



Stories of the early patrolmen and some of their escapades are legion. In retrospect, it seems that many of the accounts came to be treasured because the large amount of time spent on the job and Colonel Black's strict adherence to order and discipline made such activities infrequent. Indeed, Colonel Black asserted this almost at once, publicly dismissing three members of the Camp Perry Class, including two of six original lieutenants, for entertaining unauthorized visitors in the barracks just ten weeks after graduation. More commonly in such disciplinary cases, men were allowed to resign.

Of course, with such a rapid turnover of men, not to mention manpower shifts to the communications and identifications units, additional training schools were necessary from the beginning. The Second Training Class, known as the "Delaware School," convened on February 12, 1934, with roughly 74 candidates [again, records vary widely on actual numbers.] The school met in an old factory building in Delaware owned by the Department of Highways which was refurbished and equipped before classes opened. The quarters at the Delaware School were not ideal, but they were a drastic improvement over Camp Perry. Apparently there were hopes that this would be the permanent location for all future training, but this did not come to pass.

The Delaware School also included prospective radio officers. These candidates were not required to meet the same physical standards as the regular cadets, nor were they to be considered for patrolman positions.

On April 12, after two months of instruction, roughly 41 of the 74 cadets graduated. Four of these were commissioned immediately, under scoring the turnover from the first class -- the pool of weighmen from that class had already been exhausted! The other 37 Delaware graduates were commissioned as weighmen and 30 of these were eventually appointed as patrolmen. About 10 weeks later, the Third Academy Class began at the State Fairgrounds with around 48 candidates, of which 24 graduated. Also during 1934, two investigative division schools were conducted, from which 40 (70%) graduated.

It should be noted at this point that discrepancies in training school figures are the result of several factors. First, the Patrol ran a few "unofficial" training schools for a small number of men prior to 1940. Graduates of these were credited with having graduated from an "official" school. Also, in a few cases, officers are actually credited with having graduated from two schools! Finally, miscellaneous situations, such as candidates joining the class late, raise additional uncertainties.

Despite this rather heavy turnover of men, the Patrol managed to maintain a busy duty schedule. In the spring of 1934, the State Department of Education suggested that the Highway Patrol study and plan a periodic and systematic inspection of all school buses. Although

somewhat handicapped by lack of statutory provisions governing school buses, the program was initiated, and the first phase of inspections was completed by the opening of schools in September. One month later, follow-up inspections were begun to determine how many of the recommendations (Patrol officers could only recommend corrections in most cases) had been corrected.

Speed traps, not uncommon in rural Ohio, were completely contrary to Colonel Black's ideas of traffic enforcement. It was during 1934 that the Patrol acted to break up such practices. In reality, there wasn't a lot the Patrol could do, but by publicly denouncing speed traps and stopping motorists to warn them of approaching speed traps, such practices began to decline.

At the close of 1934, the new Highway Patrol had stopped nearly 200,000 vehicles, ordered over 120,000 corrections, issued over 50,000 verbal warnings, and made 4,223 arrests. More incredibly, an average of nearly 32,000 miles of patrol had been logged by each officer! In the 1934 Department of Highways Annual Report, Colonel Black issued three recommendations to aid his young force in the performance of their statutory duties. His recommendations were: "the reconstruction and addition of constructive motor vehicle registration and traffic laws; an extension of the powers and authority of the Highway Patrol; and an increase in the quota [number] of highway patrol men." As will be seen later, the popularity and respect for Colonel Black and his Highway Patrol, as well as the political know-how and savvy of Assistant Superintendent Moritz, would make these recommendations reality in short order.

The opening of 1935 saw the majority of the newly convened 91st General Assembly in favor of boosting the force in some way. Unfortunately, just as a manpower increase seemed imminent, several newspapers caught wind of the actual number of employees under the force -- 222. Pointing to the section of the original Highway Patrol law calling for (in addition to 60 patrolmen) "such other employees as might be needed to handle office and administrative routine," articles blasted the division for "taking taxpayers for a ride." In truth, while Merrell and Black had used these means in good faith to carry out the legislated duties of the division, they had stretched the intent of the law a bit. In addition to the 60 patrolmen, the Patrol payroll included: 60 investigators; 31 weighmen (student patrolmen awaiting commission); 25 radio operators; 15 GHQ staff members (clerks, stenographers, Moritz, and Black); and 31 others which included a physician, two motorcycle mechanics, a carpenter, a caretaker, and field stenographers.

The need for more uniform officers and the concerns raised about excessive number of civilian employees were addressed in a single piece of legislation. The new law, HB 429 which took effect in late August 1935, increased the number of patrolmen to 120 and limited the number of other personnel to 50. Colonel Black responded immediately by removing the investigators, now numbering 70, from the payroll. Several days later, 21 student patrolmen (graduates

awaiting commission previously classified as weighmen) from the Fourth Academy Class were added to the force. Two months later, the graduation of the Fifth Academy Class brought the division to its legislated cap of 120 officers.

As Black and Moritz worked toward the manpower increase, the division continued its feverish pace toward tailoring itself and its operations to the needs of the citizens of Ohio and the law enforcement community. On January 3, 1935, the Identification Unit was launched with two officers, H. W. Grossglaus and H. G. Bluemlein. The unit was assigned to the Bureau of Criminal Investigation and Identification, and trained in modern investigation methods such as fingerprinting and evidence interpretation. Though the unit lasted only nine months, it afforded the division an opportunity to have a few of its officers trained in more specialized work.

General Headquarters was relocated in early 1935 from its cramped, one-room accommodations on the eighth floor of the State Office Building in Columbus. The new location, a mansion once owned by former Governor Campbell at 1117 East Broad Street, provided sufficient space for individual offices and a sub-post.

Also that year, Sgt. R. W. "Red" Alvis, a Camp Perry graduate, became one of only two Ohioans selected by Federal Bureau of Investigation Director J. Edgar Hoover to attend the first-ever FBI training school. Alvis completed his studies in October and returned to his position of Training School Commandant, where his practical and organizational skills would be put to good use training new officers. Among the changes brought about by Alvis's experience was the addition of the .351 Remington rifle to the division armament.

Alvis was considered the ideal officer to many of the men who worked with and around him. A native of East Liverpool, Alvis attended West Virginia Wesleyan University prior to joining the Patrol. While at WVWU, he was a standout football player for Wesleyan on Saturdays and a star on the Ironton Tanks professional football team (with his face taped and using an assumed name) on Sundays. His talent as a commander and the respect he commanded, as well as his imposing physical stature, made "Red" Alvis one of the most widely remembered and esteemed officer in the history of the division. He left the Patrol in 1944 at the rank of major-inspector to begin a very successful career in corrections. He served as Warden of the Ohio Penitentiary and superintendent of the London Correctional Facility before his death in 1967. Today, his name lives on as the namesake of "Alvis House," an institution which assists released inmates in readjusting to life outside of prison.

Included in Alvis's staff was Ptl. James Hanley, who went on to serve 25 years at the training school, including 17 years as Training Commandant to 35 Academy Classes at the Hartman Farms Academy. Hanley graduated from the Second Training School where his Marine Corps background enabled him to stand out as a strong leader of men. Upon graduation, he was

among a group of only four from his class to receive an immediate commission. He retired at the rank of captain in 1960.

Another new face, a young lawyer named Alex Dombey, was added to the Patrol payroll as an instructor and attorney in 1935. Dombey was officially assigned to the division for four years, then was dropped in 1939 when the administration changed. About a year later, Governor John Bricker asked Dombey to donate his time and effort on two cases. Dombey agreed, then continued handling individual Patrol cases throughout the 1940s and 1950s, receiving no formal pay. Instead, grateful officers "chipped in" each year at Christmas to present him gifts.

One of the earliest successful traffic safety efforts was launched in October 1935 when Colonel Black ordered officers to concentrate activity on the 12 most crash-plagued highways. At the district level, the problem areas were identified, with special attention given to areas which were dangerous under certain conditions. The district commanders then redirected routine patrol routes to provide coverage in these areas, allowing patrolmen to warn motorists that they were approaching hazardous areas.

The Ohio law enforcement community was handed another colossal responsibility in December 1935 when HB 569, the driver's license law, was passed to become effective in October 1936. While administered by the Bureau of Motor Vehicles, the actual responsibility of testing drivers fell onto the Patrol and local police agencies. When the law finally went into effect, the Patrol handled about one-half of the examinations, primarily in rural communities.

In part, the early popularity of the Patrol was due to the public's great interest in police work. The press, eager to give the people what they craved, went to great lengths to cover the efforts and successes of the "O-Men." The story of the Nyhart case in 1936 was tailor-made for this type of exposure, with the story unfolding like a Hollywood "cops and robbers" film, and the newspapers pumping drama and excitement into the story line.

The case began rather innocently when Sam B. Nyhart was reported driving without a license plate. Nyhart was not located that day, but his name continued to surface as a suspect in a number of "moonshine" hijackings. When Colonel Black ordered a check-up on Nyhart's past, he didn't have to go far. His second-in-command, Captain George Mingle, had been a boyhood pal of Nyhart's and a deputy sheriff in Knox County -- Nyhart's home. Captain Mingle detailed Nyhart's sordid past to Colonel Black, who in turn broadcast the hijacker's fingerprints and mug shot.

In the following weeks, considerable intelligence was gathered on Nyhart. He was known for stealing and driving only new Fords, equipping them with a smoke screen device, and abandoning them after 20,000 miles. He was always very heavily armed, and was soon

discovered to be the perpetrator of dozens of stick-ups, always disappearing in a thick cloud of blue smoke.

On New Year's Day, 1936, Ptl. J. E. Ruch and E. H. Davey were patrolling the highways of Wooster County and spotted the Nyhart vehicle. They gave chase, reaching speeds in excess of 85 miles-per-hour on snow-covered roads, when the suspect vehicle began belching dirty blue smoke which coated their windshield. Davey, unable to see, stuck his head out the window and steered by the treetops as bullets riddled their vehicle. Ruch quickly returned fire, but the patrol car, having lost its radiator to gunfire, quickly overheated. Just as the officers gave up and broke off the chase, they passed the suspect vehicle, ditched and abandoned.

Though Davey was slightly wounded in the exchange of gunfire, the two followed three sets of tracks in the snow leading away from the vehicle. They led to a barn, where Nyhart's accomplices were located and arrested. Nyhart himself had stolen an old draft horse and escaped in to the night.

Several months and near-misses later, Nyhart was traced to a Columbus poultry store, using an alias similar to others he used in the past. Sgt. V. M. Andrews, a member of the Camp Perry class, was assigned to pose as the "plumber's cousin" from Cincinnati and to "loaf around" the neighborhood. After striking up friendships with Nyhart's brother and another friend, and finally meeting Nyhart himself, a command center was set up in a nearby hotel. The following day, Nyhart arrived at the poultry store, and before he could enter heard the sound of screeching tires. He spun around, then felt the chill of a gun in his back: the "plumber's cousin" had put an end to his career.

As popular as the Patrol had become, it was still learning by trial and error. A good example is the issuance of handcuffs in 1936. Each officer received a set, but unfortunately, no case to carry it in. The result was many a situation like one later described by Colonel Radcliffe. One particular violator became unruly and led him on a short foot chase. After capturing the suspect and wrestling him to the ground, Radcliffe realized that his handcuffs were in his car -- 50 feet away. Cases were issued in short order.

In 1936 the O. W. Merrell Meritorious Service Award was initiated, with the first being presented to Ptl. Scott Radcliffe. He was honored for diving into an icy canal and holding the head of a trapped motorist out of the water for nearly 45 minutes until help arrived.

As the year 1937 opened, Ohio greeted a new governor, Martin L. Davey. Gov. Davey would prove to be a strong supporter of the Patrol, while, as we will see later, using the division to perform some very questionable functions. However, even when ordering the Patrol into the "gray areas" of its authority (sometimes even beyond those limits), officers performed admirably, and continued to maintain the support and trust of the citizens of Ohio.

One of Gov. Davey's first acts was to reappoint Colonel Black as Patrol superintendent, noting his "efficient administration of the Highway Patrol department." At the same time, he reappointed Frank West, the original registrar of the Bureau of Motor Vehicles. John Jaster Jr. was selected to replace Whitey Merrell as Highway Department director.

Waiting to greet the new governor was a previously unparalleled disaster: The Flood of 1937. An early thaw coupled with heavier than normal rainfall to push the Ohio River and most of its tributaries over their banks on January 14, 1937.

By January 25, Portsmouth's famed "million dollar flood wall," the first of its kind in the nation, was under 12 feet of water and beginning to crumble. In Cincinnati, the river crested at 72.4 feet, a remarkable 20 feet over flood level. To complicate matters, the weather made an abrupt change, with temperatures dropping below freezing and the rain becoming sleet.

When it became apparent that this would be no ordinary flood, Colonel Black cancelled all time off and dispatched 90 of his 120 officers to the flood zone. The Sixth Training Class, which had commenced two weeks earlier in Findlay, was cancelled so that the 22 cadets could also report. Mobile radio WGFT was transported to Jackson where a temporary headquarters was established, and the radio division assembled a radio network with stations at Wilmington, Pomeroy, Portsmouth, New Boston, Manchester, Bethel, Ironton, and Cincinnati. Before the crisis was over, even the secretaries at GHQ had been called into the field for desk duty.

During the next two and one-half weeks, officers worked hand-in-hand with the National Guard, Red Cross, and other volunteers to rescue flood victims and assure relief supplies got to people in need. Boat owners, particularly those in the Indian Lake area, volunteered their boats for the rescue efforts, which were put at the disposal of the Patrol. This precipitated what Colonel Black later referred to as the toughest part of the entire detail -- getting all those private boats back to their rightful owners.

Patrol units withdrew from the flood zone in early February and members of the Sixth Training Class returned to school in Findlay, where all but one would graduate in March. It was the final training class in which the power of the Patrol to conduct its own training was assumed. Legislation passed two months later formally delegated the power to the division.

The flood response demonstrated that the Patrol was a mobile force that could be depended upon in a catastrophe. As one bill was introduced in the legislature seeking \$1 million in flood relief, another sought to raise the manpower cap of the Patrol. On May 14, 1937, HB 641 was passed, authorizing 200 patrolmen, 30 "radiomen," and 35 civilians, a substantial increase. Also as a result of the flood, a flood control map was developed by Lt. [later major] J. W. Krichbaum. The map outlined which roads would be closed and what areas would have to be evacuated at

various flood stages. Eventually, 486 miles of the Ohio River system were mapped, completing one of the country's earliest advanced disaster warning systems.

The newly legislated increase in manpower was, for all intents and purposes, effectively eliminated by a massive cut in the Patrol budget by the General Assembly. In 1936, the division had been appropriated \$560,000 but spent only \$517,230. For 1937 and 1938, the same \$560,000 figure was requested, but the legislature allocated only \$501,100. The immediate result was the elimination of the pending training class, as well as plans to add the additional 80 officers. Later, Colonel Black announced that the division would replace its teletype hookup with "morse wires" as a reduction in expenses. Before the cuts were finished, school bus inspections, physicians reports of intoxication, pay increases and new equipment were eliminated, and many other services cut back.

Ultimately, Patrol funding was augmented with an additional \$160,000 appropriation, but not before another pay bill was ruled unconstitutional.

Twenty-six patrolmen previously designated as patrolmen-in-charge (post commanders) received promotions when Colonel Black announced the formation of the rank of corporal in August 1937. Black assembled the 26 in Wilmington on the 14th for a news conference to detail the change. He also stated that the new rank would not carry an increase in pay.

The Patrol was introduced on a national level in a big way in September 1937 when Governor Davey took a 26-man contingent to the National American Legion Convention in New York City. Making the most of their appearance, Gov. Davey had the 20-cycle and three-car detail turn on their sirens as they rode into Times Square, sending thousands of milling New Yorkers to the curb to observe the approaching spectacle. The 20 cycle officers, all chosen for their riding ability and (more importantly) their rugged stature, "stole the show," to quote contemporary accounts, with Gov. Davey proudly riding in a Patrol convertible at the rear. Upon their return, the state auditor, already at odds with Gov. Davey over his ordering a two-officer escort for his recent vacation in the Carolinas, refused to authorize funds to pay for any of the expenses during the detail -- including salaries. Eventually, the state covered all expenses, and Gov. Davey, undaunted, continued the practice, ordering a two-man escort for his trip to watch the Yale vs. Princeton football game two months later.

The last of the four original DHQ buildings, Cambridge, was officially dedicated on November 29, 1937, with an elaborate ceremony. Patrol motorcycles led a Sunday afternoon parade to the new facility where, despite rain, throngs of visitors converged to observe the ceremony and inspect the new barracks.

The first record of a major drug arrest was logged in November 1937 when Ptl. R. B. Stewart arrested three men for possession of 150 lbs. of marijuana. Ptl. Stewart stopped the vehicle for

a violation and spotted three large cans on the back seat. Further investigation revealed they each held 50 lbs. of the "narcotic weed."

Also that month, Gov. Davey ordered Colonel Black to send about one-half of the Patrol into northeastern Ohio to stop union organizers from using force to block highways and enroll truckers. Union officials denied they used violence and the Patrol made no arrests. At the same time, officers were escorting Greyhound buses in the wake of violence in the bus strike.

While the division expanded and became increasingly acquainted with the demands surrounding its traffic safety responsibilities, manpower allocations were periodically shifted to meet those responsibilities. Sub-posts had been added at Bellefontaine, Lorain, New Philadelphia, Painesville, and Zanesville around 1935 (although Painesville and Zanesville were closed shortly after opening,) and additional stations at Kent, Salem, Portsmouth, Mt. Vernon, Georgetown, and Steubenville were added between 1936 and 1938. Another sub-post, Chesapeake, operated for about the first six months of 1939 in an attempt to break up speed traps in the Ironton area, which Colonel Black considered to be contrary to the promotion of highway safety.

It was in 1938 that the requirement for officers to live on-station was eliminated. In a policy (which became effective October 16, 1938), Colonel Black outlined the requirements for all officers wishing to live off-station. First, the officer's living quarters required a telephone, a garage, and most importantly, the approval of a superior that the residence was "suitable" for a patrolman. Officers who were not on vacation or time off would remain on "reserve duty," which meant they were always on 24-hour call. Naturally, the post was still manned 24 hours a day to provide normal services, which now included road condition advisories during inclement weather.

As the greater cause of traffic safety progressed, the division continued to make a name for itself in other areas of crime fighting. The Conn case introduced the Patrol to investigation work in a big way, and at the same time garnered a sort of "kinship" with a sizable number of outraged and sympathetic citizens. The ongoing investigation and trial surrounding the case served to magnify other cases and incidents of 1938, with three such cases drawing a great deal of attention to the division.

On May 15, 1938, officers received a tip that gunmen were planning to "stick up" the East Palestine Eagles Club. A "posse" of Salem post units, Columbiana County deputies, and East Palestine police officers, all in plain clothes, descended on the club, which was in the process of having a large initiation meeting. The officers were positioned throughout the facility the entire evening, and by midnight, most of the members had left.



At 2:15 A.M., after many of the officers had gone off duty, four gunmen entered the club. Sgt. M. A. Mock and a janitor were stationed in a restroom off the main bar room when the gunmen entered, and were quickly covered by two of the bandits. The robbers frisked the two men, but missed Sgt. Mock's service revolver, which was concealed in a shoulder holster. As the bandits prepared to tie the two up, officers burst in from another room, guns blazing. Sgt. Mock quickly joined in the volley and in an instant two of the three bandits lie dead on the floor. The third, hit by slugs from Cpl. W. E. Arey's service weapon, escaped but was later captured.

A similar story was recorded the following month. Ptl. C. W. Whipple received a broadcast and realized that a getaway car from an armed robbery in Chillicothe was headed in his direction. Ptl. Whipple spotted the vehicle and stepped into the road to flag it to the side. Rather than stopping, the suspects sped up, trying to run him over. Ptl. Whipple dove for cover, then started in pursuit. As the speed of the chase increased, Ptl. Whipple broke out his windshield with the butt of his rifle and took aim. He held his fire long enough to pass a large group of Boy Scouts, then squeezed off two quick shots, hitting both bandits. One sustained fatal injuries and the other later admitted to the \$4.10 robbery. The rifle used by Ptl. Whipple, a .45-70 Wisconsin deer rifle, had been confiscated by Whipple several months earlier from bank robbers who fired on him during a pursuit.

Another incident, one which might easily have been as tragic as the Conn case, occurred in December 1938. The Wilmington district headquarters received a call on a crash near Waynesville on Route 73. The officer who took the call, Cpl. P. W. Powell, opted to take the call rather than dispatch Middletown post officers at their meal time. Cpl. Powell, who was later remembered by a contemporary as an excellent officer who was (incidentally) Colonel Black's nephew, arrived at the scene several minutes later. He began to question the occupants, two men and two women, when one of them pulled a gun and disarmed him. They forced Cpl. Powell to drive them away from the scene, then handcuffed him to a tree. Apparently, one of the desperados put a gun to Cpl. Powell's head and said he was going to shoot him, but the other talked him out of it.

After the kidnapers fled, Cpl. Powell quickly freed himself and telephoned Wilmington. A dragnet of over 300 state, county, and local officers fanned out over 25 counties. The two women were found shortly after -- abandoned on a county road near Kings Mills. The men were picked up early the next morning. It was later learned that the men were escaped convicts who had recently been involved in a series of bank robberies.

A large volume of legislation passed at the end of the 1930s placed greater responsibility and authority upon the division. In March 1938, the Patrol was delegated authority to enforce regulations in the new "Farm Crimes Law." This act can be seen as the first delegation of "police powers" to the Patrol. As a primarily rural agency, the Patrol was the logical choice for this sort

of statewide law. The following year, the superintendent of the Patrol was designated by the legislature to set the standards for constable uniform and automobile markings. Though no enforcement powers were granted, courts were to throw out any arrest by a constable not adhering to the standards. In early 1939, Gov. John Bricker came out in favor of a new bill introduced to create a "Department of Public Safety," which would contain a Highway Patrol with full police powers (except in municipalities and labor disputes), the Bureau of Motor Vehicles, and the Bureau of Criminal Investigation. The bill was defeated shortly after. It is interesting that Colonel Black, speaking as a "neutral party," opposed this change because "it would cut traffic services in half." Later, a pay bill arose to replace an earlier bill which had passed but was ruled unconstitutional, with Colonel Black personally testifying in favor of the bill. At the same time, he came out in opposition to the proposed pay raise for himself. In the end, he was successful on both counts -- the pay raise was approved for all officers except the superintendent.

In the wake of the "full police powers" debate, Colonel Black sought to further clarify the powers and responsibilities of his force, requesting the Ohio Attorney General issue several opinions. Those opinions, released later in the year were as follows:

1. The Patrol had no power to arrest for intoxication alone, whether of passengers in vehicles or pedestrians;
2. The Patrol had arrest authority within municipal limits so long as they occurred on state highways, and;
3. The Patrol had no power of seizure except to take deadly weapons from a person under arrest.

Several uniform changes are noted to have taken place during the 1930s. The first change to be noted was the addition of the dark "blue-black" uniform shirts around 1935. They were worn in place of the blouse in summer. During 1938, hat badges, previously miniature replicas of the coat badge (including the badge number), were replaced by a flying wheel design similar to, but much larger than today's. The campaign style "smokey" hat was phased in during 1939, with officers retaining their "garrison" style hats for use on motorcycle details. About the same time, the puttees were replaced by boots. Finally, five-year service stars were adopted in 1939.

At the request of Florida's new Department of Public Safety, Captain George Mingle was sent to help train the first class of Florida Highway Patrolmen. His role, aside from that of an instructor, was to assist in the actual setup of the organization.

In slightly more than six years, the Ohio State Highway Patrol had more than tripled in size, set up one of the most comprehensive radio and communications systems in the world, and earned a reputation as an honest and effective law enforcement unit. The organization had overcome

many obstacles while attaining its early success, and appeared to have its operations firmly and permanently established. Unfortunately, events on an international level would soon take precedence.

## O. W. "Whitey" Merrell

The contributions of O. W. "Whitey" Merrell, often referred to as the "granddaddy" of the Ohio State Highway Patrol, will not soon be forgotten or irrelevant. The Director of the Department of Highways when the division was formed, it was Merrell who enabled the Patrol to make its early and most vital acquisitions -- such as the first radio equipment, the barracks at Findlay, Massillon, Wilmington, and Cambridge, and the early training camp sites. Of Merrell personally, an article run in a northern Ohio newspaper probably says it best:

*Sensitive about his real name -- Otho Walter -- he has his friends call him "Whitey," or "Spider," a name he was given when as a plumber's apprentice he asked to climb inside huge boilers.*

*At one time a highway contractor himself, Mr. Merrell is fond of playing a piano late at night after a day's bickering with contractors over bids. He likes to don lumberjack shirts and sweaters and cruise around with the Highway Patrol. He smokes constantly, drinks little, and suffers from a tricky stomach which he babies with bicarbonate of soda.*

*Graduated from the engineering school at Ohio State University, he rose from a chief engineer to director under Gov. White. Observers, noting his friendliness with newspapermen and his flair for publicity, suspect him of gubernatorial ambitions.*

Merrell left the Highway Department in 1935, but remained a close friend of the Patrol for the remainder of his life. The O. W. Merrell Meritorious Service Award, the Patrol's highest award for valor, is a fitting reminder of a man who did so much to make the Ohio State Highway Patrol what it is today.

Mr. Merrell passed away in 1987 at the age of 86.

## **Colonel Lynn E. Black**

Little is actually known about the early life of Lynn Ernest Black. According to the best sources, he was born on October 9, 1897, in Glenville, West Virginia. He was a member of a large family and probably had very little formal schooling. He joined the U. S. Navy during World War I and was a Fireman 1st Class at the time of his discharge. From there, he took a job as a payroll clerk with a mining company in West Virginia, then as a railroad fireman. Also during this time, Black attained some degree of success playing baseball, first with local semi-professional teams and later with Fairmont and Morgantown in the Mid-Atlantic League.

In January 1922, his younger brother, Lane Black of the West Virginia State Police, was critically wounded in a gun battle and not expected to live. Hoping for retribution, Lynn Black and another brother enlisted in the force. The brother was rejected, but Lynn, described as having blue eyes, light brown hair, and a fair complexion, was added to the ranks of the WVSP on February 24, 1922.

Black served in the WVSP until October 24, 1924, when he was "discharged at his own request." From there he served as a deputy sheriff in West Virginia, and later in St. Clairsville, Ohio. His first big opportunity came in 1927 when he helped organize the Indian Hill Rangers. The Rangers, founded by wealthy families to guard their neighborhood, are today a regular police force.

During his successful tenure at Indian Hill, Black caught the attention of Sheriff Asa Butterfield of Hamilton County and, in 1931, he was appointed to a captaincy in the Hamilton County Sheriff's Department. Black commanded the "county patrol," a permanent force of deputies who performed all types of police work but specialized in traffic problems. During his tenure in the county patrol, Black motorized and modernized his force, and was involved in several high-profile cases, earning considerable local fame for his cunning and bravery.

In late 1931, a six-year-old girl was found brutally assaulted and murdered in the basement of a Cincinnati tenement. The man who discovered the body was considered the prime suspect, but investigators were unable to obtain sufficient evidence or a confession after nearly a month of intensive grilling. It was finally Black who, pretending to be arrested and severely beaten by police, was able to convince the killer to confess.

The following year, Black enjoyed considerable success in cleaning up the tough river gangs of Cincinnati, broke up a major auto theft ring, and located a wanted murderer. Black's career as a lawman -- as well as his life -- nearly came to an end when he was shot leading a raid against a fugitive. In November 1932, a man wanted in the killing of Rush County (Indiana) Sheriff Roy Compton was traced to a residence in the Brown County town of Mt. Orab. Brown County

Sheriff John Nue approached Lynn Black to obtain a machine gun and tear gas for the raid, and Black, along with three of his deputies, volunteered to aid in the capture. Following an exchange of gunfire, Black rushed the building, kicked open the door, and fired a tear gas canister into the house. As he stepped away from the door, he was hit in the groin by a single .38 caliber round. He staggered back to his patrol car, refusing to fall or sit down, saying only, "He shot me, boys." Though hampered by a bout of double pneumonia during his convalescence, Black was back on the job in less than two months.

It was with this background that Captain Lynn Black took the helm of the Ohio State Highway Patrol on September 20, 1933.

On October 3, 1933, a scant two weeks after the official announcement of his appointment, Captain Black arrived at Camp Perry to begin training the 125 Ohio State Highway patrol recruits.

Throughout his 11 years as superintendent, Colonel Black continued to publicly espouse his most fundamental principles -- no political interference with the inner workings of the division, no bullying or enforcement traps by his force, and continued modernization and progress. He enjoyed traveling the state with his beloved dog "Arthur," who was his constant companion. He was a popular public speaker, winning many friends with his dry sense of humor.

The dynamic era of Colonel Lynn Black came to an end on April 26, 1944, when a kidney ailment attributed to his 12-year-old gunshot wound ended his life at the age of 46. Among those at his bedside when he died was his brother Lane, the very person whose critical wounding nearly 20 years earlier had inspired young Lynn Black to become a lawman.

Editorials hailed the passing of our first chief, with The Columbus Dispatch noting:

*As a result of Colonel Black's policies, there is nowhere in the nation a state police force more cognizant of the last detail of its duties and responsibilities, more considerate of the public it polices, more polite in its approach to its many times unpleasant duties, or more efficient in carrying out to the last item of instruction the tasks laid before it.*

The *Flying Wheel* magazine, which went around the world to reach Patrol officers stationed in all theaters of the war, said it more simply: *We are his living memorial of a job well done. May his tradition be our standard.*

## The Conn Case

The murder of Ptl. George A. Conn of the New Philadelphia sub-post touched off the Patrol's first major investigative case, involving dozens of suspects in an extensive and complicated action which laid the groundwork for the eventual creation of the Investigation section.

Ptl. Conn left New Philadelphia to serve a warrant to a Freeport man who had previously failed to appear in court. At around 5:30 P.M., while traveling on Route 8 in Harrison County, Ptl. Conn stopped to check on a 1937 Ford coach parked on the side of the highway. As he questioned the driver and reached for what he apparently thought was the vehicle's registration, a man approached from behind him demanding that he "stick 'em up!" Ptl. Conn quickly turned around and the man began shooting.

The next morning, the New Philadelphia station reported that Ptl. Conn had not returned the night before. Shortly before noon, Ptl. Conn's patrol car was found with the keys still in the ignition. It was immediately apparent that it had been "wiped clean" with a wet cloth, as though to remove fingerprints. A couple of hours later, a motorist traveling on Route 8 just north of Freeport happened to notice a piece of yellow cloth in a ditch next to the road. Thinking that it was a tarp that had blown from a truck, and that he might have use for it, the motorist stopped to pick it up. He made a grisly discovery. Ptl. Conn had been shot at least seven times. A contingent of patrolmen, led by Captain George Mingle and Lt. Ralph Alvis, descended on the scene to scour for clues. They found very little -- the cloth covering Ptl. Conn, a few cigarette butts, a map, a pencil, and bullet casings but most importantly of all, an automotive service certificate apparently handed to Ptl. Conn just before he was shot. Ptl. Conn's weapon was in its holster, and his uniform was intact, but his cap and cap badge were missing.

An inquiry on the automobile on the service certificate was sent out, and it was found to be stolen from a Minnesota resident. Soon after, it was discovered near Cambridge, Minnesota, deliberately burned. Several officers, led by Lt. Alvis, were dispatched to Minnesota to investigate the vehicle and develop leads.

Meanwhile, a list of suspects, dotted with colorful names from the area underworld, such as "Pick Handle Pete" and "Steubenville Skip" was immediately developed. But much evidence, including "eye-witness" statements and a great deal of circumstantial evidence, pointed to two separate notorious gangs -- the Bird gang and the Brady gang. The Bird gang had recently escaped from jail in Cleveland, was thought to have been seen in Freeport at the time of the murder, and for good measure had been known to have connections and hideouts in Minnesota, where the car listed on the service certificate was stolen. On September 29, Col. Black publicly announced that he was sure the Bird gang had slain Ptl. Conn.

"G-men" caught up with the infamous Brady gang in Maine on October 12, killing Brady and his "first lieutenant." The one surviving member, James Dalhover, the "trigger man," was reported to have confessed to the killing of Ptl. Conn, but when questioned by Col. Black, denied it but offered to confess, saying, ". . . one more murder [charge] wouldn't make any difference to me now." He later confessed again, but offered a story not consistent with the facts.

At about the same time, members of the Bird gang were also captured, and though positively identified by several witnesses as having been in the vicinity at the time of the murder, were placed elsewhere by FBI officials and subsequently ruled out as suspects.

The big break in the case came in December when an inmate at the Belmont County jail contacted officials with a story he stated would clear up the Conn case and lead to the arrest of the guilty parties. The inmate said a fellow inmate -- one Booker T. Johnson -- had bragged of being involved in the killing of a patrolman named Conn at Freeport, Ohio. Johnson's story implicated four others, namely Bernard Masulla, Peter Sereno, Charles Ford, and Bernice Bradley.

With this information, officials extradited Charles Ford, who in turn confessed details around which the Patrol's entire case evolved. According to Ford, he met the other four in a house of prostitution in Pittsburgh where he was hired to drive for them. They went to Huntington, where Ford said Masulla and Sereno had "business," (possibly picking up a shipment of marijuana,) and stayed the night. As Ford related it, they robbed filling stations along the way. The next day, September 27, 1937, at approximately 4:30 PM, they stopped on Route 8 outside of Freeport and Masulla and Johnson went over a hill into a field to relieve themselves. While the others waited in the car, Ptl. Conn pulled up and walked back to them. He asked to see the "papers" for the car, and Sereno reached into a pouch and produced the service certificate later found with the body. At that time, Conn was spotted by Masulla and Johnson, who approached him just as a truck was passing. Masulla yelled "stick 'em up!" but Conn instead turned, and was met with gunfire.

Among the most convicting evidence was Ford's ability to guide officers to different areas involved in the crime. He led a group to the murder scene, where the car was abandoned, places along the way they had robbed, and landmarks in Steubenville.

During the investigation and trial, it was established that the gang was also involved in white slavery, that is, kidnapping college-age women, doping them, and delivering them to houses of prostitution with which they had ties. It was thought that Conn might have seen one such victim, drugged and tied up in the gang's car, prior to his murder, but this was never substantiated.



In the end, Sereno and Johnson were acquitted; Ford pleaded guilty to manslaughter; Masulla was convicted and sentenced to life at hard labor at the Ohio Penitentiary. Bernice Bradley was never located. Sereno and Johnson did return to jail to serve out sentences for robbery. Sereno was released about a year later and was shot and killed shortly after that.

In reviewing the case, a contemporary reader finds discrepancies in Ford's stories. There are several points that don't quite add up. On the other hand, Ford's ability to accurately lead officers to the murder scene and other important landmarks is hard to discredit. Those involved in the case, such as George Mingle, were confident they got the right men. He felt that Sereno was acquitted because he had a good lawyer who confused the jury, and Johnson because prosecutors couldn't break an alibi that he was in Newark at the time.

## 2. Enter the War

As the 1940's opened, the nation was preparing for what appeared to be an inevitable entry into the war raging in Europe. Col. Black and his planners had already begun considering the expected redirection of activities -- unfortunately, the reality would far exceed their expectations.

The division had already been delegated a few "wartime" duties, beginning in 1939 when the Federal Bureau of Investigation requested the Patrol's assistance in investigations of un-American activities. In a letter signed personally by FBI Director J. Edgar Hoover, the division was asked to be on the lookout for such activities, especially communist activities, which Hoover stated would eventually become an even greater threat than the Germans, Japanese, or Italians. A "flood" of these requests began pouring in and, by 1943, 635 cases, consuming 31,000 man-hours, had been completed for the FBI. Most involved routine intelligence gathering of persons reported as "suspicious."

Despite the attention to the impending war, traffic safety was still the primary mission of the Highway Patrol. Arrests for speed infractions began in May 1940 with the issuance of Bulletin 20 by Colonel Black. It stated, "Effective at once, the speed regulation for motor vehicles set forth by Section 12603 of the General Code of Ohio will be enforced when flagrant violations of excessive speed exist in the absence of reckless driving . . ." Director of Highways Robert S. Beightler announced the new policy citing a recent rise in crashes and difficulties in obtaining convictions under the old policy of arresting for reckless driving rather than speeding. The director further stated that the Patrol would not automatically enforce the 45 miles-per-hour speed limit, acting instead to warn motorists first and arrest on subsequent violations.

The year 1941 saw a major increase in duties and responsibilities, just before the division was to begin losing men to the services. In February, the Commanding General of the Fifth Corps Area of the U. S. Army called upon the division to coordinate the movement of military and civilian traffic in the state. Colonel Black was appointed "traffic liaison officer" later that year and, under his direction, Ohio was the first state in the nation to complete plans for the rapid immobilization of troops and equipment. In 1941 alone, 154 convoys were moved under the direction of the Patrol.

Other changes came in the form of new legislation. Amended Senate Bill 248, approved May 9, 1941, was responsible for a number of changes, among them a reformulation of powers and duties. In short, it delegated the Highway Patrol jurisdiction over all rural roads (including the power to make felony arrests), not just the state highway system. This included a provision that it was the duty of the Patrol to investigate all accidents outside municipal borders. At the same time, it barred direct enforcement within municipalities -- even on the state highway system.

The same bill raised the cap on the number of patrolmen to 300, lowered the age limits from 24-40 to 21-35, and raised the superintendent's salary from \$4,000 to \$4,500 per year. Another bill, approved the same day as the latter, mandated that the State Highway Patrol and other peace officers "shall" report coal and coke trucks overloaded by more than two percent above the stated amount of their permits to the federal government.

Drivers licensing became the sole responsibility of the Patrol under amended Senate Bill 93, approved June 4, 1941. The bill created a "Drivers License Examination Section" within the Patrol, and allowed the hiring of 75 examiners and as many clerks as necessary. It was actually 1942 before any examiners were hired, and 1943 before the division was prepared to assume the responsibility of all testing.

A real milestone for the division, one which illustrated an acceptance of the Patrol as a permanent part of state government, was House Bill 523, the Pension Fund Bill. Approved June 4, 1941, the pension would cover all members of the uniform and radio divisions, as well as the superintendent and assistant superintendent.

A final major piece of legislation, the first "uniform traffic code," was approved June 5, 1941. Among the modifications set forth in the new law was the speed limit provision. It was raised to 50 MPH on state highways outside of municipal limits, while limits within cities and villages were left to local authorities -- with the prior consent of the Director of Highways.

Foreseeing the impact of the war in Europe, Gov. John W. Bricker, in his biennial address to the legislature in 1941, noted that either the Highway Patrol had to be given full powers or an "Ohio State Guard" would be necessary. Bricker actually favored the first option, stating it would be less expensive. "One patrolman," he said, "would be worth several guardsmen and could be mobilized faster." He also cited the possibility that a guard force would be trained at great expense only to be demobilized shortly afterwards, whereas a patrolman's training would benefit taxpayers for years.

Labor leaders immediately raised objections, stating the proposed expansion of powers was an attempt by supporters to take advantage of the temporary situation (the calling up of the National Guard.) At a meeting of various union leaders held to formulate and present a united position on issues, spokesmen formally declared, "We do not believe this form of 'Gestapo' is necessary or American." Shortly after, the heads of two sheriff's organizations echoed union sentiments, with one even calling for the elimination of the Highway Patrol. The end result was the increase to 300 men previously mentioned.

With the expected manpower increase came post expansions and reorganization. The headquarters district was designated as district "G" and given three posts (previously referred to as substations), new ones at Lancaster and Hebron, and Mt. Vernon, which was transferred

from district "B." New posts were also added at Fremont, Norwalk, Van Wert, Chagrin Falls, Wooster, Dayton, Coal Grove, and Gallipolis, while the Bellevue and Newark posts were dropped. The reorganization at General Headquarters included the addition of the Plainclothes division, the Records bureau, and dispatchers (one sergeant, one corporal, and two patrolmen given command duties at Columbus.) The ranks of major-inspector and first lieutenant were also added, the latter having previously been adopted and dropped.

Prior to the heavy wartime manpower losses, each post consisted of a corporal and average of five or six patrolmen. District headquarters were staffed by a lieutenant, three or four sergeants, a corporal, and an average of nine patrolmen. Included in the district figures was a "stolen car specialist," specially trained in identification work and fingerprinting. Radio division units numbered 12 at Columbus and four at each district headquarters (except Cambridge which had two.) By this time, cars outnumbered motorcycles 142 to 100, with 16 of the 100 cycles actually assigned as training vehicles.

The first Patrol employee to be called into active service was Gene Baumgarten, a civilian employed at General Headquarters since 1933. This occurred in late 1940. The first patrolman to be drafted was V. U. O'Dell in June 1941. From there, a steady stream of officers left for boot camp, and it became obvious that the division was going to lose a substantial number of men. In late 1941, Colonel Black and Captain Mingle began to entertain thoughts of augmenting the force with an all-volunteer auxiliary force.

The American Legion seemed the logical choice to draw such a force. Most legionnaires were war veterans, of good character, and anxious to serve their country -- and at the same time would not be called into national service. Colonel Black placed Captain Mingle in charge of organizing the new force. Working closely with Joe Deutschle, state adjutant of the Ohio American Legion, and future auxiliary head William Konold, Mingle assembled the auxiliary force in short order.

The first official enrollment meeting was held in Franklin County on February 8, 1942. By the first of April, 2,650 members were in training. Auxiliary officers were subjected to 40 hours of instruction in desk duty, patrol, disasters, and convoy movements. Ultimately they were assigned to one of 362 mobilization points. As soon as it was activated, the force immediately began establishing its worth. A good example occurred in the early morning hours of May 31, 1942, when a huge wave from Lake Erie crashed into North Madison, throwing boats as far as 300 feet beyond the usual high water mark. Officers at the Geneva post summoned the Lake County Auxiliary, and within an hour, 27 of the 31 members were on the scene to aid in the rescue and recovery effort.

In April 1942, the division hit a peak of 297 patrolmen. From there, the number steadily decreased. In four months, 50 employees, including 42 uniformed officers had entered the service. Of these, 22 were officers, including four "Flying Cadets." The steady drain would continue throughout the war, and by 1945 (despite an additional Academy class in 1943) uniformed officers numbered only 139.

Not all patrolmen who were lost during this period went into the military. Toward the end of 1942, the Patrol began conducting "Plant Protection Schools" to train factory and plant defense forces. Ironically several officers later resigned to head such security forces.

Highway travel was strictly regulated during the war to preserve scarce materials such as rubber and petroleum. A 35 mph "victory speed" and travel restrictions were imposed as a means to ration these items, but they required close enforcement. An example of such an action was a roadblock set up by the Office of Price Administration and the Patrol. Of over 400 drivers stopped, over 250 claimed to be ill and en route to the doctor. In truth, they were violating travel restrictions, and were, like nearly 14,000 other violators, reported to the federal government.

Among the other wartime duties undertaken by the Patrol were: bridge protection, blackout trials, military airport protection, fingerprinting of plant employees, and various surveys. The Patrol's efforts on behalf of the military were rewarded in 1943 when the Office of Civilian Defense awarded the division a Citation of Merit -- the first ever issued to an organization not exclusively involved in civilian defense work.

Along a different war front, about 12 members of the Plainclothes division were sent to Mahoning County in 1943 to assist in Attorney General Herbert's attack on the massive gambling and corruption problem there. After about a month, the detail was left in the hands of F. C. Moon and J. R. Lezak, who spent a year and a half documenting a variety of criminal organizations. The investigation uncovered such corruption that the report on the case notes, "The magnitude of the present conditions . . . would require more than just a quiet investigation, which would not even scratch the surface. Gambling places and bookmakers are about as abundant . . . as are drug stores." In the end, the investigation led to 34 indictments.

As the war progressed, its effect could be measured in terms of equipment as well as men. In late February 1942, U. S. officials released 52 new cars that were purchased by the division but never delivered due to a freeze imposed by the federal government. It would be three years before the Patrol would receive another new car.

Radio advancement was also slowed, though not so severely as with automobiles. Two-way radios were slowly appearing in cruisers, and by 1944, over half of all patrol cars had one. The

sets had a range of up to 50 miles and enabled a sharp increase in felony arrests despite a shortage of manpower.

The first post transmitter was installed at Troy on January 19, 1944. Equipped with a 100-foot antenna and 50-watt transmitter located three miles from the post, it was operated by remote control. The Troy station was apparently to be the first of 19 in operation by the end of the year, but due to cutbacks, only seven more would be activated by December 1945: Warren, Geneva, Marion, Dayton, Athens, Perrysburg, and Bellevue.

April 26, 1944, marked the end of an era. Colonel Lynn Black, the very man whose able leadership transformed a fledgling 60-man outfit into one of the most advanced and respected departments in the country, died after a short illness. His death was attributed to a kidney disorder triggered by a bullet wound he received in a gun battle in 1932. One hundred police officers, including 60 Highway Patrolmen, served as an honor guard and formed a procession of police vehicles which extended more than a mile. Three trucks were required to transport all the floral arrangements sent from around the country.

On May 1, 1944, Major-Inspector George Mingle was named to succeed Colonel Black. Colonel Mingle immediately issued a statement promising to carry on the policies of Colonel Black, among them, "aiding the Army in protecting the state's internal security now and lending rehabilitation guidance to service groups in the postwar era." Captain R. W. Alvis was elevated to major-inspector (second-in-command) two weeks later.

Like Colonel Black, Colonel Mingle assumed the superintendency at a time when Patrol resources were very thin. But whereas Colonel Black was able to tailor the duties of his limited force, Colonel Mingle inherited a long list of responsibilities for his. To top it off, although the end of the war was in sight, Mingle's force would continue to shrink for another year. Fortunately for Colonel Mingle (and the citizens of Ohio) Highway Patrol Auxiliary of officers proved a very capable and dedicated body. It continued to build on its reputation for responding rapidly when needed and routinely working long hours.

Though the end of the war was still about one year away, preparations were already being made for the return of officers and the transition to peacetime. The Flying Wheel magazine, sent to officers stationed in all theaters of the war, began setting the groundwork for this transition with two articles geared directly at servicemen. The first, published in August 1944, outlined the procedure for re-joining the Patrol. Stated simply, men needed only apply in writing within 90 days of their discharge and supply a copy of their discharge papers. The second article, published in November 1944, emphasized that everyone was looking forward to the return of the servicemen and that the training received by these officers while in the military would undoubtedly aid the division. At the same time, it pointed to a problem that had

already arisen. One man who was a patrolman when he left for the service several years earlier returned demanding to be made a sergeant. When this was refused he resigned. The article pointedly noted that those who had stayed with the Patrol during the war could have taken better jobs (in fact, some had) but had chosen instead to remain and maintain the high standards of the Patrol. Returning officers could rejoin at the rank they held when they left, period.

Sadly, four Patrol officers serving overseas would not have the option of returning. Two were killed on Iwo Jima, one was lost when his submarine was sunk, and another was shot down over Germany.

The remaining officers did not go unnoticed. Activities of the Patrol continued to be the subject of high praise in newspapers throughout the state. But it wasn't crime-fighting or war duties that would catch the spotlight in early 1945 -- it was winter and spring weather.

In January 1945, Ohio experienced what was described as "the first old-fashioned winter in 20 years," which, even with the light wartime traffic conditions, gave officers quite a big job. Since mid-December when heavy snowfall blanketed most of the state, nearly every road in Ohio was slippery, and snow continued intermittently for over six weeks. This was made worse by a shortage of Highway Department personnel, many of whom had been called in to service.

The worst case was when about 400 people, in seven buses and 75 autos, were trapped on the Dixie Highway near Bowling Green. It was five degrees below zero and some drifts were so large they were hazardous even to snow plows. Nevertheless, patrolmen led a bulldozer and six school buses onto the scene to rescue stranded and freezing motorists. Three patrolmen who were already on the scene worked hours in the numbing cold to get the stranded people, included 85 in need of medical attention, to shelter. The buses took 11 hours to make the 18-mile round trip and only one life was lost.

Following the snowy winter came a very wet spring, which resulted in the most extensive flooding since the great flood of 1937. In fact, while not as high as the '37 flood, the '45 flood did a great deal more damage. Patrol units helped evacuate over 11,000 people, including 95 percent of the people in New Richmond, and assisted another 4,700 in moving upstairs. The auxiliary was out in force, logging over 7,300 hours in 10 days, and an extensive communications network was constructed to relay water readings and shift personnel at a moment's notice. Local newspapers lauded Patrol efforts, noting that "extensive preparations helped [the Patrol] overcome what would have been, even in normal circumstances, a very trying affair."

As the long war finally drew to a close, Colonel Mingle and his staff outlined a course to quickly bring manpower to its authorized levels. There was a great deal of uncertainty as to what shape

the reconversion to peacetime would assume, and further, if the low pay and long working hours a patrolman endured would discourage growth. Nevertheless, an ambitious program of rebuilding and expansion was planned to correspond to the recently passed House Bill 330 authorizing 400 sworn officers (an increase of 100). This, and major technological advances already on the horizon, would change the face of the Ohio State Highway Patrol forever.



### 3. Giant Strides

With the war out of the way, the first order of business was to finally establish a "permanent" training facility. From among several possible sites, the Hartman Farms, located on U. S. 23 south of Columbus, was selected to be the new Academy. The Hartman Farms School was a large farm house which served as a dormitory, mess hall, classrooms, and offices. Located on several acres of land, the new Academy offered sufficient space for all aspects of training and provided a sense of permanence which would allow instructors to "settle in" and develop a training routine which could remain fairly consistent from class to class.

The first Hartman Farms class, the "Fighting 19th" convened in December 1945 with 34 candidates.

Being the first post-war class with all but one member being war veterans, the 19th Class became one of the more memorable. First, in a training program still heavily dependent upon military drill and "treat 'em rough" methods of discipline, class members, many of whom were recently fighting in the front lines of the war, in many ways took over the work. Instructors eventually abandoned almost all of the drill as it became evident that the recruits knew more about it than the officers. And physical conditioning became almost a joke -- not because the men avoided it but because they were in better shape than the instructors. In the end, 27 graduated -- as a part of the first class to ever gain weight during training.

The 19th Class precipitated a marked decrease in military drill in future classes. It is worthy of note that the 20th Academy Class, which convened two weeks after the 19th graduated, and subsequent classes, were in for a very rough time as the training officers regained their composure and cracked down.

It was hoped that by running schools at a rate of about three per year the authorized limit of 400 officers would quickly be reached. Unfortunately, in 1946 alone there were 42 resignations from the already limited ranks. Probably the greatest single factor in this attrition rate was low pay. In an address to officers at an in-service school, Colonel Mingle admitted that low pay was a concern of top ranking officers as well as patrolmen in the field, and promised to personally seek a substantial increase from the legislature. He previously fought to have the Patrol treated differently than other state employees (in terms of pay raises), and though his request was refused in the legislature, he intended to renew the effort. If that proved unsuccessful, he would ask for a "separate maintenance" like the Indiana State Police received.

It is interesting to note that Colonel Mingle also said that the other big issue (aside from the pay increase) was to build a new general headquarters building. An architect had been hired and appropriations secured, but unfortunately it was to become the first of many unsuccessful

attempts to obtain a Patrol-owned headquarters. However, a program of post construction was right around the corner (reversing a plan to house posts in new highway garages being built across the state) and in 1948 the first Patrol-owned post, Medina, was completed and operational. Athens was completed shortly after, and the trend toward post ownership had begun.

To compound the difficulty Colonel Mingle faced in rebuilding his force, traffic deaths began to skyrocket as wartime rationing and travel restrictions were lifted. While the actual fatality rate remained relatively stable, the sheer numbers of highway deaths were of great concern. Driver safety became a hot topic in editorials appearing around the state, as well as calls for a larger and better-paid highway patrol. While the attention to highway safety was much needed and probably saved many lives, the increased attention to how "severely underpaid" patrolmen were did not help the recruitment process. It did, however, help push the General Assembly to grant a small pay raise to officers classified as "patrolmen." It was not the raise Colonel Mingle sought, but it did offer slightly better pay to recruits.

On the heels of the pay raise came the next expansion of powers. House Bill 177, approved June 24, 1947, modified sections of the original founding law and dropped a six-year ban on enforcement activities on "roads and highways" within municipal limits. Patrolmen making an arrest in a municipality were simply required to bring charges in the local municipal court. In addition, it empowered patrolmen to enforce criminal laws on all state-owned and leased properties.

Another increase in duties was handed down in Senate Bill 221, also approved in 1947. It created several new aviation offenses and gave the Patrol (and other agencies) jurisdiction over those offenses. The Patrol was also given jurisdiction to "investigate all aircraft accidents within the state of Ohio, anything in the General Code of Ohio limiting the jurisdiction of the state highway patrol to the contrary notwithstanding." The first arrest for "drunken flying" was made on April 28, 1948, by Ptl. C. E. "Red" Wallace. Called to Greenfield Municipal Airport by a manager who tried to stop the inebriated pilot from flying, Ptl. Wallace compiled his reports and had them signed, then arrested the man when he landed. The aircraft laws came at a time when obtaining a Patrol aircraft was the topic of serious consideration. Aircraft use had been considered in the 1930s, but it wasn't until after the war that thoughts of a Patrol plane for regular assignments were again entertained.

On May 4, 1948, the Patrol placed into service its first aircraft -- a sleek Beechcraft Bonanza. It was originally to be used not for enforcement purposes, but for disaster relief, air searches, transportation, photography, and "errands of mercy." Sgt. E. P. Webb, a graduate of the Camp Perry Class and an old "barnstormer," flew the first Patrol mission on June 8, 1948. During the flight Webb broadcast a radio signal which reached all posts and most cars. While airborne, he

also spotted a disabled vehicle and directed officers to the scene, recording the first aircraft assist. That first mission, as well as Webb's ardent support of an aircraft program, earned him the title "father of Patrol aviation."

Two years later, the original Bonanza was traded in and the division obtained a Cessna 170 and a newer Bonanza.

Though the reconversion to peacetime conditions had allowed Patrol operations to return to normal, the nation's attention to defense and preparedness brought the Patrol back into civil defense work. In February 1948, the division unveiled its new system for handling major disasters, utilizing methods proven successful in a major explosion and fire in Texas City, Texas the previous year. The plan involved the entire uniformed division (at this date numbering 326) and over 1,800 Auxiliaries prepared to implement perimeter controls and traffic routing. The use of aircraft was to be an important element (though the division had not yet received approval to purchase one), as was the addition of five new mobile radio trailers, each pulled by a jeep, which were purchased several months later.

The preparedness plan proved valuable in capturing two desperadoes who, in July 1948, went on a murder spree. Robert M. Daniels and John C. West, two ex-convicts who were regarded as dangerous and unstable even by fellow inmates, brutally murdered John E. Niebel, farm manager at the Mansfield Reformatory, and his wife and daughter. Both were already being sought on other charges. When the bodies of the victims were discovered Daniels and West were considered the prime suspects.

The two fled to Cleveland, then the following day decided to "hide out" in Indiana. They headed west two days after the Niebel murders, stopping in Tiffin to sleep, then deciding to steal another vehicle -- they had been driving the same stolen vehicle since before the murders! This precipitated two more cold-blooded murders, one a motorist and another a truck driver, before officials realized that West and Daniels were in the vicinity and effected the Patrol blockade plan.

All posts in District A were contacted (by telephone) and told to put blockade plans M16 (Maumee River) and M15 (Sandusky River) into effect. All local police agencies were also contacted and swung into full alert.

Sheriff Roy Shaffer of Van Wert County, Van Wert City Police Department Sergeant L. D. Conn, and a state conservation officer were at the fateful checkpoint. West approached driving an auto rig stolen from one of the murder victims, and upon questioning, aroused Sheriff Shaffer's suspicions. Shaffer climbed atop the rig and discovered Daniels, ordering him out at gun point. As he did this, West decided to make a run for it, opening fire on the Lima officer, who was wounded but returned fire, killing West. In the end, Daniels was captured without incident,

West died two hours later, and the Lima officer and the conservation officer later recovered from gunshot wounds.

A local editorial hailed the capture, recalling the in famous Neil Bowman fiasco (14 years previous!) and noting the planning and advancements which enabled the Patrol's blockade procedure and the wonderful cooperation among agencies to succeed (whereas the Bowman case was an utter failure.)

A full-scale test of attack preparedness was undertaken in 1950, when the city of Marion experienced an "attack" drill. National Guard troops, city and county officials, and a Highway Patrol contingent of 40 uniformed officers, 150 Auxiliaries, and several radio operators (along with all five radio trailers) placed the disaster plan into effect. At 2:08 P.M. on September 17, 1950, 16 Ohio National Guard bomber and fighters "buzzed" Marion's industrial west side, simulating nuclear attack. Over 1,500 people were involved in the exercise, making Marion "the only city in Ohio ready to meet such an emergency." One radio-journalist, noting the effectiveness of the Highway Patrol Auxiliary echoed the oft-heard sentiment, "Thank God for the American Legion."

Another element of preparedness was the dreaded "semi-annual inspection." While from a preparedness standpoint these inspections seemed vital, the result was the loss of many patrol hours as personnel devoted their time to cleaning posts and vehicles, painting engines (which caused cars to run poorly until all the paint burned off), and maintenance chores. The program was abandoned in the latter part of the 1950s due to the tremendous loss of enforcement time during preparation.

Another unsuccessful and unpopular program during this time was known as "10-for-1." The 10-for-1 program dictated that for every crash an officer investigated, he was expected to also include 10 "units of correction" (warnings or arrests) in his monthly activity. In other words, if an officer investigated 12 crashes during a month, his activity was expected to include at least 120 corrections. The failure in the program was that it imposed quotas, the only such imposition of quotas in division history, and sometimes forced officers to issue corrections they would rather have not. The butt of a great number of good-natured jokes, 10-for-1 was eliminated in the early 1950s.

A more effective effort to reduce defect-related crashes was the yearly safety check. Following the war, the Ohio Chiefs of Police and the Patrol annually joined forces to conduct a month-long traffic check to reduce the number of serious defects in Ohio vehicles. In the first three years, the safety check program boasted over three-quarters of a million checks, with roughly 20 percent indicating some sort of safety defect. The number of defects declined from then on,

as the effects of wartime rationing diminished and new cars and parts became more readily available.

Another approach to promoting safety was the strategic placement of personnel and equipment during busy holiday traveling periods. At such times, the five mobile radio trailers were parked in busy, crash-plagued areas, broad casting safety reminders over loudspeakers. The high visibility, as well as media attention to the effort, succeeded in reducing crashes in many otherwise hazardous areas.

Underscoring a continuing acceptance for the division as a permanent part of state government, the first change in the Patrol pension plan was approved in July 1949. The measure greatly improved the pension fund, and included changes such as: lowering of retirement age to 52; credit for WWII service could be purchased; early (20-year) retirement was allowed; and the pension would be based on the five highest paying years of service (rather than 15 years as before). It also raised the officer contribution from four to five percent of his salary. One month later, the first retirement (a disability retirement), was taken by 1st Lt. S. D. Augenstein. A graduate of the Camp Perry Class, Augenstein had been in a command role for over 10 years before his retirement.

The issue of Patrol involvement in strikes was brought to the forefront in 1949-50 when a nationwide coal strike was called in September 1949. In Ohio, the strike covered 22 counties and 17,000 men, and involved some violence as non-union mines continued production. The Patrol was called in and ordered to keep the highways open and free from violence. At times, officers escorted coal trucks (which had been the target of violence when confronted by strikers), angering union officials who issued regular indictments against the division. In the end, Patrol officers never had to enter private property, and the case became another example of effective cooperation between agencies.

Patrol identification work was also brought into public notice in two tragic incidents which occurred during this time.

The Mt. Vernon post received a call on Sunday, February 27, 1949, reporting a fire at Old Kenyon Hall, the men's dormitory at Kenyon College in Gambier. A massive fire which an expert estimated to exceed 3,500 degrees centigrade, it claimed six lives. Patrol identification officers Sgt. F. S. Van Allen and Sgt. H. G. Bluemlein were dispatched to the scene and spent days working with college officials to remove caved-in stone walls and debris. They then sifted bone fragments from the debris, cataloguing and photographing each step, before the six victims were positively identified.

Another grizzly identification job arose when a troop train collided with a passenger train on September 11, 1950, just outside of West Lafayette in Coshocton County. Killed in the crash

were 33 young army recruits, many of whom had no dog tags, personal effects, or fingerprint records. Ordinarily, the Patrol would not be involved in such incidents unless traffic was affected, but this case was a wartime emergency (Korean War) and identification officers were requested by the U. S. Army. F. S. Van Allen again led the identification process, eventually requiring to dental records to positively the final 12.

A new law regulating the processing and sale of horse meat led the Patrol into another area of unusual service in 1951. Sgt. J. V. Seryak, a graduate of the Seventh Academy Class who distinguished himself as a top investigator in several earlier cases, was assigned (at the request of the Ohio Attorney General) to investigate the activities of the Kay Brand Packing Company of Findlay. His subsequent investigation, involving workers and companies as far away as North Dakota and Texas, uncovered an illegal horse meat operation which for two years had sold nearly 30,000 pounds of horse meat (as beef and pork) a week. Seryak's lengthy and complicated investigation earned him the first O. W. Merrell Meritorious Service Award ever issued for investigative work.

But of all activities during the 1950s, the most profound were the tremendous technological advances that were to occur. These, another manpower increase (from 400 to 650), and (despite continued recruiting difficulties) rapid-fire Academy classes, would precipitate changes in the Patrol that were to stand the test of decades.

In early 1952, the division purchased "intoximeters" and began training officers in their use. The first "scientific" method of determining alcohol presence, it consisted of a glass mouthpiece, a balloon, and three glass tubes. One tube held a sponge that changed color to indicate alcohol in the sample. The other two tubes were sealed to preserve specimens in case the arrest was challenged.

At about the same time, the use of aircraft for enforcement finally went beyond the occasional manhunt. On July 4, 1952, Ptl. W. D. Braucher and Sgt. J. H. Gorham were observing traffic conditions from the air and spotted a semi- truck driving recklessly on Route 224 in Mahoning County. They radioed its position to Sgt. W. E. Timberlake, patrolling below, who subsequently stopped the vehicle. Braucher then landed the plane to file charges. As though a light had been turned on, plans for various enforcement-related uses for aircraft exploded and the role of Patrol aircraft changed forever.

That same year saw the greatest advance of all -- radar speed measuring devices. In Spring 1952, the Patrol unveiled several of the devices, conducting highly visible demonstrations to familiarize judges and prosecutors with the new concept. The unit itself consisted of a "field box," about the size of two ordinary shoe boxes, which was mounted on a carriage on the cruiser's right rear fender and connected to a "speed meter" which registered the speed of

passing vehicles. Long cables attached the unit to the cruiser's battery. A radar team generally set up on the side of the highway, placing "radar speed control" signs up the highway to avoid the speed trap stigma. Because the patrol car was not mobile when using a radar unit, the officer radioed the description of violators' vehicles to an "interceptor officer" waiting further down the road.

Although radar already had been used for speed enforcement by various city and state agencies on an experimental basis, it was still a very new concept and some judges were reluctant to accept such evidence without some assurance that it was fair and reliable. In these cases demonstrations were arranged in which judges, mayors, and members of the media could see for themselves that the devices performed accurately. Officials would receive a short explanation of the principles of radar and then the demonstration, which usually involved the official telling a patrolman how fast to drive by the radar team and then checking to see if the radar reading was accurate. In the vast majority of cases, these demonstrations were sufficient to ease doubts.

Another hint of the evolution of Patrol work was emphasized in a Flying Wheel magazine article on narcotics identification published in 1952. Included was a handy checklist with descriptions of the appearance and effects of marijuana, cocaine, and opiates. Though the article noted that narcotics abuse appeared to be less than before the war, it illustrates that officers did occasionally run into such cases.

It was also in 1952 that the Patrol responded to its first full-scale prison riot. The "Halloween Riot" as it later became known, required direct Patrol involvement for three and one-half months.

The Ohio Department of Highway Safety (ODHS) was formed with the passage of Amended House Bill 243 on May 19, 1953 (to become effective October 2, 1953.) Included within the ODHS was the administration branch, the Highway Patrol, and the Bureau of Motor Vehicles. Though the Patrol had not favored the change, it did represent a step up in terms of importance -- the Patrol would be one of only two subdivisions under the ODHS administration.

The first director of the new Department of Highway Safety was Urie C. Felty. Director Felty was one of the original patrolmen, and rose to Colonel Mingle's executive officer at the rank of major-inspector. Upon accepting the appointment to director, Felty became the first officer to take a regular retirement.

At about the time the ODHS bill was passed, Colonel Mingle announced a complete reorganization of Patrol operations, highlighted by a new, nine-district plan and the addition of about a dozen new posts. The plan went into effect August 1, 1953, though Colonel Mingle admitted it would take about 30 days to set up the new district headquarters installations at

Bucyrus, Jackson, and Midway (near the Shelby-Miami County line.) The Midway headquarters was only temporary, with the permanent facility slated for Troy. After further consideration, Piqua was selected as the site for the headquarters facility which was completed in November 1955.

The process of building the first of a large number of fairly standard, one-story, brick and concrete post buildings was already underway. The first opened in Dayton in March 1952, followed by another in Wintersville (Steubenville.) At the time of the reorganization, Col. Mingle announced that the Patrol would build two such posts a year, and indeed, for the next 20 years that pace was maintained.

A new post of another type was also opened in 1952. Responding to plans to build a billion dollar atomic energy plant in Waverly, the division established post 66, a communications trailer parked in a state park at the south edge of town. Manned by two sergeants, the Waverly post (also known as the Piketon post) was slated to become permanent with a patrol-owned building. Instead it was closed in 1956.

Along with the construction of new posts, the first permanent weigh stations were being erected. The first were at Hessville (near Fremont) and at Route 40/42 in Madison County. They were radio-equipped and operated by civilians, often continuously (24 hours) during peak times.

The division finally got its new General Headquarters, or at least a different general headquarters, in February 1954 when it moved into the old Blind School at 660 East Main Street in Columbus. The building consisted of a main structure built in the mid-19th century and two dormitories built in the 1930s. Patrol operations were located primarily in the south dormitory building. Among the improvements needed before moving in was a bit of an electrical upgrade - being a dormitory for Blind School students, each room was only wired for a single 40-watt light bulb!

On Lake Erie, officers were busy getting their "sea legs." A 15-foot boat and trailer had been purchased earlier (around 1950) and assigned to Baybridge. Although mobile and intended to be used throughout the state, it almost exclusively remained in the Baybridge area where it was used (sparingly) for emergency and rescue situations.

At the time the new Dayton post opened, Colonel Mingle announced that 24-hour patrols would be in force in the Dayton area shortly, and eventually all over the state. The previous practice of having one officer sleep at the post and call in officers as needed was outmoded -- recent studies indicated that 62 percent of all fatal crashes occurred at night. At about the same time a new "get tough" policy was initiated to reduce crashes and fatalities. In 1951, only



22 percent of violation stops resulted in arrest -- under the new policy the figure would be closer to 60 percent.

The stricter approach had worked in Pennsylvania, which drastically cut the number of repeat offenses -- by handing out automatic 90-day suspensions to anyone caught violating the 50-mile-per-hour speed limit. Following that first year of the more stringent enforcement policy, the Ohio State Highway Patrol was rated second in the "big eight" states for its traffic enforcement program by the National Safety Council. The following year the division tied for first with California, underscoring the effectiveness of Patrol enforcement efforts.

The field of driver examination was also greatly enhanced during this period. Examiner training became organized, with schools held at Hartman Farms. The first convened in the summer of 1952 with 18 students -- all of whom had applied to be patrolmen but did not meet standards. Classroom work mostly consisted of studying the laws, as well as other lesser subjects such as spotting "ringers" who took exams for other people. Road practice included actually driving the obstacle course and learning how to take over when an applicant got in trouble while taking the exam.

That first group also initiated use of a series of special, "poor eyesight glasses" which simulated astigmatism, nearsightedness, and tunnel vision. Later used in training of regular cadets, the glasses were worn by students while trying to negotiate the obstacle course.

Driver examiner uniforms -- gray trousers and shirts, darker-colored "Eisenhower jackets," and caps -- were also adopted in 1952.

A program for the general improvement of licensing procedures was also underway. It began with an intensive crackdown on "stand-ins," a problem which had become quite widespread. Later, written tests, and a system of giving exams by appointment were launched. The first mechanized vision tests were also initiated. By 1955, the procedure for giving exams was (in a general sense) very similar to that which exists in the 1990s.

The flurry of activity in the early to mid-1950s occurred as one of the most revolutionary improvements in personal transportation -- the interstate freeway system -- was fast becoming a reality. The coming of the interstates was the source of a great deal of uncertainty and anxiety for Patrol planners, who envisioned severe difficulties patrolling the new roads. There was much doubt that they could ever assemble a force large enough to handle all the breakdowns, crashes, and accompanying traffic snarl-ups. Fortunately, engineering advances -- both in cars and highway construction -- assured that problems would never be as severe as Colonel Mingle and his staff predicted.

On December 1, 1954, the first 22-mile stretch of the Ohio Turnpike opened. Throngs of motorists attended a dedication ceremony that snowy Wednesday, with over 1,000 people joining a caravan, following a snow plow and an Ohio State Highway Patrol cruiser, to become among the first to drive on the new highway. The opening of that section of highway represented the first time toll roads of two major states were connected together.

The legality of Patrol enforcement on the Ohio Turnpike remained in doubt for nearly seven months, until legislative action was passed to approve Turnpike regulations and the authorization for the Patrol to add enough officers to police the road.

Since 1951, authorized manpower had been 650, and though that figure had never quite been reached (records indicate an average manpower complement of 603 in 1954), the cap was raised to 700 in 1955. The following year, an increase allowing an additional 59 officers, (specifically contracted by the turnpike), was granted.

The entire 241-mile Turnpike opened on October 1, 1955, and with it came the Patrol's tenth district. Under the command of Lt. John L. Bishop, the district was headquartered in Berea and consisted of three posts -- Swanton, Castalia, and Hiram.

The 40-hour work week with compensatory time off for holidays worked became law at the same time the Turnpike operation hit full stride. Originally set for July 1955, then moved back to October, the change also eliminated "reserve time," the requirement that officers remain at home and "on call" during their off-duty time.

To offset some of the lost hours resulting from the 40-hour work week, the division began hiring civilian dispatchers to enable sworn officers to dedicate more time to enforcement efforts. Many of the first civilian dispatchers were Auxiliary officers.

On November 4, 1955, 26 officers of the 44th Academy Class graduated. Among them was one Louis D. Sharp, who earned the distinction of being the first African-American Ohio highway patrolman. A graduate of Columbus East High School, and later Florida A & M where he was a star football player, Sharp was one of two African-Americans to start the class (the other quit when he was offered a better paying job in private industry.) After leaving the Patrol, Sharp was elected mayor of Urbancrest, a community in southern Franklin County.

Motorcycles, which had been used only for parades and centerlining details since about 1953, were finally removed from all Patrol operations in 1955. The elimination of the final 27 motorcycles left the Patrol with 542 vehicles: 504 passenger cars, 19 jeeps, 10 trucks, a station wagon, five emergency trailers, two airplanes, and a boat.

In 1956, "faintly marked" cruisers, special cars without sirens, red lights, or traditional markings, were put into operation. Marked only with one-inch letters located under the window on the front door, these faintly marked vehicles were an answer to an increased incidence of organized "drag racing." Difficult to arrest, drag racers often set up networks of lookouts who flashed signals to participants when a cruiser approached. It was hoped the faintly marked cruiser could penetrate to the center of the races before being discovered. The program was not popular, however, and the division was compelled to end it shortly after.

The division entered one of the most extensive manhunts in history on June 21, 1956, when truck driver Alfred "Buck" Wilson went on a wild spree of killing and terror. Wilson, despondent over his wife having left him, shot three people, then kidnapped a 16-year-old girl and later killed her.

After several days of searching, involving reports of sightings in Trumbull and Portage Counties, a well confirmed report placed Wilson at the Ravenna Arsenal grounds. County officials requested National Guard assistance, but when informed 30 Patrol units were on the way, the request was withdrawn. By the next morning, almost 200 units were on the scene (121 Patrol officers, 73 Auxiliaries, and a Patrol plane). Under the direction of F. C. Moon and W. B. Umpleby, they began a sweep of a one square mile area containing homes, woods, and farmers' fields. The movement started at dawn, with units forming a line along the entire width of the area and searching every building, treetop, and shrub. As one section of the line lagged behind, the plane would hold other sections back, then the entire line would proceed again in unison. The search took nearly four hours and was not successful, but did establish a thorough pattern for future hunts. Patrol units from districts three and seven, along with all sheriffs deputies, were relieved, leaving the original detachment of 30 patrolmen.

On July 2, the emergency headquarters set up by the Patrol received a report that Wilson was seen getting into a yellow car in Leavittsburg. Cpl. J. J. Szabo, and Ptl. R. H. Duffy and F. M. Smith spotted the car, recognized it as belonging to Wilson's brother-in-law (James Lawson) and proceeded to Lawson's home.

Upon arrival at the Lawson home, the officers found that Wilson had already escaped through a back door. They immediately began pursuit. While searching through the underbrush, Ptl. Duffy spotted Wilson in a tree with a Lugar in his hand, watching Ptl. Smith. Duffy called to the desperado to drop his weapon, but instead the man turned on him. Duffy and Smith fired on Wilson, killing him. An extensive manhunt lasting over 10 days was over -- as was the life of the wanted man.

A large contingent of patrolmen saw strike duty later that year, when forty officers were sent to southeastern Ohio during the telephone strike of 1956. The strike crippled communications in

the area as cables were cut, exchanges raided, and extensive damage inflicted on equipment. The Patrol was called in to keep the highway open and protect property along it, and to follow and report on bands of roving pickets. In areas of Patrol presence, malicious damage was eliminated for the remainder of the strike.

Additional advances during this time held the promise of enhanced detection and prosecution of criminals. The Patrol obtained its first polygraph in 1956. Cpl. W. C. George was the first to be trained and certified as an operator of the device, which was, in the first several months of use, helpful in over a dozen cases. The Bureau of Motor Vehicles' mechanized operators license files also went into operation in 1956. The first automated history and conviction resource available to Ohio officers, the file would quickly evolve into a very important officer safety tool. In addition (and more in line with its intended purpose), repeat offenders could now be more quickly identified.

What was thought to be the greatest advance of all was the ground work laid for the introduction of television into law enforcement. Eager to utilize this exciting new technology to further advance crime fighting, Dir. Felty and Patrol Radio Engineer A. B. Shirk traveled to Washington D. C. to testify for and earn a television license for the Patrol. It was believed that television would soon become a major tool in law enforcement, but the cost far outweighed the capabilities and the project went no further.

One further advance, one which drew little attention but did more in terms of safety than any other, was safety belts. In June 1956, Colonel Mingle announced that all future Patrol cars would be equipped with the devices, citing claims by safety experts that such "lifesaving bands" would greatly reduce highway casualties.

On May 1, 1957, Colonel George Mingle retired as superintendent to become city manager at Portsmouth. Superintendent for 13 years, he had guided the division through some very lean times and rebuilt it into one of the most modern and effective agencies in the nation. Fred "Fritz" Moritz, assistant superintendent of the Patrol since 1933, was selected by Gov. C. William O'Neill and Dir. Gordon Jeffery as Mingle's successor.

Under Colonel Moritz, a change was made in the command structure in late 1957. Two new majors were appointed, one in charge of "services" and the other in charge of "line operations." These were in addition to the deputy superintendent (at this time, S. B. Radcliffe) who also held the rank of major. Among Colonel Moritz's first priorities was to rebuild the general headquarters communications system. On February 25, 1956, an intense storm toppled the 224-foot radio tower in northern Columbus. Fortunately there were no injuries, but the statewide radio network was disrupted for a time. The end result was a major improvement in the communications system.

The Columbus communications center was relocated to general headquarters and linked by a remote control microwave system to a new tower and transmitter near New Albany. The new system, completed in 1957, consisted of a radio telephone, a radio telegraph, a private line teletype, and a radio dispatcher. Later, an emergency power generator was installed at the New Albany tower to assure continued operations for civil defense.

It was also 1957 when Colonel Moritz and his staff began looking into developing a more fair and reliable evaluation system, as well as one which could act as a guidance and training tool. The job was assigned to Sgt. Robert M. Chiaramonte who, working with Sherwood Peres, Ph.D., of the Ohio State University, developed the Diagnostic Forced Choice Evaluation System. Designed to eliminate favoritism and the "halo effect" (in which one or two acts overshadow the remainder of an officer's activity), the system was completed in 1958 and became the basis of many similar rating systems in the United States and Canada.

Civil defense returned as a top priority for Highway Patrol planners in 1959 when heightened Cold War tensions prompted the federal government to place greater emphasis on attack preparedness. In addition to taking charge of a variety of defense related equipment (such as an emergency generator at the headquarters tower, radiological measuring devices, etc.) the division took on the responsibility of preparing Civil Defense Manuals for the evacuation of major target areas in the state. Included in the plan were evacuation routes, check points, staging areas, and auxiliary assignments. Much reliance was also placed on private citizens, mostly farmers residing at crossroads, who volunteered to assist in the event of an emergency. The entire project took months to complete, but the complexities of the system and constant changes to it resulted in the abandonment of the manuals around 1961.

Colonel Moritz succumbed to cancer on July 18, 1959. Major Scott B. Radcliffe, a member of the original Camp Perry Class and deputy superintendent since January 1958, was appointed superintendent by Gov. Michael A. Disalle.

Traffic enforcement took another giant leap on July 4, 1959, when the first air-to-ground speed check was held on Route 40 between New Rome and West Jefferson in western Franklin County. The highway was marked in quarter-mile zones and an observer clocked vehicles as he and the pilot flew overhead. Violators were reported to an interceptor on the ground. The program proved very successful, and airspeed zones soon appeared in every district. Following a breaking-in period during which local judges and prosecutors were made familiar to the process, the program was expanded, and by 1961 nearly 3,500 airspeed arrests were being made annually.

The success and promise of the air-speed program led to the purchase of two Champion airplanes and a helicopter in 1960. With five aircraft now in the fleet, multiple air-speed

operations could now be undertaken at the same time without compromising civil defense preparedness. The helicopter crashed two years later, injuring two patrol officers and one auxiliary, and was replaced three months later by a new Hiller helicopter.

The helicopter flew several impressive and dangerous rescue missions in the early 1960s. The first, in late 1962, was at the scene of an airplane crash on dangerous Lake Erie ice. Patrol pilots flew to the scene, found there were no survivors, and recovered the bodies. A couple months later, the helicopter was again dispatched to Lake Erie, this time to rescue four fishermen stranded on an ice floe. A similar mission rescued two U. S. Coast Guardsmen the following year.

Colonel Radcliffe effected several structural changes in district and post commands in 1960 to upgrade supervisory ranks. At the top, field sergeants were eliminated, and in their place two first sergeants would serve at each district. Sergeants, rather than corporals, would now serve as post commanders. The post-level supervisory staff also included a corporal and a patrolman II (a rank added in 1957 to fulfill the role previously held by the senior patrolman, or "second man.")

Colonel Radcliffe also added the rank of lieutenant colonel for the assistant superintendent. Major F. C. Moon, a graduate of the Second (Delaware) Class, was the first to hold the rank, from which he retired in 1963.

Earlier legislative actions added the ranks of driver examiner II and III, and radio technician I, II, III, and IV. Add to this a doubling in the number of driver examiners (from 75 to 150), additional civilian dispatchers, and an increase in authorized uniformed strength from 700 to 800 (plus 76 Turnpike officers), and the result was more time available for patrolmen to concentrate on law enforcement.

Addressing an increase in water activities, Colonel Radcliffe created an underwater recovery squad in 1960. Fourteen officers, including representatives of each district, completed an accelerated one-week course at the Ohio State University, then returned to their posts to await "the call." Members of the underwater team provided valuable assistance on several occasions before the program was eliminated.

It was also in 1960 that the division obtained its own chemical laboratory and hired a civilian chemist. The new lab was installed at general headquarters and enabled the Patrol to be more self-reliant in its investigations. The chemist proved invaluable in routine matters as well, such as intoximeter analysis.

Patrol efforts in highway safety education during this period included assistance in the production of several chilling, real-life movies portraying the realities of unsafe driving. One

such film was "Signal 30." Filmed at the scenes of actual fatal crashes, it graphically illustrated the ordeal motorists went through in their final moments. The features had a profound impact on many of those who saw them, and probably saved many lives of persons who were "scared straight" by the images.

Another sort of educational program was the Patrol's involvement in Cornell University's Automotive Crash Research Project. The program involved precise completion of forms designed by researchers to determine which features of cars were dangerous and how they might be made safer. After two years, the work of officers from 22 states resulted in a number of recommendations which led to safer auto designs. The division later assisted the Ohio State University in a slow moving vehicle study which also produced important safety recommendations.

A memorable fugitive case held the attention of Ohioans for a month as the Patrol and other law enforcement agencies worked hand-in-hand to bring a desperado to justice. On October 18, 1960, Gordon "Spunky" Firman escaped from the Coshocton County jail and proceeded to go on a month-long spree of burglaries, hold ups, and auto thefts. During this time, Firman lived a "charmed life," continually escaping blockades and stakeouts, and twice disappearing after high speed crashes. Compounding the problem was assistance from individuals who, though no comparisons exist, considered Firman to be a modern-day Robin Hood.

Firman's spree came to an end in November 1960. After crashing a roadblock, nearly running down a patrolman, and disappearing in a hail of bullets, Firman was tracked to a nearby house where he held an elderly woman hostage. In a heroic effort, an Auxiliary officer removed the woman from the house. Patrolmen, deputies, and police officers then raided the house and took Firman alive.

Another example of good police work put an end to a multi-state, million dollar fake accident ring. In January 1961, a Patrol car struck a 1957 Chevy which stopped rapidly at a traffic signal. As the investigating officer Cpl. J. H. Schneider took the report, it became apparent that the driver was attempting to confuse him. Continued questioning further aroused the corporal's suspicions. Two days later, with the help of an ex-patrolman who was an insurance investigator, he found the vehicle had been involved in four other crashes the same day as the patrol car crash. The driver was part of a small but organized group who bilked insurance companies of over one million dollars by making claims several times for the same damage.

The division was called back to mine duty in 1961, not in relation to a strike as earlier, but instead to assist at the scene of a disaster. The Betsy #3 mine of the Powhatan Mining Company in Bloomingdale experienced a major tragedy, necessitating the assignment of officers to traffic control and emergency vehicle escorts in the area.

Auxiliary members were handed another vital duty in April 1963 when they were authorized to perform desk duty. The move freed a substantial number of sworn officers to concentrate on enforcement activities and investigate crashes. A year later auxiliary men were assigned to solo patrols in state trucks to assist stranded motorists.

Colonel Radcliffe retired from active service on January 1, 1964. The first officer to attain 30 years of active service, Colonel Radcliffe was the only remaining member of the Camp Perry Class at the time of his retirement. Chosen to succeed Colonel Radcliffe was Captain Anson B. Cook, a graduate of the Fourth Academy Class and most recently commander of the Investigation section.

One of Colonel Cook's first moves as superintendent was the elimination of the rank of patrolman II on January 24, 1964. This resulted in the largest mass promotion in Patrol history when 69 patrolman II's were promoted to corporal. The following month 54 patrolmen were promoted to corporal, enabling the assignment of three to each post.

Also in 1964, Colonel Cook realigned the command staff by assigning two majors as "zone commanders" of operations in the north and south halves of the state. Major J. L. Bishop drew the assignment as north zone commander and Major H. T. Cowell was selected south zone commander. At about the same time, an intelligence unit was formed to perform special assignments for the superintendent and provide security for the governor.

September 19, 1964 was a proud day as dignitaries gathered near the Ohio Fairgrounds to break ground for the new Patrol Academy. Approved by the 105th General Assembly, the \$1.5 million Academy promised to be the most modern police training facility in the nation. Following the ground breaking, Gov. James A. Rhodes commented, "I know that . . . we have the finest Highway Patrol in these United States of America . . . I think this is a start, a new era for the Highway Patrol, and I think that the goals are unlimited and the potential untouched."

The Patrol certainly had progressed in its second 15 years. The tremendous strides included the addition of a large number of officers, the integration of modern and effective tools in to enforcement work, and the accumulation of a great deal of knowledge and experience. Each was critical because Gov. Rhodes was right; the Highway Patrol was entering a new era.



## The 1952 Ohio Penitentiary Riot

On October 31, 1952, at about 4:40 P.M., a riot broke out at the Ohio Penitentiary which required direct Patrol involvement for three and one-half months.

The uprising started spontaneously when an inmate eating in the mess hall began tapping his cup on the table, which was the signal for more coffee. A few more inmates joined in and the pounding became steadily louder. As mess hall guards attempted to regain control, the pounding increased to general bedlam. Warden R. W. Alvis, a former patrolman was standing about 100 yards away in the prison yard and heard the disturbance. He walked to the mess hall, stood on a table, and attempted to quiet the disorder -- with some success. At that point a second mess hall broke into disorder. Warden Alvis entered the second mess hall and was met with inmates throwing trays and utensils, and breaking up equipment. He then quickly made his way to his office and alerted police and the National Guard.

Many inmates sought places of refuge, returned to their cells, or found open areas and just sat down. But others formed gangs and roved the cellblocks and dormitories, breaking locks on cells and looting the dispensary of drugs.

The earliest responding patrolmen arrived soon enough to take control of the powerhouse and power supply before gangs of prisoners could. Columbus Police arrived shortly after -- fortunately, many extras were on duty or on call for the usually busy Halloween night. As the disorder unfolded, a number of buildings were set ablaze -- meaning the first duty of the assembling force was to protect the brave firefighters and their equipment.

By the time sufficient police were on the scene for a roundup of inmates several buildings were burning out of control (although others had been extinguished) and inmates were scattered throughout the 19-acre prison yard. Police action began as officers drove the convicts into the yard and then, as ample forces arrived at the scene, back into the cellblocks.

By 10:00 P.M., all convicts, except for a few stragglers, were in their dormitories and cellblocks. Unfortunately, in cellblocks G, H, I, and K, most locks and junction gates had been destroyed, necessitating Patrol presence within the blocks to hold the convicts at bay.

With the inmates back in their cellblocks, municipal and county officers were withdrawn, leaving a presence of 270 highway patrolmen and a support unit of Ohio National Guard troops.

For four days, the 1,600 inmates in blocks G, H, I, and K raged out of control in the cellblocks. On November 3, a "starve or freeze out" policy was put in to effect, causing a number of already hungry inmates to drop "kites" with written offers to surrender. Tensions in the cellblocks began to mount and on November 4, "things got hot" as one member put it, as

inmates began fighting and hurling heavy objects onto the patrolmen below. After issuing several warnings for convicts to cease, shots were fired, killing one prisoner and injuring four others. After the shootings, inmates were ready to surrender. Many lessons were learned in the Halloween riot — such as the need for advance knowledge of individual institutions, the effectiveness of total involvement of all agency commanders, proper deployment of squads during sieges lasting several days, and the value of still and motion picture taking to the subsequent investigation. The riot also gave Patrol personnel first-hand experience in handling a mob, allowing them to observe how such a body acts and the important role of agitators. These lessons would be valuable when the division returned to put down another riot in 1968.

## 4. The Next Generation

With the first 30 years under its belt, the Ohio State Highway Patrol was poised to pass the torch to the next generation of officers. None of the original 60 officers remained, and further, a growing number had never patrolled on a motorcycle or worn boots and breeches. A vastly different Highway Patrol would negotiate the changing and turbulent times ahead.

Of course, the most anxiously awaited development was the completion of the new Academy. Groundbreaking had taken place in September 1964 and, although there were delays in construction, the new facility was dedicated on September 2, 1965. Gov. James A. Rhodes presided over the ceremony, which featured Mrs. George White, widow of Gov. George White, to whom the building was dedicated. The Academy formally opened on February 18, 1966, with an open house which attracted over 5,000 visitors and graduation ceremonies for the 69th Academy Class. Later that year, standard cadet uniforms were adopted to add further dignity to the training process.

Other signs of growth were in evidence throughout Patrol operations. The process of inventory control and accountability had become a colossal task and was greatly improved by Lt. C. E. Reich who introduced the system still in use today. The new post construction effort continued at a rapid pace and by 1965, 19 of the newer, standardized posts had been completed and several more were in the bid process. Finally, activity itself was on the rise. While manpower had only increased 33 percent, officers investigated 48 percent more crashes, issued 150 percent more arrests, and undertook hundreds more speaking and educational details in 1965 than in 1955.

Administration of the rapidly changing organization would fall into the hands of Lt. Colonel Robert M. Chiaramonte upon the retirement of Colonel Cook in October 1965. Colonel Cook, who had been a member of the division since training with the Fourth Academy Class in 1935, retired to head the newly formed Ohio Peace Officers Training Council.

Colonel Chiaramonte, a graduate of the 17th Academy Class and a veteran of World War II, promised to "exert every effort to increase the stature of the Patrol and its officers to even greater heights than the present high level of recognition it enjoys."

Colonel Chiaramonte's promise was a tall order indeed. Colonels Radcliffe and Cook had labored to keep the meritorious efforts of officers in the news, making good use of the Superintendent's Citation (issuing 49 in seven years) to underscore those efforts. Among the more recent included: the rescue of a Michigan State Trooper who had been kidnapped and brought into Ohio by an honor camp escapee; the shooting of a kidnapper/car thief by Ptl. C. L.

Russell after being shot in the abdomen by the suspect; and the fine relief work put in by patrolmen and auxiliary officers after a string of tornadoes struck northern Ohio.

One of Colonel Chiaramonte's first moves was a reformulation of staff officers' ranks, elevating district commanders to the rank of captain, abolishing the rank of first sergeant, and promoting 30 officers at that rank to lieutenant. Later, a fifth major was added to handle "staff operations," further enhancing attention to the expanding list of administrative demands.

Colonel Chiaramonte took the reins at a time when the division was in the process of realigning assignments and priorities to get more officers on the road. A recently completed survey indicated that patrolling time had dropped to less than 45 percent of field officers' working time, so a "back to basics" program was launched to increase enforcement time.

Among the most welcome and time-saving moves was a review of reporting forms. As a result of the study, 46 reporting forms were completely eliminated, and others were simplified and designed so they could be completed in a car. One form modification was the uniform traffic ticket, put in use January 1, 1967, which eliminated six other forms. Other enforcement revisions, including the authorization of one-man radar operation and the placement of more non-sworn desk dispatchers, brought patrolling time up to 70 percent by the end of 1966. The following year that figure rose to 80 percent.

Other relief came in the form of legislation. In 1966, the General Assembly approved a measure requiring permanent registration of school buses. While it did add the responsibility of administering a program for the assignment of permanent registration numbers, the law also eliminated the need to register school buses every year.

At the same time, a continuing push for increases in manpower was about to bear fruit. House Bill 20, approved November 11, 1965, authorized a uniformed manpower increase of 25 officers by July 1, 1966, and another 25 by July 1, 1967.

Although the manpower increases were a welcome boost, low pay was a continuing problem. In 1965, turnover of uniformed officers reached 8.6 percent, and in 1966 that number soared to an alarming 13.3 percent. At the same time, the turnover rate for all other classifications of Patrol employees was over 20 percent. Colonel Chiaramonte and his staff realized that securing greater pay benefits was imperative, and it was clear that employee satisfaction on other levels was equally important.

While the effort to secure higher pay progressed, other measures were introduced to make Patrol life more desirable. In 1966, the transfer and placement policy was modified to permit assignment of officers in their home areas, at their request. This overturned a policy which existed since 1933, and assisted in retaining officers as well as recruiting new ones. Educational

opportunities for officers at all levels were also enhanced, providing yet another benefit to Patrol employment as well as placing career development in the hands of the individual.

In addition to career development gains, officers were afforded an additional means for recognition of overall effort with the introduction of the Patrolman of the Year award in 1966. Enacted by Colonel Chiaramonte but originally the idea of Sgt. Paul E. Wolfe, the program called for the selection of a Patrolman of the Year from each district, then the selection of one of these as the statewide Patrolman of the Year. On February 7, 1967, Patrolman Billie A. Bradley, Ashland, received the distinction of being the first-ever Patrolman of the Year.

Another popular move was the adoption of short sleeve shirts for summer use (also in 1966), addressing the age-old complaint that patrolling was unbearable in hot weather. The following year, air conditioning became standard equipment in all new patrol cars.

Having been involved with the applicant screening process in the past, Colonel Chiaramonte realized that this too was critical to officer retention. He ordered the development of a revised screening process to identify candidates with qualities similar to those of officers who maintained long-term Patrol employment. The system was in place by the end of 1966.

It was also at this time that the division began hiring women for positions other than those of a secretarial or clerical nature. In July 1966, Virginia Bremer was assigned to Hebron as the first woman post dispatcher. A steady stream of female dispatchers was hired thereafter and by 1970, nearly 100 dispatcher positions were held by women. Another first came on October 20, 1968, when Emma P. Brown, Cleveland, became the first woman driver examiner.

Very special recognition was bestowed upon Ohio in 1966 when the Ohio Turnpike was entered into the U. S. Congressional Record as the world's safest highway. The outstanding safety record of the 241-mile road was recognized at ceremonies held February 8, 1966, when the Ohio Turnpike Commission formally received honors, which included a Superintendent's Citation from the Highway Patrol.

On the enforcement side, it was September 1966 when the division formed two four-car tactical squads. Assigned to areas with historically high crash frequencies, the teams were greatly successful in reducing crash rates wherever they were assigned. Cars used by the squads were white -- the first white cars ever used for enforcement duty -- marking the beginning of the end for black cars. By 1968 the division began purchasing only white cars, and by 1972, all black cars had been phased out.

Shortly after the formation of the tac squads, the division added yet another new tool to enhance speed enforcement. VASCAR (Visual Average Speed Computer and Recorder), a device enabling electronic speed measurement from a variety of positions and directions, was installed

in 39 regular patrol cars in July 1967. Patrolmen certified as operators found the units to be highly effective; they reduced high speed pursuits and greatly lessened the difficult practice of following and "pacing" violators to determine speed. After initial success with the units, additional ones were purchased, and by 1970 there were over 150 VASCAR units in service.

Alcohol involvement in fatal crashes came under increased scrutiny with the introduction of the fatal blood analysis program in 1966. Under the program, officers obtained blood samples from drivers killed in Patrol-investigated crashes and sent them to the crime laboratory in Columbus for analysis. Statistics compiled during the first few years of the program pointed to a 50 percent involvement rate of alcohol in fatal crashes.

The breathalyzer, a vast improvement over the intoximeter, came into use in 1967. In addition to being a more precise and reliable measuring stick for intoxication, the breathalyzer enabled officers to record better evidence for prosecution. By the end of 1968, each post was equipped with a breathalyzer.

Highway safety took another giant leap when the 107th General Assembly approved House Bill 380, the so-called "Omnibus Bill." Among a number of safety-related measures in the bill was approval of a plan submitted by the division for a random motor vehicle inspection program. The program became effective January 1, 1968, and got underway the following month with the assignment of nine teams and the issuance of a number of permits to "Fleet Inspection Stations." By July 1968, 27 motor vehicle inspection teams (three per district) were in operation.

Probably the most significant advancement of the era -- one which provided immeasurable gains in the field of law enforcement -- was the approval of a grant request to the U.S. Department of Transportation for \$838,000 to develop and install a completely automatic law enforcement information retrieval and communications system. Dubbed LEADS (Law Enforcement Automated Data System), the system became operational in 1968, providing officers with instant access to three massive computer files: Ohio vehicle registration listings; Ohio operator license and arrest records; and an "auto alert" file on stolen vehicles, parts, and license plates. Another important feature was a hookup with the National Crime Information Center (NCIC) in Washington, enabling access to the FBI's extensive criminal history file, and connection with the Law Enforcement Telecommunications System (LETS), enabling the rapid exchange of information between the 48 contiguous states. Over 200 LEADS terminals were "on-line" after the first year (including local, county, and state agencies).

In the mid-1960s, the nation began experiencing a surge in civil demonstrations, Ohio being no exception. With many such disturbances centering on the state capital, General Headquarters officers drew the dubious assignment of responding. After one such demonstration, a reporter

from the Cleveland Plain Dealer referred to them as ". . . the highest ranking riot squad ever assembled by the Patrol . . . eight graying and paunchy majors, captains, lieutenants, and sergeants . . ." Refusing to take such a comment lying down, the "graying, paunchy riot squad" challenged the mostly younger State House reporters to a volleyball game at the Academy. On March 27, 1968, F-Troop (as they referred to themselves) clobbered the State House reporter team in four straight games.

Unfortunately, the rash of civil disturbances experienced during this time (63 incidents between September 1967 and May 1970) became a very serious matter. The first major confrontation occurred on November 13, 1967, when a group of Central State University students rioted in protest of the dismissal of a student who threatened the university president's life. Thirty-three Patrol officers received injuries during the push to quell the riot, marking the first time a number of officers were injured in this type of action.

In an incident possibly related to the CSU disorder, shots were fired at the Xenia post by an unknown subject on October 7, 1968. Disp. Janet M. Thompson, while preparing to go off duty, was struck in the head by bullet fragments. She was immediately relayed to a local hospital for treatment where she quickly recovered. No suspects were ever arrested in the incident.

In addition to campus disorders, several prison riots erupted in 1968, including a major siege at the Ohio Penitentiary in Columbus, and smaller ones at London and Lebanon.

The growing frequency of civil disturbances led to the purchase of a special "command post" vehicle in June 1968. The command post consisted of an armored tractor and semi-trailer outfit equipped with communications systems, riot equipment, and a command center. At about the same time, officers were issued chemical mace (still a standard issue), and a limited number of riot helmets were acquired. In addition, black utility uniforms (jump suits) were obtained in May 1969 for disturbance duty. Following the Ohio State University and Kent State University riots, the General Assembly approved a request for over \$2 million to equip the division with proper civil disturbance gear.

Though campus uprisings seemed to dominate Patrol activities in 1969 and 1970, enforcement efforts were continually being refined to enhance more "conventional" callings. One such effort was the adoption of "stationary patrols" which required officers to stop in highly visible positions, such as crossovers on highways, for at least 10 minutes out of each hour of patrol time. This represented a new twist on a highly successful technique employed by Colonel Black which greatly reduced crashes among vehicles going to and from Ohio State football games. The very sight of an officer was found to have a major effect on the habits of motorists, serving as a reminder to obey traffic laws and a warning that dangerous and unlawful driving was likely to be detected.

Another successful effort was the adoption of "line patrols." The technique was much like that employed by the "tac squads," with officers assigned to Patrol specific stretches of highways known to have a high incident of crashes. The deterrent effect of the line patrols was similar to that of stationary patrol -- the mere sight of an officer reduced hazardous driving.

Key to the success of these efforts was a growing number of sworn officers. In 1968, the General Assembly removed the limitation on the number of uniformed officers. Rather than a maximum number of officers, a minimum was established (880 plus Turnpike officers), and future manpower increases would be a matter of budget appropriations. The first such budget request came in 1970, when Colonel Chiaramonte personally went to the State Emergency Board to request funding for 100 additional officers. Prompted by campus disorders, the request was quickly approved.

Officer turnover remained a subject of great concern as well. The rate had dropped from its peak of 13.3 per cent in 1966 to 6.5 percent in 1968, but jumped the following year to over 10 percent. A pay raise proved very helpful in lowering that figure to an astounding 3.4 percent in 1972, but equally important were additional measures taken by Col. Chiaramonte to improve personnel relations.

One such measure was the Superintendent's Letter, introduced in February 1970. The Superintendent's Letter provided a direct avenue for the administration to provide field troops information regarding decision-making and the philosophies which governed them. The following year, that information flow became "two-way" with the establishment of a "suggestion box" which enabled officers to submit recommendations -- even controversial ones -- outside of the chain of command. Along with these, Colonel Chiaramonte instituted monthly meetings with rank-and-file representatives from each district and a ride-along program in which staff officers rode patrol with regular officers.

The meetings and ride-alongs were also very helpful in fostering greater understanding between administrative and field officers.

Prior to these innovations, changes in the rank structure made longer-term Patrol employment more desirable. The rank of corporal was eliminated in 1969, with all officers at that rank elevated to sergeant. Two months later, 57 post commanders at the rank of sergeant were promoted to lieutenant. Officers holding the rank of lieutenant at the time of these changes were designated as staff lieutenants.

Though the Academy was barely five years old, the division was already beginning to outgrow its new facility. Several factors were involved: the push to field new officers at a rapid pace precipitated the running of continuous (and sometimes overlapping) Academy Classes; Basic Peace Officer Classes, 160 hours long when started in 1968, were expanded to 400 hours; and



in-service training demands, among them expanded civil disturbance training, increased greatly in scope and attendance. Add to these Youth Week (later Jr. Cadet Week), in which candidates selected from Buckeye Boys (and later Girls) State receive a week of mock training, and other special demands, and the result was cramped and often insufficient space. In 1971, the division sought and received a federal grant to add a new 100-person dormitory. The addition was completed on February 14, 1972.

A potentially dangerous kidnapping of a patrolman occurred on May 8, 1971, when Ptl. J. C. Whitt, Portsmouth, responded to a report of a reckless driver in northern Pike County. Whitt spotted the vehicle stopped on a curve on State Highway 335 and, as he approached, the car moved out of view. As he prepared to get out of his cruiser, a subject appeared from behind the vehicle holding a shotgun on him. The suspect disarmed Whitt, forced him back into the Patrol car, then, while holding a revolver to his head, ordered him to drive south.

Ptl. W. E. Nibert, responding shortly after Whitt, assessed the situation and carefully followed at a distance. Whitt spotted Nibert and, when the suspect's attention was diverted, released the steering wheel, whirled around, and grabbed the man's revolver. As the two struggled, the patrol car came to rest on an embankment. The patrolmen then subdued the suspect, who was subsequently arrested and charged with kidnapping and abduction.

On May 20, 1971, the Attorney General's office requested a Patrol investigation of conditions and alleged wrong-doings at Lima State Hospital. Four Patrol officers initiated the investigation the following day, and by the end of the nine-week investigation, over 20 Patrol officers were involved. A total of 115 incidents were investigated, resulting in 40 indictments by the Grand Jury.

A new award, the Certificate of Recognition, was instituted by Colonel Chiaramonte in 1971. Originated to cite officers for exemplary performance of regular duty, the first was awarded in January 1971 to Ptl. R. A. Hilston for performing lifesaving cardiopulmonary resuscitation on a crash victim.

Alarming increases in auto thefts prompted another award program. The Blue Max, an incentive award designed to recognize individual effort in the area of auto larceny enforcement, was launched by Colonel Chiaramonte in 1972.

The idea for the Blue Max came to Col. Chiaramonte in the middle of the night as he pondered two separate problems. Not only were epidemic proportions of auto theft on his mind, there was also a problem getting officers (especially the older ones) to routinely use the LEADS system during traffic stops. Under Blue Max, registrations of vehicles involved in traffic stops were entered into LEADS by a dispatcher to determine if the car was stolen, and at the same time, the LEADS system notified users if the offender was wanted or under warrant.

The Blue Max award, a distinctive medal and certificate, would be given to the officer attaining the most stolen vehicles with on-the-spot apprehension of suspects in one year. For each such recovery, the officer received a lightning bolt decal to place on his patrol car door to signify the accomplishment. To encourage total participation, Capt. D. M. Carey suggested that another auto larceny enforcement award be initiated which would be in the reach of any number of officers (as opposed to just one Blue Max award per year.) As a result, the ACE award, given to any officer recovering five stolen vehicles with on-the-spot apprehensions during a calendar year (and therefore receiving five "bolts"), became an integral part of the Blue Max program.

The first ACE was earned by Ptl. R. A. Daberko, Chardon, who got his fifth bolt during the 1972 Labor Day weekend. The first Blue Max was awarded to two officers -- Ptl. J. E. Spitler and Ptl. R. P. Wells -- who each earned seven bolts in the abbreviated first year of the program. In later years, only one officer would receive the award per year. In the event of a tie, the officer obtaining his final bolt first would be the winner.

A later addition to the Blue Max program was the Superintendent's Certificate of Proficiency. Given to officers recovering 10 or more stolen vehicles without apprehensions of suspects, the first recipient was Ptl. D. H. Plunkett, Toledo, in August 1974.

Speed enforcement took another giant stride during this time with the introduction of the MR-7 moving radar. With the MR-7, officers were (for the first time) able to obtain accurate readings of motorists' speeds while the patrol car was moving on the highway -- even while moving in the opposite direction of a violator on a divided highway. The first MR-7s were placed into service in November 1972.

Other improvements during this time enabled officers to devote more time to enforcement duties. The addition of the Roll-a-Tape, a device capable of quickly and accurately measuring critical distances for crash reports, is an example of a small but meaningful advance. Another was the creation of the OH-1 uniform crash report, which simplified the report process by removing some of the ambiguities of the previous crash report. The centralization of all photo processing (to general headquarters) in 1971 also had the effect of freeing additional officers for enforcement and investigatory work.

Legislation passed at this time would also have a significant impact on operations. In December 1971, passage of Senate Bill 14 tightened OMVI (Operating a Motor Vehicle while Intoxicated) laws, lowering the presumptive blood- alcohol level from .15 percent to .10.

This legislation came as the division was completing its first year of a renewed effort to rid the highways of impaired drivers. The drive began in earnest in early 1971, and resulted in a 46.5 percent increase in OMVI arrests for that year. Shortly after, the division began placing videotape recording equipment in posts to record the actions of OMVI suspects.

Another important piece of legislation was House Bill 600, which authorized the governor to commit State Highway Patrol officers to aid local authorities in civil disturbances at the request of a mayor or sheriff. The second legislation in Patrol history authorizing action off the highway system (the first was the Farm Crimes law in 1938), the new law became effective March 3, 1972. The first use of this power would come three years later.

Retirees' benefits were also improved during this time with the passage of House Bill 910 on March 23, 1972. Among the provisions of the new law was a deferred pension allowing officers to retire after 20 years of service and begin receiving a pension at the age of 52. Survivor benefits for widows also improved, with an almost 50 percent increase in benefit payments and the removal of the limit on the number of children eligible for consideration. Retired Captain Homer Hall is credited for providing invaluable assistance in gaining legislative support for the bill.

Several changes in the area of personnel awaited the division as it entered 1973, its 40th year. Dispatcher Judy Gahm, London, was promoted to the rank of communications technician, becoming the first woman to hold that rank and wear the Highway Patrol gray. It was also in 1973 when the division was assigned an attorney -- Mr. Richard M. Huhn -- the first attorney ever assigned exclusively to the Highway Patrol. Also of note was the implementation of monetary compensation for court attendance. Communications capabilities were also substantially upgraded in 1973. Forty-six new, four frequency, low band base stations were installed around the state, allowing districts and posts to use primary frequencies different than those of adjoining districts. This greatly reduced frequency overloading, a problem which grew as radio traffic increased. Mobile Radio Extension systems (MREs) were also obtained that year, enabling officers to maintain communications with their posts and other patrol cars while out of their cars. Worn on the belt, the portable MRE provided instant communications capabilities and marked another major advance in officer safety. Other improvements included the installation of radio scanner receivers in all Patrol posts, and citizens band (CB) radios in 48 posts.

In addition to communications systems upgrades, LEADS capabilities were also enhanced. The Automated Law Enforcement Communications System (ALECS), a regional network for instant data exchange between eight states, was placed into operation in early 1973. Formed largely through the effort of the Ohio Patrol, ALECS enabled LEADS terminals to query over 73 million computer records.

It was also 1973 when patrol cars were equipped with fuel transfer units. In the first year of the program, 6,687 gallons of gasoline were transferred to disabled vehicles to enable drivers to reach a place where they could replenish their supply. Motorists receiving fuel transfers were

provided an envelope to voluntarily mail reimbursements for gasoline received, and during that first year, reimbursements more than covered the cost of fuel dispensed.

Being the 40th Anniversary year, a number of events were held during 1973 to honor those associated with the development of the division. In observance of the division's proud heritage, a comprehensive, 93-page Patrol history book was compiled and written by Lt. Tom E. Wheeler. The first such effort, the 40th Anniversary History Book served as an important resource for later efforts, including this compilation. Also in observance of the anniversary, the Hamilton Post was dedicated to the memory of Colonel Lynn Black, and the Circleville Post to Colonel Fred Moritz. The anniversary year was capped in November when members of the division gathered at the Neil House Hotel in Columbus to mark the 40th Anniversary with a gala ball.

During December 1973, a series of trucker blockades, and later a truck shut-down strike, mainly in protest of rising fuel and other trucker-related costs, required the special attention of the Patrol. The blockades, which ran for about four days, employed two tactics: slow-speed blockades in which truckers impeded traffic by slowly driving side-by-side on multi-lane highways; and stationary blockades in which truckers stopped their rigs in traffic lanes and highway shoulders. The blockades were broken up by the Patrol, often with the aid of National Guard wreckers and appropriate arrest action.

After the blockades were broken, some rather militant truckers began calling for a nationwide truck shutdown. Aside from traffic disruption, the shutdown resulted in violence as strikers sought to stop those truckers still operating. These activities included directing drivers into truck stops and forcing them to stay there, blocking fuel pumps, forcing trucks off the freeway with other vehicles, and shooting at or throwing rocks at trucks moving on the highway. In addition to vandalism occurring at truck stops, two Highway Patrol weigh stations were damaged by gunshots. Patrol units worked nearly 4,000 hours of overtime breaking roadblocks, escorting truckers, and investigating incidents. Though most of the strike action subsided before Christmas, many officers did not return to normal duty until February 1974.

Violence of another sort occurred on January 7, 1974, when two inmates of the Junction City Treatment Center took three female hostages at knifepoint and demanded an escape car. A contingent of 28 officers under the command of Major Adam G. Reiss converged on the scene, and after several tense hours, stormed the barricaded room and rescued the hostages unharmed. During the assault, one of the inmates was killed and the other injured as they attacked Patrol officers. Four days later, Colonel Chiaramonte awarded Superintendent's Citations of Merit to the 29 officers -- the largest number of citations awarded for one incident in the history of the division.

Another incident occurring at this time was one of the most tragic and unforgettable natural disasters ever to strike Ohio. On April 3, 1974, a series of tornadoes struck the southwest quadrant of the state, cutting a wide path of destruction in its wake. The most severely affected area was Xenia, where 50 percent of the town was devastated, 29 people were killed, and 150 people injured. Thirty Patrol officers and the mobile command vehicle were dispatched to the area to help Wilmington district troops in disaster assistance and traffic control. So extensive was the damage in the area, the Wilmington district did not return to normal operation for over two weeks.

In late 1974, the division's organizational structure was again altered. The number of bureaus was reduced to two and a new position was added -- deputy superintendent in charge of field operations -- placing a broader base of control upon the administration. Major Adam G. Reiss was elevated to lieutenant colonel to fill the new position.

Colonel Chiaramonte's tenure as superintendent drew to a close when he retired on April 5, 1975. Though not required to do so by law, Colonel Chiaramonte chose to honor the mandatory retirement age of 55 years imposed on Patrol officers of all other ranks.

Colonel Chiaramonte's successor was Lt. Colonel Frank R. Blackstone, Chiaramonte's assistant superintendent. A graduate of the "Fighting 19th" Academy Class, Colonel Blackstone served at Lima and Findlay before transferring to general headquarters in 1949. While assigned to headquarters, Colonel Blackstone progressed through the ranks in the Procurement and Auditing section, and later served as commander of the Bureau of Technical Services. The new colonel selected Major Earl H. Reich to succeed him as assistant superintendent and promoted him to lieutenant colonel on April 7, 1975.

One of Colonel Blackstone's first concerns was a problem which plagued much of the world in the mid-to-late 1970s -- the energy shortage. The crisis hit the division in two ways -- decreased fuel supplies and increased costs. The problems were minimized by the implementation of stringent economic measures such as longer periods of stationary patrol and not running Patrol car engines whenever possible.

To add to the problems created by the energy shortage, the division saw its budget cut in 1975, causing reductions in available manpower. At the same time, a permanent 55 mph speed limit was enacted and strict enforcement mandated. However, the administrative policy of keeping personnel informed of legislated budget restrictions led to a highly successful effort which resulted in an eight percent reduction in rural fatalities (in 1975), and Ohio's lowest fatality rate in 15 years. Instrumental in this effort was the voluntary donation of over 42,000 hours of overtime by road officers. This selfless act resulted in a direct savings of \$324,000 at a time when operations might have been severely hampered by budget shortfalls.

As if budget reductions and fuel costs weren't enough, a state pay bill passed in mid-1975 actually reduced entry-level salaries for Highway Patrol officers. News of the pay cut set off substantial outcry in newspapers across the state, many pointing to the dedication of officers who (at that time) were donating countless hours of their time to offset budget reductions. After months of negotiations, the "patrolman" classification of the state pay scale was elevated one step, resulting in no pay cut by the time the pay bill was enacted.

The manpower figure, which hit an all-time high in December 1973 (1,374 officers), also fell victim to budget woes as cadet training was halted and normal attrition began to wear away at the ranks. Though the division had just established its first permanent Recruitment section in 1974, no Academy Classes were commenced during the 20 month period after the graduation of the 99th Academy Class (February 7, 1975). Budget tightening would make Colonel Blackstone the only superintendent not to have an Academy Class in training during his tenure.

Shortly after the retirement of Colonel Chiaramonte, there was another retirement worthy of special mention. Louise Buechner, known affectionately by the Patrol family as "Miss B", retired as secretary to the superintendent on May 30, 1975, after 41 years of Patrol service and 45 years of state service. "Miss B" had been secretary for all seven superintendents starting with Colonel Lynn Black.

Though the era of campus demonstrations and disorders had pretty well come to a close, Colonel Blackstone too saw the need to assemble large units of officers for emergency duty.

Twenty-one inmates of the Southern Ohio Correctional Facility attempted a mass breakout on May 18, 1975, following several days of picketing by security personnel over a labor dispute. Three inmates succeeded in getting over the fence and into a nearby woods, while the other 18 were captured prior to clearing the outer fence. The following morning, one of the escapees was shot and killed by Scioto County Sheriff's Deputies. Several hours later, Patrol officers from the Columbus and Wilmington districts located the other two and arrested them without incident.

Officers were called out in force again three months later in a previously unprecedented action. On the evening of August 13, 1975, the Mayor of Elyria requested Gov. James A. Rhodes assign the Patrol to assist local authorities in providing police protection to the city of Elyria. The request followed two nights of rioting that occurred as the result of a young burglary suspect being shot to death while fleeing local police. Shortly before midnight, Gov. Rhodes signed a proclamation ordering the division into the embattled city. Within a very short time, 105 officers under the command of Lt. Colonel A. G. Reiss and Captain J. W. Smith (Massillon District commander) were on the scene.

The action represented the first time a governor utilized the emergency authority of the Patrol granted in HB 600 (1972) to aid a local government in maintaining law and order. Officers remained in the city until 3:00 A.M., August 16, when the situation was declared normal. A total of 4,644 man-hours involving 148 officers were involved in the action. Residents and local officials offered many favorable comments about the dedication and demeanor of Patrol officers during the ordeal.

A rare emergency response into another state resulted in critical injury to a patrolman in March 1976, when Ptl. B. D. Wallace, Gallipolis, crossed the Ohio River to aid an officer at the Mason County (West Virginia) jail. Ptl. Wallace, who was on reserve duty at the time, responded to the scene with several West Virginia troopers after a man forced his way into the cellblock at gunpoint. As officers entered, the suspect detonated a suitcase full of dynamite, killing four people and critically injuring Ptl. Wallace. Though he lost a leg just below the knee, he returned to duty seven weeks later.

The power of the superintendent to transfer officers and impose grooming standards was confirmed in two separate court rulings handed down in mid-1976.

The first decision concerned a suit filed by two officers who had been disciplined for failure to meet grooming standards (specifically hair and sideburn length). As the challenge worked its way through Ohio courts, the U. S. Supreme Court ruled (in an unrelated case) that grooming standards set by police administrators were not unconstitutional. This decision prompted a similar one in Ohio.

Another decision resolved two separate but conflicting sections of the Ohio Revised code: one granting authority to the superintendent to administer transfers of officers, and another written in the civil service code giving government employees the right to refuse such transfers. The question rose all the way to the Ohio Supreme Court, where it was ruled that though the two sections of law were irreconcilably in conflict, the General Assembly had expressly conferred the right of transfer to the superintendent rather than placing it under civil service rules.

After a three-year pause in the applicant process, Colonel Blackstone instructed district commanders to begin accepting applications for the 100th Academy Class. At a commanders meeting held at the Academy on June 17, 1976, he announced new basic requirements developed and validated over the previous two years. Among the changes included the weight requirement (must be in proportion to height instead of a flat 165 lbs.), a slightly liberalized vision standard, and the elimination of the requirement that applicants be male. It was also announced that physical agility tests would become part of the screening process to better assure applicant suitability.

Another major policy change occurring at this time was the separation of licensed radio technicians from regular communications officers. Dispatchers were hired to remove these technicians from desk duty, enabling them to devote their time to equipment maintenance and radio installations. The process of establishing "tech teams" at districts was completed within a year, with each district having a complement of five trained radio technicians.

The Auxiliary program saw a few tense moments in mid-1976 when the company providing liability insurance to officers announced it would discontinue the service. As administrative officers searched for another carrier, it became apparent that many companies were reluctant to offer such coverage, and the lowest bid received represented a cost increase of over 400 percent. In the end, nearly 70 percent of the auxiliary force chose to purchase the new insurance and maintain "active" status.

The end of Colonel Blackstone's tenure as superintendent came rather unexpectedly when he announced his retirement effective July 3, 1976.

At a news conference held July 1, Gov. James A. Rhodes announced the selection of Lt. Colonel Adam G. Reiss, a 28-year veteran and graduate of the 23rd Academy Class, to become the Patrol's eighth superintendent. The deputy superintendent in charge of field operations at the time of his selection, Colonel Reiss had worked his way through the ranks in a variety of field assignments, including Warren Post commander and Cambridge District commander, before transferring to Columbus in 1968. He was sworn in on July 2, 1976.

Colonel Reiss selected Major Chester C. Hayth, a graduate of the 24th Academy Class, as his assistant superintendent. Lt. Colonel Earl H. Reich, the previous assistant superintendent (and future director of the Department of Highway Safety), retired shortly before Colonel Blackstone. Colonel Reiss moved quickly to reorganize his staff, reinstating the five-bureau setup, eliminating one lieutenant colonel position, and promoting three officers to major.

Two projects initiated under Colonel Blackstone were completed during the first months of Colonel Reiss's superintendency.

The effort to supply field officers with soft body armor (bullet proof vests) was finalized with the issuance of this equipment during the first week of July 1976. The 1,300 vests were purchased at a cost of \$63,575 following nine months of extensive research and testing. Those original vests did not carry the later requirement that they be worn all the time -- at that early date the decision whether or not to wear a bulletproof vest was left to each individual officer.

Another policy change took effect the same month allowing officers the choice of carrying their service revolver on the left, rather than on the right side. Thirty-five officers were enrolled to receive refresher training and prove their ability to meet shooting standards with their left



hands. All 35 qualified for the modification, and upon arrival of recently purchased left-handed holsters, became the first group of Highway Patrol officers permitted to shoot left-handed. Future Academy schools would offer recruits the same option, allowing them to qualify with either hand during training.

October 13, 1976, marked a historic occasion as Colonel Reiss welcomed 94 cadets to the opening of the 100th Academy Class. Included among the candidates were two women -- Diane L. Harris and Carol E. Ossman -- representing the first women ever to enter the prestigious Academy. With the female recruits, the designation "trooper" was adopted to replace "patrolman," which had been the designation since 1933. With the 100th Academy Class, the division would enter its 45th year with a very different look than in years gone by. Maintaining an all-male force, begun by Colonel Black who rejected the first female applicant in 1933, no longer made sense as women began moving into less "traditional" roles in society. Though only a beginning, the Ohio State Highway Patrol was well on its way to becoming an organization which more closely resembled the public it serves.

## The 1968 Ohio Penitentiary Riot

On June 24, 1968, the Ohio Penitentiary experienced a short but costly riot at the hands of inmates. This riot was put down in short order, but unfortunately, it was only a prelude to a much larger and more deadly confrontation to come.

At 10:15 AM on August 20, 1968, reports that inmates in C and D block had taken guards at knifepoint were received from the prison. The disorder quickly spread as inmates took guards' keys and began freeing other prisoners, setting fires, and looting the commissary, hospital, and mess hall.

About an hour after the uprising started, a platoon of 30 Patrol officers arrived to protect firefighters and bring rioting prisoners under control. The fires were quickly extinguished and Warden M.J. Koloski, who was in constant conference with inmates from the start, emerged with a list of demands. The demands were typical: inmates demanded amnesty, more privileges, the firing of several named guards, and media exposure.

It was then determined that nine guards were being held hostage. The warden agreed to all but one of the demands, and at around 2:00 PM, five representatives of the local media were escorted into the prison for a news conference. Prisoners were clearly in disarray -- many were drunk or high on drugs stolen from the hospital, leadership had deteriorated, and the rioters were now fighting amongst themselves.

After 30 minutes, the news conference was terminated. In addition to issuing new demands, the rioters restated their backs were against the wall and they were ready to "burn the hostages to a cinder." Added were shouts that they were going to roll a head into the yard. They then stated that they would continue to hold the hostages until the newspapers were out and they could see their demands in print. Warden Koloski continued face-to-face negotiations with rioters for a while, then emerged and reported that the cellblocks had been barricaded, and the prisoners had gasoline and were ready to set fire to the entrances and hostages. The hostages were now being held in the top (6th) level, in cells which inmates had jammed by chiseling the locks.

At this point -- about five hours into the riot -- it became evident that planning must be done to free the hostages by force. Col. Chiaramonte, Lt. Col. C. E. Reich, and General S. T. Del Corso (commander of the National Guard) met with a variety of experts and representatives to devise their plan. The plan completed, officials had only to wait as Warden Koloski continued negotiations to free the hostage guards. By 6:30 PM, it was already too late to launch the assault, so the bulk of the 170-man contingent of Highway Patrol officers returned to duty at the State Fair.

After nearly continuous dialogue throughout the night and into the next day, it was clear that the hostages were in very grave danger and should be removed at once. The inmates had grown more wild and violent than ever, and showed no indication they would free the guards. At noon an inmate was stabbed by another in plain view of officials, and soon there was a very real threat that the entire institution might be taken over.

At 2:50 PM, the assault was launched.

The approach was very similar to one used by Gen. Del Corso in World War II. Two simultaneous explosions were set off -- one on the roof and one in the wall -- which, aside from allowing access for the assault squads, momentarily stunned rioters. The initial entry was made by Cpl. V. G. Archer and Ptl. S. M. Erter, who dropped through the hole in the roof to protect the hostages while the remainder of the force worked its way to that level of cells. One squad of patrolmen, under the command of Capt. W. C. George, entered and secured the area between A-B and C-D blocks. The remaining platoon of Patrol officers (three squads), under the command of Lt. S. L. Adomaitis, entered A-B block at ground level and systematically moved up each level of cells, successfully securing each and reaching the hostages. At the same time, a platoon of Columbus Police officers, under the command of Major (later Chief) Dwight Joseph moved in and quickly secured C-D blocks.

When the smoke cleared, five inmates were dead and another nine were injured: three guards, two Columbus Police officers, and two Patrol officers were also injured.

Apparently in sympathy with the Ohio Penitentiary riot, minor disturbances were also experienced at London and Lebanon on August 20. These were quickly quelled by the Patrol and guard personnel.

## **Ohio State University - Kent State University Campus Riots**

The historic confrontations at the Ohio State University and Kent State University were among a wave of student uprisings occurring throughout the state and country during the late 1960s. The extensive violence arising from these "peace" demonstrations resulted in tremendous property damage, scores of injuries, and four deaths.

Though the Vietnam War had a profound effect on the demonstrations, it was not the spark that set the fire at The Ohio State University. Prior to the violence of April 29, 1970, the so-called "Ad-Hoc Committee for Student Rights" presented university officials with a list of demands, among them: dismissal of certain administrators; termination of the R.O.T.C. program; amnesty for students involved in earlier demonstrations; a loosening of speech restrictions; and an end to university ties to the military. Officials rejected all 11 demands, stating they "reflected only the concerns of self-appointed groups . . ." A student strike was called for Wednesday, April 29, 1970.

On that date, a strike rally was held, after which groups of strikers broke away and began moving toward campus entrances with the intent of closing them. At 3:00 PM, university officials requested that the Highway Patrol open the gate at 11th and Neil Avenues which students closed to block traffic. Ten unarmed plainclothes officers attempted to open the gates and were immediately attacked by rioters. A uniformed contingent arrived shortly after and was showered by rocks and bricks. Having no riot equipment (none was available), they fought hand-to-hand to reach and assist the plainclothes officers. Shortly after, riot-equipped Columbus Police officers responded and eventually the crowd was dispersed. Later in the afternoon, a large crowd congregated at the Oval, near the center of campus. Predictably, the strike leaders had since dropped out of the picture, saying the violence was uncontrollable and out of their hands.

Skirmishes continued throughout the evening, with crowds being dispersed or moved by police and tear gas, then regrouping. Agitators from such organizations as the Young Socialist Alliance, the Students for a Democratic Society, and other militant groups began working the crowds, calling for violence against the police and spreading rumors which, in some circles, are still accepted as fact today.

After a week of tension and on-and-off violence, officials announced the university would be closed until further notice. Ironically, a mob gathered outside the Administration building danced and hugged, screaming "we won!"

The university reopened May 19, but was still very tense. The following day, 5,000 National Guardsmen were ordered in when rioting students and non-students smashed windows and

looted stores, causing extensive property damage and loss among merchants in the area. Violence continued into the night. The following day, attitudes began to change. It was apparent that many "strikers" were tiring of daily demonstrations and rallies, and many more were shocked and dismayed by the criminal actions of students and non-students looting businesses.

While the O.S.U. riot simmered, trouble developed at Kent State University as students demonstrated against U.S. involvement in Cambodia. Dissident students, in an effort to escalate violence, set fire to the R.O.T.C. building, then attacked firefighters with rocks and bricks as they attempted to put out the fire. On May 2, the National Guard and 60 Highway Patrol officers were called in to protect vulnerable buildings. However, by this time things had quieted down and, by the next day, all but 20 of the Patrol officers were removed from the area.

On Monday, May 4, 1970, protesters defied orders against demonstrations. A major confrontation developed, culminating in the now infamous shooting of four students and injuring of nine others by National Guard troops. A "red alert" was broadcast recalling Highway Patrol officers and, within two hours, 197 units were on campus helping to restore order.

In the two riots, the Highway Patrol expended 114,503 overtime hours, with the investigative phase consuming between 4,000 -- 5,000 hours. Over 200 Patrol officers were injured, including two who required hospitalization.

## 5. The Modern Age - 1977 - 1993

The division entered 1977 with its first Academy Class in 20 months nearing graduation and a high likelihood of subsequent classes to follow shortly after. The graduation of the 100th Academy Class, scheduled for February 4, 1977, was to be the "coming out" of a new title -- "trooper." Instead, the title would be brought in to public notice while officers worked through the coldest month on record and one of the worst blizzards ever to hit Ohio.

The extremely cold weather endured during January 1977 compounded an even greater problem the division had already been battling -- the energy crisis. By the 28th of the month, the troubles reached their peak and instruction at the Academy was terminated. As in-service classes, the 33rd Basic Police Class, and the 100th Academy Class were dismissed, a catastrophic blizzard with extremely low temperatures was in progress. During the following three days, officers worked longer hours, investigated more crashes, and assisted more motorists than any comparable period in nearly a decade. Troopers rescued thousands of stranded motorists and snowbound residents using plows, snowmobiles, and four-wheel drive vehicles. In one case, a trooper and a paramedic were able to reach an expectant mother in advanced labor only by snow mobile, then carried her on a stretcher one-quarter mile to a waiting ambulance.

During the three-day ordeal, post personnel answered nearly a half million telephone calls from Ohioans across the state. At the same time, a tool which came into use unceremoniously in the early 1960s also was of great assistance -- the citizens band (CB) radio. Over 10,000 requests for assistance were received over the CB, greatly reducing the response time required under normal circumstances. The division had, for several years, touted the use of CBs to report emergencies and request assistance, and in fact had averaged around 50,000 CB broadcasts over emergency channel 9 in the two years preceding the blizzard of 1977. Two weeks later, license plates reading "CB CH9" were placed on marked Patrol cars as a further reminder that troopers routinely monitor the CB emergency channel.

Despite the weather emergency, graduation of the 100th Academy Class was held February 4, 1977. Among the 75 graduates was Tpr. Diane L. Harris, the first female trooper in the history of the division. Tpr. Harris was one of two females who entered the 100th Academy Class -- the other resigned one month into training. The 100th Academy Class also had several other interesting distinctions: five graduates were sons of retired, deceased, or current officers; the brother of one and two brothers of another graduate were already commissioned Patrol officers; and for the first time, two brothers graduated together in the same class.

Also during February 1977, the division launched its Junior Trooper Safety Program. Targeted at children aged six to 12 years, the program consisted of four Saturday sessions at Patrol posts

with uniformed and auxiliary officers teaching bicycle and pedestrian safety, school bus behavior, and traffic safety rules. The program was later expanded to include children in various hospitals around the state.

A Federal grant of nearly \$1 million was awarded to the division in early 1977 to implement an overtime program entitled SMASH (Selective Management of Accident Site Highways). The program was designed to specifically target selected areas for maximum enforcement, thereby reducing crashes and fatalities. Results of the program were impressive: SMASH enforcement areas experienced a 10 percent decrease in fatalities and injuries during the effort. The success of this groundbreaking project precipitated the development of many more federally funded enforcement efforts in the years to follow.

Another program initiated at this time -- one which exists yet today -- was Operation CARE (Combined Accident Reduction Effort). Originally a joint effort of four Midwestern states -- Ohio, Indiana, Illinois, and Michigan -- Operation CARE was a unified interstate enforcement program designed to assure as many marked patrol cars as possible were on interstates during busy holiday travel. Success of the first (Labor Day 1977) Operation CARE holiday led to a continuation and expansion of the program. Today, Operation CARE membership includes all 50 states, four Canadian agencies, and departments in four U. S. Territories and the District of Columbia.

Colonel Reiss and his planners also worked to address non-traffic related concerns during this time. The COMMAND Team (Contingency of Men Managing And Negotiating Difficult situations) was formed to replace Patrol anti-sniper teams formed previously. COMMAND Team officers were subjected to regular, strenuous training sessions and evolved into a highly skilled tactical unit. Individual officers were assigned throughout the state to assure their specialized skills were available to quickly respond to an emergency. Team members were under the command of Captain David L. Furiate and Lt. Verlin G. Archer.

An incident for which the COMMAND Team was designed occurred two weeks after it was formed. On June 2, 1977, Patrol units responded to a request for traffic and perimeter control assistance from the Boardman Police Department after a man armed with two revolvers barricaded himself in a municipal garage. During the ordeal, a Boardman Police Department officer was taken hostage. After two hours of unsuccessful negotiation, the suspect became more unstable, and the local police requested a sharpshooter be deployed to cover the hostage officer. Tpr. John P. Isoldi, a COMMAND Team member, was ordered into position. The subject then pointed his weapon at the hostage's head and pulled back the hammer. Tpr. Isoldi responded by firing a single shot, killing the suspect and freeing the hostage.

1977 was also a year of several improvements in the radio field. One major improvement was the federally funded purchase of 423 Motorola mobile 10-frequency radios to replace the old "tube type" RCA radios and the older-model General Electric radio. The changeover virtually eliminated radio down-time and poor reception in problem areas of the Jackson and Piqua districts. At about the same time, receivers were installed at the New Albany radio station to permit the Columbus Communications Center to transmit and receive all posts and mobile radios throughout the entire state. The LEADS system also received a substantial upgrade, including the implementation of an elevated operating level allowing greater storage capacity and faster response time.

The blizzard of 1977, touted as the "blizzard of the century," turned out to be just a practice run for the blizzard of 1978. The crippling 1978 storm lasted two days and, from January 26 through January 28, the entire state was at a standstill. Thousands of motorists became stranded and many residents became marooned in their homes, many during very lengthy power outages. Post facilities throughout the state became shelters for evacuees who had nowhere to go for safety.

The tireless work performed by officers during this ordeal was typified by Tpr. Barry M. Elder, Walbridge. After being stranded in his cruiser and an unheated weigh station on IS 75 with five other people for over 24 hours, he joined several Bowling Green police officers in rescue runs within the city. Sixty-one hours after starting his shift, things finally quieted down enough for him to get a little sleep.

One of the greatest difficulties experienced during the blizzards of 1977 and 1978 was that regular patrol cruisers were ill-suited to traverse the blizzard-swept rural roads of Ohio. After months of study, the division purchased 20 four-wheel drive Ford Broncos, each equipped with a snow blade, to strengthen response and rescue capabilities.

Within two weeks of the blizzard, officers responded to another emergency -- the coal trucker strike of 1978. Troopers from around the state were called to the Jackson and Cambridge districts -- the heart of Ohio's coal production -- to escort non striking drivers and investigate strike-related criminal activity on the highways. The five-week action, which cost Ohio taxpayers in excess of one-half million dollars for Patrol activities, ended on March 26.

Following close on the heels of the highly successful SMASH program was another federally funded effort entitled OASIS (Ohioans Against Speeding in Our State). OASIS, which went into effect on April 23, 1978, was designed to stop a rising trend of motorists traveling faster than the federally mandated 55 miles-per-hour speed limit. The program paid troopers to work overtime in areas with high in stances of speed violations and traffic crashes. The overall



deterrent effect of OASIS yielded results similar to those with SMASH, and the program was renewed by the National Highway Traffic Safety Administration.

Two separate measures recognizing the dangerous aspects of law enforcement service received approval during the summer months of 1978. The first was the Injury Leave Bill (Sub. HB 839), approving up to 1,000 hours of paid leave (without the use of sick leave) to officers injured in the line of duty. The measure was passed by the General Assembly on June 16 without a single dissenting vote. Two months later, Gov. Rhodes approved a hazardous duty pay provision to compensate troopers, sergeants, and lieu tenants for the performance of dangerous functions unique to the law enforcement profession.

Driver license examination also saw changes during this time as testing was modified to better gauge the overall driving skill of the applicant. In June 1978, the parallel parking test, a long-time component of the Ohio driving test, was eliminated in favor of a maneuverability test. The new maneuverability test involved driving through a series of traffic cones to demonstrate the applicant's mastery of modern-day driving skills. A modified and updated motorcycle test was implemented several months later, making the sum of Ohio's driver examinations among the most modern and effective gauges of driving ability. Later, in June 1981, a new driver examination for the deaf developed by the Patrol and the Ohio Rehabilitation Services Commission went into effect.

A tool investigators had developed during the 1970s finally saw practical use in December 1978 when hypnosis was utilized in a hit-skip case. Lts. Douglas C. Wells and Richard F. Wilcox used the technique to interview three witnesses to a fatal mishap involving a pedestrian. The key principle behind hypnotic interview is that the brain automatically records all that it sees -- retaining information even though the subject might not be able to consciously recall it. Under hypnosis, the witnesses were able to provide a few leads to the case that were not otherwise available.

In the closing days of January 1979, a tractorcade of over 800 farm vehicles entered Ohio en route to Washington D. C. to demonstrate in favor of higher price supports. The tractorcade began in the Midwest and its numbers grew the farther east it moved. By the time it entered Ohio, Interstate 70 became host to an awesome display of numbers, with farm vehicles stretching for as far as the eye could see. The convoy stopped twice in Ohio, a scheduled stopover at the Ohio Fairgrounds, and another (unscheduled) stop at a shopping mall in St. Clairsville. Although the traffic flow on I-70 was a bit hampered and facilitating the movement of the farmers proved to be a challenge, the action was peaceful and there were no reports of criminal activity of any kind during the two days.

After nearly 32 years of service, Colonel Reiss retired on July 18, 1979. Selected to replace him was Captain Jack B. Walsh, a graduate of the 50th Academy Class and at that time the commander of the Piqua district. Next to Colonel Black, Colonel Walsh was the youngest officer ever to be appointed superintendent of the division.

Like Colonels Blackstone and Reiss, Colonel Walsh's energies were immediately directed at the world-wide energy crisis. Three months earlier, Gov. Rhodes had set a petroleum fuel conservation standard of five percent for state government, which the Patrol accomplished by establishing a program in which troopers sat on stationary patrol with the engine turned off for 10 minutes per hour. Several weeks later, the fuel conservation standard was doubled -- to 10 percent -- with the Patrol following suit by ordering 10 minute stationary patrols every half hour.

Realizing that further cuts through additional stationary patrols would not be practical, Colonel Walsh launched a massive energy conservation campaign. The centerpiece of this effort was an education program designed to teach officers the most fuel-efficient manner of driving, and how to apply this knowledge to the unique demands of traffic enforcement duty. Patrol instructors in turn used a computer-equipped patrol car to demonstrate the savings that could be achieved through the new driving techniques. The program, painstakingly taken to each individual post, resulted in the savings of thousands of gallons of gasoline, as well as thousands of tax dollars. The program received considerable publicity and over 650 copies were distributed to interested agencies and private businesses.

Other gasoline savings ideas were also put into use. The experiment with "down-sized" patrol cars (begun under Colonel Reiss) progressed, with the hope that smaller, more fuel-efficient cruisers might prove suitable for normal duty. Another move in the conservation effort was the installation of "autotherm" devices in each patrol car. The autotherm enabled the vehicle to recycle warm air, keeping the cruiser warm for 30 minutes with the engine shut off. This allowed longer stationary patrols in the frigid winter months, saving gasoline without compromising the comfort of the officer.

Finally, a computerized motor cost reporting system was initiated in 1980 to enable administrators to monitor expenses and keep them at their lowest possible level.

The success of Patrol fuel efficiency programs in the nine years since their introduction by Colonel Chiaramonte in 1974 was underscored when a study indicated the average fleet miles-per-gallon average had increased by 30 percent. Through all these efforts, 9.5 million gallons of gasoline were saved during the nine-year period, a savings of millions of dollars.

Though fuel economy and savings required immediate attention, a greater problem faced Colonel Walsh and his planners as the division entered the 1980s. After experiencing a dramatic

decline in motor vehicle deaths following the enactment of the 55 miles-per-hour speed limit, the number of Ohioans killed in traffic crashes began to increase. From 1975 to 1979, rural traffic deaths increased at a rate of about 75 persons per year. In an effort to reverse this trend, Colonel Walsh announced a goal of reducing traffic fatalities by 10 percent in 1980 and an additional five percent in 1981.

To achieve these goals, Colonel Walsh empowered local commanders to devise fatality reduction programs tailored to their areas. Through selective enforcement in problem areas, concentration on crash-causing violations (especially following too closely and OMVI), and public information campaigns, the ambitious goals were not only met, they were exceeded. Rural fatalities dropped 11.4 percent in 1980 and 12.2 percent in 1981. These successes paved the way for continued reductions throughout the 1980s. The early 1980s was also a time when several legal and administrative changes were enacted to strengthen troopers powers, training, and compensation.

The first was a law signed into effect by Gov. Rhodes in December 1980. House Bill 837, which became effective March 23, 1981, gave Patrol officers the same right of search and seizure (within its jurisdiction) as any other police officer. The law also extended full arrest powers anywhere in the state when officers are assigned to a protective detail and the security of the person they are assigned to protect is in danger. Protection could also be extended, at the discretion of the governor, to other state officials, United States officials, and any other persons requiring such protection.

Another notable change was the extension of the cadet training course -- from 16 to 18 weeks. The longer training period began with the 110th Academy Class, with an improved emergency victim care session highlighting the additional curriculum. This pushed the overall length of training for a new trooper to eight months: 18 weeks at the Academy; 12 weeks of officer-coach training in which the officer rides with an experienced officer during the critical break-in period; then two additional weeks at the Academy. Each of these steps was required before a new officer could assume regular duty.

To complement the new training requirements, the division's standards committee conducted a re-examination and validation of the physical agility entry requirements in early 1981. From this study, an entirely new health and physical fitness program arose. From initial hiring to retirement, each officer is medically tracked to identify potential (or existing) medical problems. Not only does the individual officer benefit from this new concept in health maintenance, the division does as well, as valuable officers are assisted in maintaining top physical condition.

A budget bill which became effective in November 1981 also provided tremendous benefits to Patrol officers. Among the provisions of the bill were: an across-the-board 15 percent pay increase over 10 months; an automatic nine percent pay increase for officers promoted by the superintendent; "true" time-and-one-half pay for overtime; sick leave reimbursement upon separation at 50 percent of actual value; and three personal days per year. Three days later, Gov. Rhodes signed Amended SB 133, heralding the most significant changes in the Highway Patrol Retirement System since it was created. The new law established a minimum level of benefits; provided cost-of-living provisions; raised the maximum possible pension; allowed members to become eligible for reduced pension benefits at age 48; and granted a more favorable disability clause.

Staff and command changes were also in evidence during this time. In January 1982, the ranks of lieutenant and staff lieutenant were combined, with the gold lieutenant's rank insignia retired in favor of the silver one.

Later that same year, Colonel Walsh established the Bureau of Inspection and Standards to oversee the division's inspection program and evaluate complaints against officers. Selected to head the new bureau was Major David D. Sturtz who, after retiring from the division, became the first Inspector General of the state of Ohio.

Another important undertaking begun during the busy first few years of Colonel Walsh's superintendency was the largest safety belt survey in the nation's history. Initiated in January 1981, the survey involved stopping vehicles, checking to see if the occupants were wearing safety belts, and determining why those who weren't chose not to. Results of that initial study indicated that Ohioans used their safety belts at a rate twice that of the nation's average. The study was enlarged and conducted again in the years 1982 and 1983, and included an opinion survey which indicated that a majority of those inspected (56.5%) favored a mandatory safety belt law. So important was this study, it was included in the Congressional Record by the National Highway Traffic Safety Administration as a model safety belt promotion.

Though the mandatory safety belt law was still several years away, legislation protecting younger passengers became effective in March 1983. This "child restraint law" required that children either four years old or younger, or 40 pounds or under, be securely fastened in a child restraint system. This law, along with an effective public information campaign and a Department of Highway Safety program to assist lower-income people in obtaining child safety seats, contributed to a substantial decrease in deaths and injuries among child passengers.

Critical to Colonel Walsh's fatality reduction programs were the division's OMVI enforcement efforts. Such efforts were typified by the highly successful STOP (Spring-Time OMVI Program) program. Launched in April 1982, just in time for the prom/graduation season, the youth-

oriented OMVI effort revolved around extensive publicity, and touched adult drivers as well as youthful ones.

Not surprisingly, rural traffic fatalities dropped by 25 percent during the quarter when STOP was in effect. So effective was the program, it was renewed again the following spring.

The motoring public, too, was brought into the OMVI reduction effort with the Department of Highway Safety's Project REDDI (Report Every Dangerous Driver Immediately). The program revolved around educating the public in how to spot and report drunk/dangerous drivers to local police agencies. Citizens Band radio usage was stressed as a fast and efficient manner in which to reveal the locations of violators.

Assistance in OMVI reduction efforts also came in the form of legislation. A tough OMVI law became effective in March 1983, which, among other provisions, created mandatory (and increased) penalties and pre-trial suspensions.

Recognizing that an effective OMVI program requires the best possible evidence be presented in court, the division purchased new BAC Verifiers to replace intoxilizers which had been in use since 1976. The BAC Verifier offered several improvements over the intoxilizer, including: one-button operation; a shut-down program to eliminate radio interference; an acetone detector to assist in testing of diabetics; a sample analyzer to reject "short" breath samples; and increased accuracy.

In conjunction with the breath analysis equipment, the Patrol added new field sobriety tests to further enhance the effectiveness of OMVI enforcement. Among those adopted was the horizontal gaze-nystagmus test, in which suspects are directed to follow an object (usually a pen or tiny flashlight) with their eyes.

For two weeks in early 1983, troopers stationed in certain areas of the state were put on extended hours of duty as an independent truck driver shutdown brought injury and destruction to Ohio's highways. From January 31 through February 13, 1983, officers recorded 124 shootings, 228 incidents of objects thrown, 483 trucks damaged, and 51 arrests. Also included were 24 injuries, some of which were very serious. Among the activities undertaken by the division during the action was its assistance in setting up the Ohio Trucking Association's (OTA) Shutdown Monitoring Center, a 24-hour-per-day rumor control program. Officers checked out rumors and provided details of violence and harassment around the state, helping to assure factual -- rather than distorted -- information was continually available. Patrol efforts to minimize the hardship created by the shutdown were honored when the OTA presented the division its Distinguished Public Service Award during its 1983 convention.

The year 1983 was, in itself, a milestone for the division. It marked 50 years of existence -- the Golden Anniversary of the Ohio State Highway Patrol. It was in recognition of this anniversary that the first silver patrol cruisers were purchased. It was originally planned that gold cars would be purchased to mark the Golden Anniversary, but testing indicated that the flying wheel emblem did not contrast well on the gold model. The anniversary was officially marked with a banquet held November 12, 1983, at the Aladdin Temple Shrine Mosque in Columbus. Over 1,500 officers, employees, retirees, and guests attended the banquet.

In the closing days of 1983, the division was selected by the National Highway Traffic Safety Association as one of six states to participate in a comprehensive test of passive restraint air bags. Seventy-five of the devices were received and retrofitted onto existing cruisers, where their effectiveness could be evaluated on a practical level. In a demonstration held at TRC Labs, a 1982 Plymouth patrol car was equipped with one of the devices, then crashed into a block wall at 36 miles per hour. The dramatic results of this test, as well as those obtained during the 18-month test program, led to the eventual incorporation of air bags in all Highway Patrol cruisers.

To further encourage safety belt use, Department of Highway Safety and Highway Patrol officials launched the "Saved By the Belt" award in May 1984. The program was designed to publicize real-life incidents in which safety belts saved motorists from death or serious injury. Crash survivors are honored with certificates at news conferences in which their ordeals are detailed.

During the Week of December 17, 1984, the first Assessment Center was held. Intended to augment the promotional process for sergeants being considered for promotion to post commander, the process evaluates and predicts a sergeant's success in the position of post commander. Sgts. P. D. McClellan and L. R. Reel were the first to successfully complete the Assessment Center and receive promotions to lieutenant. The success of this program is evident by the fact that it still exists in more or less the same form today.

The passage of legislation in early 1985 led to the placement of all scale operations, equipment, and facilities under Patrol management. On July 7, 1985, 89 load limit inspectors were officially transferred from the Department of Transportation to the Highway Patrol. The load limit inspectors had been assigned to ODOT since April 1974.

During the week of July 8 - 12, 1985, elections were held to determine the bargaining agent for troopers, dispatchers, and communications technicians. This followed the passage of Senate Bill 133, Ohio's Collective Bargaining Bill for public employees, which became law October 6, 1983. Of 1,053 eligible votes, 798 were cast -- 732 for the Ohio Labor Council/Fraternal Order of Police and 64 for "no representative." The first contract vote was conducted in March 1986,

with Bargaining Unit 1 employees (troopers, dispatchers, and radio technicians) overwhelming voting in favor of the agreement. However, both houses of the state legislature rejected the contract. A final meeting between the two sides was required to settle differences and, on April 28, 1986, the first labor agreement in the history of the Ohio State Highway Patrol was officially signed.

A permanent tribute to the proud history of the division was dedicated in September 1985 when Colonel Walsh cut the ribbon at Heritage Hall. Located at the Academy, Heritage Hall is a collection of historical memorabilia collected throughout the years, with many pieces donated by Patrol members and friends. Over 250 retirees, widows, and active personnel gathered for the dedication ceremony.

In late 1985, the division escorted the largest load ever moved in Ohio (and possibly anywhere), when huge presses were transported from Cleveland to the General Motors stamping plant in Ontario, Ohio. The first load, 506,520 pounds, left Cleveland on October 31, 1985, and traveled the 80 miles to Ontario on IS-71 and US-30. Traffic was maintained with minimal delay despite the slow movement of the vehicle (15 miles per hour).

Officer awards also produced several firsts in 1985. Tpr. Robert L. Matthews became the first state police/highway patrol candidate to receive the prestigious J. Stannard Baker Law Enforcement Traffic Safety Award. He was honored for his heroic effort to rescue two motorists from a burning vehicle, an incident which also earned him the 1984 O. W. Merrell Award. The following year, Tpr. Susan M. Rance received the Baker Award for the development of an innovative and effective safety belt program for children. Another first was realized in 1985 when Tpr. Mary M. Hearn became the first female ACE in the history of the division.

The following year, several new awards were added to the Highway Patrol's itinerary of annual recognition. The Robert M. Chiaramonte Humanitarian Award, presented annually to the officer who distinguishes him/herself through exemplary service and assistance to motorists in need, was one of the awards added for the 1986 awards ceremony. The first recipient was Tpr. David L. Dotson, Cambridge, who rendered assistance to over 1,700 motorists during the year. Also added to the awards list were the PAR (Patrol Achievement and Recognition) Awards, which includes Post, District, and State Dispatcher of the Year Awards, and the Outstanding Electronics Team of the Year Award. The first Dispatcher of the Year Award went to Disp. Thomas C. Anderson, Chardon, and the first Outstanding Electronics Team Award winners were the Massillon district technicians team, comprised of RT3 Virgil L. Dehoff, RT2 Steven W. Garwood, and RT1 Robert R. Shirley.

The division itself was honored in 1986 when it tied (with the Rhode Island State Police) for first place in the 1986 Best Dressed Police Department competition sponsored by the National

Association of Uniform Manufacturers and Distributors. The tie was an unprecedented move for judges of the contest, who were greatly impressed with the overall quality of the entries. The previous year, the division received the Outstanding Achievement Award in the competition.

A final award worthy of mention was also received by a Patrol officer during this time. The Survivors Club Award, presented by the International Association of Chiefs of Police and the DuPont Kelvar Company, was presented to Tpr. Carl D. Cardinal, in recognition of having been saved by his body armor. In 1987, Tpr. Cardinal was involved in a "routine" traffic stop when a suspect shot him twice in the lower back and left him for dead. Both shots were deflected by the armor. The officer regained his composure and radioed descriptions of the suspects, who were later apprehended.

To complement the division's upgraded physical maintenance program, a Health and Fitness Center was constructed at the Academy. Equipped with modern training and exercise equipment, the addition was dedicated on July 22, 1986, with special recognition and appreciation to Dr. Norris E. Lenahan, Patrol physician for 29 years.

Another development at the Academy was the addition of the Northwestern University Traffic Institute's Police Staff and Command course. First convened at the Academy in the January 1987, the course was 10 weeks in duration and contained a curriculum identical to that offered at Northwestern University. Ohio was only the second state to offer this course outside of Northwestern's campus.

Highway safety was advanced immeasurably in May 1986 when the long-awaited Mandatory Safety Belt Usage Law finally went into effect. Important in this development was the tireless work of the Ohio Safety Belt Coalition (of which the division was an active member) which worked to build grass-roots support for the measure. According to the law, motorists could only be warned for infractions during the first 60 days. After that (beginning July 4, 1986) officers could, at their discretion, begin issuing citations. During the second half of 1986, over 60,000 written warnings and 43,000 citations were issued by troopers. In addition, 227 "Saved by the Belt" awards were presented during those six months.

The mandatory use law came at a very good time as the speed limit on over 900 miles of Ohio's interstate highway system was increased to 65 miles per hour the following year. A popular change with motorists, the increased speed limit would have the unfortunate effect of ending an impressive seven-year streak of highway death reduction in Ohio.

To complement the many advances in highway safety during this time, the division launched an expansive drive to impede the flow of illegal drugs on Ohio highways. Operation CIN (Confiscate Illegal Narcotics) was initiated in 1986 (shortly after President Ronald Reagan signed the 1.7



billion dollar Federal Drug Bill) with the development of a training curriculum designed to assist troopers in detecting illegal drugs during the course of normal traffic stops. By June 1987, all field officers had completed the training and were integrating the new practices into their activities. The program produced immediate results, with drugs seizures increasing dramatically in all categories.

The incredible success of Operation CIN equated to large increases in Crime Laboratory submissions. This prompted the division to request, and subsequently obtain, federal funds to acquire additional laboratory equipment. Later, additional federal funds were obtained for more in- depth training of field officers.

Along with increasing contact with drug offenders came the additional dangers associated with dealing with those involved in the drug trade. This, and other officer safety concerns led the replacement of the old Smith and Wesson .38 caliber service revolver. The new weapons, Smith and Wesson model 681 (.357 caliber) service revolvers, were placed into service in 1987. This also precipitated the purchase of updated accessories, such as new speed loaders (which had been in use since about 1981) and leather goods.

Several new employee classifications were added in mid-1987 to enhance the division's overall capabilities. In July, the Patrol's Fairground Security (post 96) was upgraded with the transfer of six police officers from the Ohio Expo Commission. The new officers (who received the new rank of Police Officer) were assigned to the fairgrounds on a permanent basis under the command of Sgts. Samuel E. Hamblin and Donald C. Wood. Distinctive blue uniforms were issued to the new police officers.

It was also mid-1987 when the rank of radio dispatcher 2 was added to the division rank structure. At that early date, only ten dispatchers were assigned the new rank; later the rank would be reserved for any dispatcher having completed two years of service. To assist post dispatchers, the position of clerical specialist was initiated at 27 posts. Clerical specialists for the remainder of the posts were added the following year.

In August 1987, Tpr. Terri A. Marlin earned the distinction of becoming the first female Highway Patrol sergeant. She assumed her new duties as an assistant post commander at Granville.

The latest generation of post facilities became reality in 1988 as the division approved a new, cluster-style design for its Wapakoneta post. Incorporating over 5,500 square feet, the layout includes three separate (yet connected) sections, divided by function, which house office space, squad and breath testing rooms, locker rooms, a dispatching area, a 50-seat meeting room, and garages. The design was an improvement over another new design used in the construction of the Mt. Gilead Post (which replaced Mt. Vernon in 1984), both in terms of space and functionalism. The Wapakoneta Post was officially dedicated on April 16, 1989, ending a 25-

year stay in the cramped St. Marys post on Celina Rd. Since the opening of the Wapakoneta facility, similar ones have been completed in Norwalk, Defiance, New Philadelphia, and Marysville.

Colonel Walsh retired from service on May 15, 1989, after over 31 years of service (29 and one-half in uniform). Three days later, Major Thomas W. Rice, commander of the Office of Personnel since 1985, was sworn in as the division's tenth superintendent.

One of Colonel Rice's first official acts as superintendent was the creation of a deputy superintendent of operations position in his staff. Captain Richard A. Curtis, commander of the Telecommunications and LEADS section, was selected to fill the newly created position at the rank of major. The following year, the position was upgraded to the rank of lieutenant colonel.

Another personnel move was the appointment of the division's first chaplain. Father Alan M. Sprenger, a Cleveland native, was selected to be the first division chaplain.

Prior to Colonel Walsh's retirement, the division underwent an intensive, week-long assessment by members of the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA). The inspection capped a 30-month process in which the officers, led by accreditation manager Captain Howard E. Shearer, worked to assure that the division would be in compliance with all 909 applicable CALEA standards at the time of the inspection. In July 1989, accreditation was granted at the national CALEA meeting held in Columbus.

Maintaining the exacting, professional standards outlined by CALEA proved to be an excellent foundation on which to build a more efficient and effective agency. One example was the placement of voice recorders in Patrol posts which marked an important improvement in the division's communications system. CALEA standards also ensure policies and procedures are up to date with current legislation and technology.

Another outgrowth of accreditation was the development of a strategic planning process to outline Patrol growth and development. Following months of study, a team of 59 employees, representing all classifications and levels of Patrol personnel, spent two days developing the division's first Five-Year Strategic Plan. Implemented in mid-1990, the Five-Year Plan outlined the basic principles of operation, and defined economic, legislative, personnel, training, and operational assumptions around which specific goals could be formulated.

CALEA accreditation and the Five-Year Strategic Plan would prove invaluable as division operations became greatly expanded in the 1990s.

Among a myriad of new enforcement tools and responsibilities during this time was the implementation of sobriety checkpoints. The first Highway Patrol sobriety check points were

held during the busy July 4th weekend in 1989. After that, the program was put on hold until a test case brought before the U. S. Supreme Court in 1990 affirmed the constitutionality of the checkpoints and outlined the guidelines necessary for their use. According to the Court, a highway selected for a checkpoint must have a history of alcohol-related crashes and impaired driver violations, and the checkpoint must employ a truly random process for diverting and checking vehicles. Important to the efficient operation of a sobriety checkpoint was the acquisition of portable breath testers (PBTs). The PBT, though not a court-admissible blood-alcohol test, proved a highly accurate means to determine if a formal test should be administered. Used in conjunction with other roadside sobriety tests, PBTs proved themselves to be a quick and reliable means to establish a motorist's level of intoxication. Many of the original PBTs were obtained through donations from Mothers Against Drunk Driving (MADD) and Nationwide Insurance.

A monumental task was handed the division (as well as other similar agencies across the nation) with the passage of the Commercial Motor Safety Act of 1986. The new law, which took effect January 1, 1990, required each state to restructure its commercial drivers licensing (CDL) system so that commercial operators would be required to demonstrate their competence in safely driving the type of vehicle they use in the course of their employment.

Before the program went into effect, it was necessary to train driver examiners and CDL supervisors in the new requirements and test procedures. A "hotline" was established to answer questions about the new requirements, and CDL personnel spoke to interested groups to address their concerns and inquiries about the new procedures. Finally, a model CDL facility was established in Obetz (just south of Columbus) from which the Driver and Vehicle Services section could administer the statewide program.

During the first year of the new requirements, Highway Patrol personnel administered approximately 138,000 CDL tests.

With the new testing requirements came increased commercial enforcement. Such efforts included commercial inspection operations held jointly by the Patrol and the Public Utilities Commission (PUCO). The first such inspections were held in September 1990 at the Delaware and Bowling Green scale facilities. Of 5,000 vehicles checked over a 24-hour period, nearly 1,000 were diverted to the inspection site and 61 placed out of service for violations such as log book and driving time violations.

Another development in commercial enforcement was the completion of the first "weigh-in-motion" scale facility. Erected on I-90 in Ashtabula County, the new technology enables inspectors to weigh trucks as they travel up to 25 miles per hour over the scales.

The continuing effort against the transportation of illegal drugs was greatly enhanced with the acquisition of six drug detection dogs in mid-1990. Obtained with assets seized in drug arrests, the dogs and six handlers (selected from the ranks), completed several weeks of training in early 1990 and went into action on April 11, 1990. Slightly more than two weeks later, canine "Rex" alerted his handler, Tpr. Robert J. Burns, to over 70 pounds of marijuana concealed in the bed of a truck, recording the first major dog-related drug seizure. On the same day, canine "Dingo" alerted to \$6,000 in U. S. currency after an arrest, making it subject to forfeiture.

Initial results proved the dogs to be far more effective and accurate than expected. They were "guaranteed" to be able to detect quantities of drugs as little as six grams, but it was found that their tremendous sense of smell enabled very minute quantities of drugs, even drug residue on currency or the carpet of a vehicle. Their effectiveness led to the acquisition of several more canines and, today, the division employs 15 canine teams.

To augment the canine drug program, 15 two-officer Traffic and Drug Interdiction Teams (TDITs) were placed into service the following year. The TDIT teams, strategically placed around the state, undertake normal traffic enforcement duties with special emphasis on detecting couriers of illegal narcotics. Since the formation of the TDITs, extraordinary amounts of drugs have been seized, with seizure records continually being smashed with larger, more valuable busts.

Auto title fraud cases, as well as drug cases, have resulted in the confiscation of a great deal of valuable property, such as vehicles, jewelry, electronic devices, and U. S. currency. The most visible of these forfeited items was a 1988 Camaro IROC, which was equipped with pursuit lights and Patrol markings and issued to District Troopers of the Year for temporary use on routine patrol. The seized vehicle was the first sport coup ever used by the division for regular patrol. Later, the Auto Title Fraud unit confiscated three red Camaros and a Pontiac Firebird, which were also fitted with pursuit lights and used by troopers on the highways.

The COMMAND team was up dated during this time to ensure the Patrol's ability to respond to dangerous and unusual situations. The Special Response Team (SRT), comprised of volunteers from posts within 50 miles of Columbus, took shape in early 1991 as members began regular and rigorous training sessions. Under the command of Captain R. F. Welsh, the team is cross-trained in weapons and chemical agent use, extraction techniques, and rapid response methods. Regular training sessions and advanced equipment and weaponry ensure the team is prepared to respond at any time. The rapid response of the Patrol's SRT Team was illustrated in April 1993, when a fist-fight escalated into a full-scale siege at the Southern Ohio Correctional Facility.

A unit developed to employ advanced crash reconstruction techniques to determine causation in crashes also began providing impressive results. In 1991 alone, the Crash Reconstruction Unit completed 93 cases, 46 of which resulted in guilty verdicts against defendants. In another 45 cases, defendants decided not to contend Patrol findings after being confronted by crash reconstruction evidence, resulting in a guilty plea rather than trial. Only two of the 93 cases completed in 1991 resulted in not guilty verdicts. Officer safety concerns related to, among other things, the increasing firepower of street criminals, led to the approval of an "officer safety package" in 1991. Included in the package was funding to purchase improved sidearms (the current double-action, .40 caliber semi-automatic pistol) and upgraded body armor. Also included in the package was improved handcuffs, as well as rechargeable metal flashlight for each cruiser. The new equipment was introduced in phases, with the first districts receiving the upgraded equipment in early 1992.

Preparations for another equipment upgrade - the 800MHz communications system - also moved quickly in mid-1991. Cited as a "pathway to the 21st century," the new system will allow: more effective communications within the Patrol and other state agencies; the accommodation of mobile data terminals, vehicle locators, and telephone interphases; and consolidation of dispatching services.

The new communications system will be a part of a central dispatching facility located on State Route 161 near Beightler Armory in Franklin County. The central dispatching facility will house the general headquarters communications center and Columbus district staff and support functions, as well as communications functions for the Emergency Management Agency, the Ohio Department of Natural Resources, and the Ohio Department of Transportation. Groundbreaking for the facility was held in August 1993. In addition to the anticipated 800 MHz upgrade, a new primary radio tower for the Columbus District was placed on 22-acre site in western Licking County. The new 360-foot tower and improved equipment will be linked to the central dispatching facility by microwave. The sum of these improvements will allow for steady growth and development of statewide radio capabilities.

Another enhancement in radio operations was the establishment of a central radio installation facility. Central Installation assumed the task of equipping Patrol vehicles with radios and related apparatus, enabling district technicians (who previously performed those tasks) to concentrate on the repair and maintenance of other vital equipment.

With Ohio's ratio of uniformed officers to population ranking below that of every state agency except one, Colonel Rice and his planners approached the legislature with a request for funding for an additional 127 troopers. The request was approved in full in mid-1991.

The additional manpower would be sorely needed as operational responsibilities continued their rapid expansion. One example of this expansion was the addition of Cleveland Post 18 in late 1991. The post was established to promote greater compliance to the 55 miles per hour speed limit on the busy I-480 corridor which runs through four counties and several municipalities. Prior to the establishment of the Cleveland Post, troopers patrolled Interstate 480 (at the request of area police departments who lacked sufficient manpower to do so) on federally funded overtime.

As an extension of the push for additional manpower, the division began an intensive drive to recruit qualified minority candidates. Realizing that many qualified individuals have limited exposure to the primarily rural Highway Patrol, Colonel Rice assigned two officers to dedicate a full-time effort toward presenting career opportunities to urban youth and young adults.

Another move to increase available manpower was a major reorganization and revitalization of the Auxiliary program. The first major step toward this goal was the approval of new Auxiliary General Orders on April 10, 1991. Among the changes for the revitalized Auxiliary included: the establishment of district training sites; a revised selection process which closely resembles that used for troopers; the division of Auxiliary groups on a post level, rather than a county level; and a new retirement age of 65. In addition, prospective Auxiliaries need not be a member of the American Legion as before. Finally, for the first time women were approved for active Auxiliary status.

Auxiliary officers' duties remain the same as in the past, but individuals are now evaluated and assigned tasks for which they are best trained/suited. After months of recruiting and planning district training sessions, new members of the Auxiliary began filling the ranks. Since the revitalization, over 260 new officers have entered Auxiliary service.

The REDDI program initiated during the 1980s was modernized for the 1990s with the "1-800-GRAB-DUI" toll-free number to report intoxicated drivers. To encourage participation, a massive public information drive was launched, and "1-800-GRAB-DUI" highway signs and license plates for police cruisers appeared throughout the state. In just under a year of the program, over 18,000 calls to 1-800-GRAB-DUI were recorded. The program was later extended to cellular phone users with the "\*DUI" program. With statistics indicating that the majority of DUI arrests represented persons who were multiple DUI offenders, progressive steps were taken to assure those lawbreakers were identified as such at the time of enforcement. The Multiple Offender Program, involving police officers from departments throughout the state, was launched to target multiple DUI offenders, especially those who continue to drive while under suspension for DUI. Armed with "Hot Sheets" listing multiple offenders from their area, police are better able to assure that multiple infractions are identified, with suspects therefore subject to the

fullest extent of new, progressive DUI laws. Among the penalties faced by convicted multiple DUI offenders are jail terms, vehicle immobilization, and vehicle forfeiture.

Several instances in which Patrol personnel were honored deserve special mention. In 1991, the Federal Aviation Administration feted the Aviation section for its outstanding record of 120,000 accident-free flying hours. This remarkable record was achieved despite the rigorous demands of flying in the course of police duties such as enforcing traffic laws, missing and escaped persons searches, and marijuana eradication flights.

Another important award was bestowed upon Captain Robert F. Welsh. The Federal Law Enforcement Training Center, a division of the Department of Treasury, presented its 1991 Award of Excellence in Law Enforcement Training for Individual Achievement (the first ever) to Captain Welsh for his "React-Fire-Win" course. "React-Fire-Win" was designed by Captain Welsh to teach officers to be mentally prepared when they find themselves involved in a gunfight. The lessons incorporate the use of the "red handle" gun, adapted by Captain Welsh, which fires a primer with a cotton ball projectile. The lesson has been used throughout the United States, Canada, and South America.

Finally, the entire division was honored in 1992 by the National Highway Traffic Safety Administration for outstanding performance in the National Safety Belt Usage campaign.

All the accomplishment, sacrifice, and heroics outlined in this book can only scratch the surface of the glorious first 60 years of the Ohio State Highway Patrol. The look of the Patrol has changed in those 60 years — but the mission of saving lives and promoting true highway safety through courteous, firm, and fair enforcement of traffic laws remains the same. And that mission will continue — through the 75th, 100th, and all subsequent anniversaries — thanks to the firm foundation upon which the Patrol today rests, the dedication of its many employees, and the adherence to principles — begun by O. W. Merrell and Colonel Lynn Black, and continued through each successive generation -- which have weathered the test of time.

## **The Southern Ohio Correctional Facility Siege**

On Easter Sunday, April 11, 1993, a fistfight broke out in a corridor of the Southern Ohio Correctional Facility and spread into a full-scale siege which lasted 11 days and resulted in 10 deaths, including one prison guard.

Guards responding to the initial scuffle were ambushed and overpowered by inmates who grabbed their two-foot-long nightsticks. Within an hour, eight guards were hostages, others lay badly beaten in the recreation yard, and six inmates were dead at the hands of other prisoners. The prison's tactical unit was put in place, water and electricity to the cellblocks was cut off, and a command center with an open line to prisoners established. The siege had begun.

Early in the takeover, inmates produced a list of 19 demands, among them: requests for media access; an end to integrated celling; the removal of Warden Arthur Tate, Jr. and several corrections officers; a relaxation of recreation time limits; and general amnesty for acts committed during the takeover.

Shortly after dark on the first day, Patrol troopers and corrections officers took back the recreation yard, rescuing one guard who had been beaten and left for dead.

With terrible rumors of torture and scores of killings circulating, the uprising became a battle of nerves as officials, among them Colonel Thomas W. Rice, conducted negotiations with inmates. On the third day, prisoners in the besieged L Block began yelling to neighboring K Block, urging fellow inmates to join in the action, but were quickly repelled by responding forces.

In the early morning hours of the fourth day, a Patrol helicopter experienced a serious malfunction and spiraled to the ground, slightly injuring a Patrol pilot and his passenger, and destroying the helicopter. It had just flown over the cellblock -- fortunately the malfunction occurred over open ground outside the prison grounds. The same day, Ohio National Guard troops arrived and took up positions on the perimeter of the prison grounds.

Later in day four, negotiators agreed to provide food and water to the besieged cellblock. In exchange, riot leaders accepted prescription medicine for two of the hostage guards.

Negotiations continued. On the fifth day, the body of murdered hostage Robert Vallandingham was thrown from a cellblock window. Later in the day, an inmate was permitted a 15-minute live broadcast over a local radio station in exchange for one of the hostages. Another hostage was released the following day in exchange for a live television broadcast.

Negotiations were bolstered when a Cleveland attorney, requested by rioting inmates, was taken to Lucasville to join in the process.



On day 11, the good news finally arrived. After days of face-to-face negotiations, officials appeared before cameras and announced the siege had ended. Later that evening, Patrol units began processing the rioters one by one, and finally, just before 11 PM, April 21, the remaining five hostages emerged from the prison to the cheers of their comrades.

The Southern Ohio Correctional Facility revolt was recorded as the longest and most deadly in Ohio history. Only the patient and dedicated work of negotiators and scores of responding law enforcement officers prevented it from becoming a greater disaster than it was.

## Appendix, Original Highway Patrol Law, 1933

The Act of Legislature which created the Ohio State Highway Patrol  
(House Bill No. 270) -- 1933

**AN ACT** To amend section 1178 of the General Code, relating to the functions of the department of highways and to provide for the establishment of state highway patrol in the department of highways to enforce the laws relating to the registration of motor vehicles and their use and operation on the highways.

Be it enacted by the General Assembly of the State of Ohio:

**Section 1.** That section 1178 of the General Code be amended to read as follows:

**Sec.1178.** The functions of the department of highways shall be constructing, reconstructing, widening, resurfacing, maintaining and repairing the state system of highways and bridges and culverts thereon, cooperating with the federal government in the construction, reconstruction, improvement, maintaining and repairing of post roads and other roads designated by the federal authorities and cooperating with the counties, townships, villages and other subdivisions of the state in the construction, reconstruction, improvement, maintaining and repairing of the public roads and bridges of the state; and the enforcement of the laws of the state relating to the registration and licensing of motor vehicles, the laws relating to their use and operation on the highways, and all laws for the protection of the highways.

The word "director" when used in this act shall mean director of highways. The phrase "first assistant director" when used in this act shall mean first assistant director of highways. The phrase "deputy director" when used in this act shall mean resident division deputy director of highways. The phrase "district deputy" when used in this act shall mean resident district director of highways.

**Section 2.** There is hereby created in the department of highways a division of highway patrol which shall be administered by a superintendent of state highway patrol hereinafter referred to in this act as the superintendent.

The superintendent shall be appointed by the director of highways, and shall serve at his pleasure. He shall be paid a salary of four thousand dollars per annum, subject to reduction provided for by Amended Senate Bill No. 5, third special section, 89th General Assembly. The superintendent shall give a bond for the faithful performance of his duties in such amount and with such security as the director may approve.

The superintendent, with the approval of the director of highways, may appoint such number of highway patrolmen as he may deem necessary to carry out the provisions of this act, provided however that such patrolmen so appointed shall not exceed sixty (60) in number. Patrolmen shall not be less than twenty-four (24) nor more than forty (40) years of age at the time of their appointment. The salaries of the patrolmen shall be fixed by the director of highways within the limits of the appropriations made by the general assembly.

The superintendent and highway patrolmen shall be vested with the authority of peace officers for the purpose of enforcing the laws of the state relating to the registration of motor vehicles and the operation of motor vehicles upon the highways, and all laws of the state for protection of the highways, and are authorized to arrest without warrant any person who in the presence of the superintendent or any patrolman is engaged in the violation of any such laws; but such patrolmen shall never be used as peace officers in connection with any strike or labor dispute.

Each highway patrolman upon his appointment and before entering upon his duties shall take an oath of office for faithful performance of his duties and execute a bond in the sum of twenty-five hundred (\$2500.00) dollars payable to the state and for the use and benefit of any aggrieved party who may have a cause of action against any such patrolman for misconduct while in the performance of his duties.

The superintendent shall prescribe a distinguishing uniform and badge which shall be worn by each patrolman while on duty. It shall be unlawful for any person to wear the prescribed uniform or badge or any distinctive part thereof, except on order of the superintendent.

The superintendent, with the approval of the director of highways, may appoint such number of clerks, stenographers and other employees as he may deem necessary to carry out the provisions of this act. The salary of each of such employees shall be fixed by the director within the limits of the appropriations made by the general assembly.

**Section 3.** It shall be the duty of the state highway patrol to enforce the laws of the state relating to the registration and licensing of motor vehicles; to enforce the laws relating to the operation and use of vehicles on the highways; to enforce and prevent, on the roads of the state highway system, the violation of the laws relating to the size, weight, and speed of commercial motor vehicles and all laws designed for the protection of the highway pavements and structures on such highways; to investigate and report to the public utilities commission violations of its rules and regulations and laws governing the transportation of persons and property by motor transportation companies and all other motor carriers for hire; to investigate and report violations of all laws relating to the collection of excise taxes on motor vehicle fuels; and to regulate the movement of traffic on the roads of the state highway system. It shall be the duty of the highway patrol whenever possible to determine persons causing or responsible

for the breaking, damaging or destruction of any improved surfaced roadway, structure, sign, marker, guard rail, or any other appurtenance constructed or maintained by the department of highways and to arrest persons responsible therefor and bring them before the proper official for prosecution. It shall be the duty of the highway patrolmen to investigate and report all motor vehicle accidents on the state highway system outside of incorporated municipalities.

Any person arrested by a patrolman shall forthwith be taken by such patrolman before any court or magistrate having jurisdiction of the offense whereof such person so arrested and charged, there to be dealt with according to law.

State highway patrolmen shall not have the right or power of search nor shall they have the right or power of seizure except to take from any person under arrest or about to be arrested deadly or dangerous weapons in the possession of such person. No state official shall have any power, right or authority to command, order or direct any patrolman to perform any duty or service not authorized by this act. The powers and duties conferred on the state highway patrol shall be supplementary to and in no way a limitation on the powers and duties of sheriffs or other peace officers of the state.

**Section 4.** The state highway patrol and the superintendent thereof shall be furnished by the state with such vehicles, equipment and supplies as the director of highways may deem necessary, all of which shall remain the property of the state and be strictly accounted for by each member of the patrol.

The state highway patrol may be equipped with standardized and tested devices for weighing vehicles, and may stop and weigh, or cause to be weighed, any vehicle which appears to weigh in excess of the amounts permitted by the laws of the state.

The superintendent, with the approval of the director of highways, shall prescribe rules for instruction and discipline and make all administrative rules and regulations and fix the hours of duty for patrolmen. He shall divide the state into districts and assign members of the patrol to such districts in such manner as he shall deem proper to carry out the purposes of this act. He shall have authority in his discretion to transfer members of the patrol from one district to another. The superintendent shall have authority to classify and rank members of the patrol. All promotions to a higher grade or rank shall be made from the next lower grade.

**Section 5.** All fines collected from, or moneys arising from bonds forfeited by persons apprehended or arrested by state highway patrolmen shall be paid one half into the state treasury and one half to the treasury of the incorporated city or village where such case may be prosecuted. Provided, however, if such prosecution is in a trial court outside of an incorporated city or village such money shall be paid one half into the county treasury. Such money so paid into the state treasury shall be credited to the "state highway maintenance and repair fund"

and such money so paid into the county, city or village treasury shall be deposited to the same fund and expended in the same manner as is the revenue received from the registration of motor vehicles.

The trial court shall make remittance of such money as prescribed by law and at the same time as such remittance is made of the state's portion to the state treasury such trial court shall notify the superintendent of the state highway patrol of the case or cases and the amount covered by such remittance.

All salaries and expenses of members of the state highway patrol and all expenditures for vehicles, equipment, supplies, and salaries of clerical forces and all other expenditures for the operation and maintenance of the patrol shall be paid by the state treasurer out of the state highway maintenance and repair fund.

**Section 6.** It shall be the duty of the operator or driver of any vehicle traveling on the highways of this state to stop on signal of any state highway patrolman and to obey any other reasonable signal or direction of such patrolman given in directing the movement of traffic on the highways. Any person who willfully fails or refuses to obey such signals or directions or who willfully resists or opposes a patrolman in the proper discharge of his duties shall be fined not more than \$25.00 and for a second offense shall be fined not less than \$25.00 nor more than \$100.00.

**Section 7.** Nothing contained in this act shall in any way supersede, limit or suspend any provisions of law relative to the regulation of motor transportation upon the public highways of the state by the public utilities commission of Ohio.

**Section 8.** If any part of this act is declared unconstitutional, such decision shall not be held to affect the validity of any of the remaining sections, or parts of sections.

**Section 9.** That existing section 1178 of the General Code be, and the same is hereby repealed.

Frank Cave, Speaker of the House of Representatives

Charles Sawyer, President of the Senate

Passed March 28, 1933

Approved March 30, 1933

George White, Governor

Filed in the office of the Secretary of State at Columbus, Ohio  
on the 31st day of March, A.D. 1933.

## Appendix, General Orders

### General Orders

*General Orders were issued periodically on an "as-needed" basis, to "provide instructions and information relative to personal conduct, reports, and other subjects of equal importance." The listing provided here was compiled in April 1934 from individual bulletins issued in the months preceding.*

*[Orders 1-15 are a virtual rewrite of the Highway Patrol law]*

16. The Superintendent of the State Highway Patrol reserves the right to alter, amend or revoke any of the following rules, regulations, procedures, and policies; or to make additions thereto from time to time as circumstances or the good of the service may require. He further reserves the right to cause the dismissal of any member of the State Highway Patrol for violations of any of the rules or regulations contained herein.

17. Every member of the State Highway Patrol will understand that these rules, regulations, procedures and policies are not intended to cover each and every case that may arise in the discharge of his duties; much must necessarily be left to his intelligence and good judgment.

18. The State of Ohio shall be divided into as many territories or districts as the Superintendent shall deem advisable. Each district shall have a District Headquarters, centrally located in that particular district, with as many Sub-Stations as are advisable for efficiency of the department. General Headquarters will be located at Columbus, Ohio.

19. The entire Patrol or any member thereof may at any time be placed on duty day or night, temporarily or permanently, in uniform or plain clothes, anywhere within the State without regard to territory or duty to which they are assigned.

20. The uniform officers of the State Highway Patrol shall be organized under the following grades, ranking in the order named:

- Colonel
- Captain
- Lieutenant
- Sergeant
- Corporal
- Patrolman

21. A Patrolman is required to be: 24 years to 40 years of age; 165 lbs. to 210 lbs.; 5 ft. 8 in. to 6 ft. 3 in.; Citizen of Ohio for past year.

22. COURTESY A man can be a Patrolman and a gentleman at the same time. In the State Highway Patrol honesty, loyalty and courtesy are the principal virtues, and a patrolman can possess all of them. It is easy to be courteous to everybody without exception. Courtesy is in no way a sign of weakness. On the contrary, it is a sign of strength of character, self-confidence and self-respect.

23. Although a man may possess the requirements of this department, before he can become a Patrolman he must, also:

1. Pass a rigid mental examination as set up by this department;
2. Pass a rigid physical examination by a physician selected by the Patrol;
3. Prove himself to be of excellent moral character and reputation;
4. Not to be related by blood or marriage to any other member of the Patrol;
5. Know the Motor Vehicle Laws of Ohio;
6. Operate various types of motor vehicles;
7. Know proper manner of caring for motor vehicles;
8. Be experienced in First Aid;
9. Be a good marksman;
10. Attend Patrol School for a period of sixty days

24. DISCIPLINE The State Highway Patrol is conducted on a semi-military basis. All superior officers shall be respected and addressed as such. It is through coordination and cooperation on the part of all Patrolmen that discipline can be maintained. By well-disciplined individuals it will be any easy task to maintain a well-disciplined organization. This can be accomplished by every Patrolman having a knowledge of the necessity of leadership and a large amount of self-respect. The State Highway Patrol can only be successful insofar as its Patrolman make it so. It is through this cooperation, coordination, loyalty and pride that discipline can be maintained and the State Highway Patrol a highly respected organization within the State of Ohio.

25. All members of the Patrol must keep in mind the fact that they are public servants, paid from public funds and they will accordingly:

1. Abide, at all times, within the law which they are charged to enforce;
2. Be observant of conditions along the highways covered by the patrol;
3. To report promptly any dangerous condition or menace to travel on the highway;
4. To render assistance to the motoring public

26. In enforcing the Motor Vehicle Laws, Patrolmen must bear in mind the fact that a violation of any of these laws is not an act against him or his personal law, but against the laws of the State of Ohio and he must therefore:

1. Make every official act an entirely impersonal duty;
2. Be courteous at all times and under all conditions;
3. Refrain from the use of profane, abusive or vulgar language;
4. Conduct yourself in a manner to reflect credit on your organization and the State;
5. Remember that very often a courteous warning will have a greater effect toward the observance of the Motor Vehicle Laws than an arrest.

When necessary to make an arrest do so in a firm but quiet manner. Be sure of the facts in your case and place them squarely before the court hearing same, be careful not to distort these facts in any manner. Your function is to make the highways safe for the motoring public, therefore, think safety and talk safety.

27. Associating with women while on duty or women visiting the Patrol quarters other than on business relative to Patrol duties, is sufficient evidence for dismissal of any Patrolman responsible.

28. The use of alcoholic beverages, of any kind, is forbidden, at any time.

29. Smoking while in uniform is forbidden, except when inside of a building where it is permitted.

30. No Patrolman shall accept any rewards or gratuities for services performed, for personal use.

31. Patrolmen are prohibited from seeking free admission for themselves or others to theaters or other places of amusement, nor will they accept free meals or lodging while in the pursuit of duty other than that furnished by the State of Ohio.

32. Patrolmen appealing for aid to persons outside the Department when disciplined for misconduct or for assistance toward a promotion will be regarded as incompetent and will be immediately dismissed from service.

33. A patrolman must be quiet, civil and orderly. In performance of duty he must maintain command of temper, patience and discretion. Coolness and firmness is required in time of extreme peril. Patrolmen must act together when necessary and protect each other in the restoration of peace. Whoever shirks from danger or responsibility will be deemed guilty of cowardice and subject to immediate dismissal.



34. Any Patrolman who shall be found guilty of having taken an active interest in politics or who has endeavored to influence the vote of any other person shall be dismissed.

35. The establishment of hidden speed traps by members of the Patrol is forbidden. Hiding in lanes, behind buildings or trees in an effort to apprehend violators of the Motor Vehicle Law is forbidden. The sight of uniformed men patrolling the highways will have a greater tendency to curb the careless or reckless driver.

36. When the flag of the United States is carried in a parade or procession past a member of the organization in uniform in a street or other public place, he shall stand at attention and salute in the same manner prescribed in the United States Army Regulations, unless his urgent duties at the time make such action inadvisable.

*[two number 37s]*

37. Patrolmen will not be used for traffic duty on grounds maintained by private interests as a commercial enterprise. This is not meant to cover duty at county fairs or any other function which has official State recognition that request a Patrolman for traffic duty. In all cases where any doubt exists as to the propriety of dispatching Patrolman for special duty, the Patrolman in Charge shall communicate with the Superintendent.

37. Patrolmen are requested to make the acquaintance of Deputy Registrars, Sheriffs, Mayors, Coroners and other prominent citizens.

38. No advertising matter shall be posted in any Patrol office. This includes the advertising on calendars, maps, etc.

39. Patrolmen may recommend but never demand any certain penalty to the trial court.

40. Patrolmen are forbidden to go on bond of or furnish bail for any person arrested, nor will they suggest or recommend any attorney or counsel to the prisoner.

41. Patrolmen must not apply for warrants for assaults upon themselves or adjust claim for damages without consulting the Superintendent.

42. The making of an arrest for an act growing out of a personal argument on the part of the patrolman or of a quarrel in which any member of his family is involved is forbidden.

43. When a member of the Patrol has occasion to call the attention of any person to the fact that he is violating the law, which presumably is not known by all persons, he should not do so by means of an irritating question, such as "What's the big idea?" "Can't you read signs?" or "Do you think this is a race track?" A question of this character is an offensive means of opening a

conversation. The Patrolman should inform the person, civilly, that his act is unlawful and may explain the reason; this without regard to whether a prosecution is to follow or not.

44. A patrolman will give his name and badge number in a respectful manner to any person who may inquire of same.

45. No active patrolling with any peace officer by any patrolman will be permitted.

46. No patrolman will perform any special duty without first obtaining consent of the Patrolman in Charge.

47. Without your motor equipment you are useless to the Department. You are given adequate time to properly care for same, therefore, keep it in good running order and clean.

48. Repairs to all automotive equipment will be made at State Highway Garages. No Patrolman shall order a mechanic to make any repair. In cases where repairs are necessary the Patrolman may suggest to mechanic what he thinks is necessary to repair. Not more than one motorcycle is to be sent to any one garage at a time for repairs unless in case of emergency.

49. This department will not tolerate unnecessary speeding with motor cycles or automobile operated by the State Highway Patrol.

50. Where it is found on the investigation of an accident in which a Patrolman was involved that the Patrolman was negligent or operating in a careless or reckless manner or at a rate of speed greater than was reasonable and proper while not in pursuit of a specific motor vehicle, having regard for the width and use of the highway, the Patrolman responsible will be required to pay all damages to motor equipment as well as doctor bills resulting from the accident and subject to any other disciplinary action the Superintendent should choose to enforce.

51. Inasmuch as the primary function of the Patrol is "road patrol", inclement weather will not be considered as an excuse for failure to comply with the routine patrol schedule of your station. It is not necessary, however, to ride the motor equipment of any great distance during inclement weather; however, bad hills, curves and approaches to grade crossings and bridges should be guarded and motorists warned of the danger that lurks ahead. There is only one interpretation of this ruling and failure to comply therewith will result in disciplinary action.

52. Personal equipment will be used in cases of emergency only. Patrolmen will not use their own automobiles except in cases of accidents when State equipment is not available or adequate.

53. The State owned motor equipment issued to any member of the State Highway Patrol is to be used for official business only. The one to whom it is issued will be held responsible.

54. Only employees of the State Highway Patrol may operate motor equipment owned by it.
55. Any property or equipment issued to Patrolmen which is lost shall be reported to the Superintendent within 48 hours after such loss and covered by affidavit. No Patrolman shall be relieved of responsibility or payment of loss unless notified by the Superintendent.
56. No Patrolman nor equipment shall be transferred from one Station to another without the consent or approval of the Superintendent.
57. In taking "time off" not more than one Patrolman shall leave any one Station at a time. No "time off" will be allowed to any Patrolman on Saturday, Sunday or Holiday.
58. No member of the State Highway Patrol shall wear, carry or take with him, any part of his uniform or equipment when on leave.
59. Patrolmen assigned to a specific station will be required to live at that station, separated from his family. At no time will a patrolman be permitted to visit his relatives except by permission of his superior officer or during time he is off duty.
60. No member of the State Highway Patrol will withdraw or resign except by the permission of the Superintendent under penalty of forfeiting the salary or pay which may be due.
61. Resignations will be accepted on the 15th and 30th of any calendar month. The Superintendent reserves the right to dismiss at any time. Patrolman shall be entitled to twenty (20) days leave of absence, with pay, during each year, after they have completed their first year of continuous service, with the approval of the Superintendent providing said leave of absence does not interfere with other important duties.
62. Any member of the State Highway Patrol on resigning or upon dismissal or retirement will immediately surrender all department property to his superior officer. Failure to do so will warrant the forfeiting of salary or pay which may be due and prosecution by the State.
63. Upon leaving the employment of the State Highway Patrol a patrolman must agree that his final pay voucher will not be given to him until such time as all bills incurred by him since he first began his employment with the State Highway Patrol have been paid in full or settled in a manner which is satisfactory to the Superintendent of the State Highway Patrol. This is done as a precautionary measure to protect the interest of the Patrol since credit, in many instances, is secured through the use of the patrolman's badge or uniform.
64. While semi-military discipline is necessary for the department, and regular channels must be followed in addressing official communications, for the purpose of good discipline and

progressive methods, every member of the department will be privileged to interview the Superintendent upon a written request.

65. All charges against members of the State Highway Patrol must be in writing. If the Superintendent deems the written charges sufficient evidence to warrant discipline of the member charged, he may order said member to report for a hearing.

66. Offenses for which charges may be preferred:

1. Conduct unbecoming to a patrol officer.
2. Willful disobedience of rules and regulations.
3. Entering a disorderly house not in performance of duty.
4. Willful maltreatment of a prisoner or any other person.
5. Insubordination or disrespect toward a superior officer, or member of the department.
6. Neglect or inattention to duty.
7. General incompetency.
8. Cowardice
9. Laziness, sleeping or lounging on duty.
10. Being absent from duty or post without permission.
11. Making a false official report.
12. Receiving bribes in money or other valuable things.
13. Using firearms except in extreme emergencies.

67. Any member found guilty of the above charges may be punished as follows:

1. Discharged from the service.
2. Reduced in rank.
3. Fined, not to exceed ten days pay.
4. Suspended for not more than thirty days.
5. Deprived of annual vacation.
6. Deprived of leave days for not more than six months.

68. All reports, correspondence or forms sent to District or General Headquarters must be written in ink or typewritten.

69. The performance of duty relative to the enforcement of the Motor Vehicle Laws, except while in uniform, is forbidden.

70. Take pride in your personal appearance. The Department has furnished you with a uniform and motor equipment of the best of quality. These articles are entitled to and must have care.

71. UNIFORM EQUIPMENT No fraternal buttons, lodge insignia or other unofficial devices shall be worn on uniform provided that nothing in this section shall be construed to prohibit service ribbons of the U. S. Government indicating war service or decoration; such may be worn and shall be placed in accordance with Army Regulations.

The expenses in connection with loss, shortage and damage of any of the issued uniform equipment will be borne by the individual wearing same.

During clear weather and when the leather coat is worn, the belt and holster will be worn on the outside; however, during inclement weather ordnance and leather equipment should be worn on the inside.

Black high top shoes or boots may be worn by Patrolman in Charge of Stations.

The uniform of the day will be outlined by the Patrolman in Charge and will be adhered to by all members of the Station.

- *Caps* -- The cap will be so positioned on the head to lend dignity and bearing to the individual wearer.
- *Shield* -- Will be properly placed and the cap so blocked to eliminate any possibility of a slouchy appearance
- *Blouse* -- So tailored to present a neat appearance, cleaned, pressed, and free from oil and grease spots. Buttons securely fastened and pocket flaps closed at all times. No bulging pockets.
- *Lining* -- Intact and any tendency to tear, repairs should be made at once.
- *Breeches* -- Tailored to the extent of a wide peg, tight at knee, presenting a military appearance. Free from grease and oil.
- *Puttees* -- Regulation issue spring type puttees to be worn. Cleaned and polished and any tendency to wrinkle or tear should be attended to at once.
- *Shoes* -- Regulation black, boxed toe, polished and kept in good repair.
- *Shirts* -- Should be laundered and all buttons sewed on so as to present a clean and neat appearance at all times.
- *Ties* -- Black four-in-hand ties neatly tied. Regulation ties or equal, only permitted.
- *Badge* -- To be worn on the left breast of blouse or coat and so pinned so as not to damage same.
- *Chevrons* -- To be worn on both sleeves of the Non-Commissioned personnel.
- *Bars* -- To be worn on both shoulders of the Commissioned personnel.
- *Buttons* -- Highly polished and securely fastened. Pocket flaps buttoned.
- *Leather Coats* -- Pockets should not be used as an accessory store room. In drying leather equipment be sure that a hanger is used and is not placed near any direct heat.

No chemicals or minerals will be used for cleaning. Warm water will prove just as effective with more permanent results.

- *Leather Helmets* -- To be worn and cared for in accordance with procedure covering leather coat.
- *Belt & Holster* -- To be polished at all times and neatly slung from left shoulder.
- *Ammunition* -- Free from dirt and corrosion. No metal polish to be used.
- *Revolver* -- The practice of plugging barrel with cotton waste or any material is forbidden. Revolver should be cleaned at regular intervals and slightly slushed with light oil.
- *Gauntlets* -- Of a heavy black type issued for the comfort of the individual and should by no means be allowed to deteriorate by placing them against the hot cylinder of the motor or allowing them to dry rapidly on or near a radiator.
- *Goggles* -- Are very expensive and should be worn only when actively engaged in patrol work. Be careful where you lay them when taking them off.

72. DISABILITY A written report shall be made and promptly forwarded to the Superintendent of every case where a member of the State Highway Patrol is injured, whether in performance of his duties or not, giving in detail the circumstances of the injury and the names and addresses of any witnesses thereto.

Members disabled or unfit for duty by reason of vicious habits shall be relieved of duty. The proper forms issued by the Industrial Commission should be filled in as directed and mailed to General Headquarters whenever a member of the State Highway Patrol is injured.

73. No Patrolman shall carry any firearms except those issued to him by the State Highway Patrol. Neither will he be permitted to carry a black-jack, steel knuckles, nor anything of this character, except those issued by the State Highway Patrol.

74. A written report must be submitted to General Headquarters whenever a firearm is discharged in pursuit of duty by a member of the State Highway Patrol.

75. REVOLVERS The greatest care and caution must always be exercised by members of the Highway Patrol in the firing of their revolvers, not only to avoid shooting innocent persons but to avoid firing unnecessarily in cases even wherein there seems to be justification for their use. Not even the best rule can be a perfect guide in this respect, and this rule is not set up because it is believed to be perfect, but because it is the duty of the Department to direct its members as best it can in so difficult and dangerous a matter as the use of the firearm.

The Superintendent will not hold to censure a Patrolman who fires his revolver while in the performance of his duty, for any of the following purposes:

- To defend himself from death.
- To defend another person, unlawfully attacked, from death.
- To effect the arrest or prevent the escape, when other means are insufficient, of a convicted felon or of a person who has committed a felony in the Patrolman's presence.
- To kill a dangerous animal, or to kill an animal so badly injured that humanity requires its relief from further suffering.

The discharge of a revolver to aid in the arrest, to stop the flight of a person who has committed only a misdemeanor is forbidden.

When in doubt, DO NOT FIRE.

THE INVESTIGATOR Although the Investigator does not have the power of arrest, his work and endeavors aid materially toward the success of the Highway Patrol in achieving its aims and purpose.

To investigate is to search, to observe, note and give proper relative value to all the elements of the problem and thereby find the truth.

The first qualification of an investigator is an ingenious and resourceful intelligence.

Second in importance is a good general education. The more the investigator knows about geography, trades, habits and motor laws, the more successful he will be.

The third and very important qualification is physical energy. Courage is important and tact is indispensable and all these qualifications must be backed up by a bulldog determination to succeed.

The investigator should be on the scene of the investigation as soon as possible so that the true physical conditions may be noted before they are much disturbed. Everything should be carefully and accurately noted. The details cannot be too minutely observed. The investigator should not be in haste to establish a theory but after having found one it should be checked through until proved correct or false.

Many cases are given a set-back by carelessness or inaccuracy on the part of the investigator. When this happens, disciplinary action should follow swiftly and effort made to repair the damage done by the error.

CARELESSNESS, INACCURACY AND LACK OF ENERGY are unpardonable in this line of work.

An investigator will devote his entire time and attention to the service of the department. He is prohibited from engaging in any other business or occupation that in any way interferes with

his service to the department and must remember that he is subject to call twenty-four hours a day if necessary.

77. THE WEIGHMAN After the Student Patrolman has completed the training school he must serve an apprenticeship as weighman before he becomes a Patrolman.

A Weighman is required to assist in weighing trucks, perform station duties, accompany Patrolman on their patrols, to study the methods used by the older Patrolmen and to perform such other duties as are requested of him by the Patrolman in Charge.

The Weighman shall be treated with the same courtesy and respect as a Patrolman.

78. GENERAL HEADQUARTERS An office has been established in the State Office Building in rooms 817, 818 and 819 at Columbus, Ohio which will be known as General Headquarters. The Superintendent of the State Highway Patrol has his office at this location. Telephone number is Main 1265, Station 216.

79. DISTRICT HEADQUARTERS Branch offices or District Headquarters have been established throughout the State which sub-divides the work of the district before submission to General Headquarters. The office of the Patrolman in Charge of that Patrol District of the State is located at the District Headquarters.

80. SUB-STATIONS The purpose of a Sub-Station of the Patrol is to widen the field of the patrol effectiveness. The relative position of the non-commissioned officer in charge is the same as that of a Lieutenant of a District. He is responsible to his superior for the discipline of the members, the care of State property and the performance of patrol duty. He must be fully conversant with conditions in the area covered by the station.

The Officer in Charge will see that the patrols are covered as often as opportunity will permit. He should always keep in mind the fact that he is responsible for the honor and prestige of the State Highway Patrol in the area covered by his station, see to it that the members of the Station do not associate with questionable characters and that they always present a neat and creditable appearance.

The Officer in Charge should never consider the day's work finished until all operations of the station have been properly reported and recorded. He should at all times, see that the business of the station, no matter of what character, is conducted with dignity and courtesy to the public.

81. TRAINING SCHOOL A man expecting to enter the employ of the State Highway Patrol should first consider the mental and physical qualifications of the State Highway Patrolman and determine whether or not he is capable of meeting the rigid standards. He must, also, carefully



consider whether he is willing to make the financial and personal sacrifices that small pay, long hours and arduous duties entail.

A patrolman may suffer hardships, possible wound and even death in his pursuit of duties and frequently without recognition from the public. Many temptations to stray from the path of honor are thrown in the way of the Patrolman but his conduct should at all times be honorable and free from scandal, investigation and suspicion. The patrolman should always be willing to perform his duties in a conscientious and upright manner.

Even though an applicant is accepted for the training school, he may never become a uniformed patrolman. He may be required to transfer to some other branch of service in the patrol of which the Superintendent feels that he is better qualified to serve, or he may be dismissed.

Unless a man is willing to enter the services on this basis he will do better to enter some enterprise promising a more certain reward. Character constitutes one of the most outstanding qualities of a patrolman. Every effort is made to trace the life history of an applicant, supplemented with personal interviews with reputable citizens and terminating with an interview with the applicant.

It costs the state of Ohio a large sum of money to train a patrolman and unless an applicant possesses all of the necessary requirements of a patrolman it would be a waste of public expenditures to accept anyone of questionable qualifications.

A patrolman will be dismissed from active service who knowingly recommends a prospective applicant and later, it develops, that the applicant did not possess the necessary qualifications.

The standards of the State Highway Patrol are high, so there is no room for the patrolman that cannot be trusted, his work and integrity taken and considered as good as his solemn oath.

The training school usually extends over a period of sixty days with classes from 6:00 A.M. to 8:00 P.M. daily except Sunday.

Such subjects as the following, will be taught:

Motor Laws; First Aid; Motor Operation; Geography; Motor Care; Psychology; Marksmanship; Drill; Reports and Forms; Public Utility Laws.

It shall be the duty of every member of the Patrol to obey the orders of the superior officers, to serve the State honestly and faithfully and in obedience to the laws of the State, to conduct himself in a well-behaved manner at all times, and to perform such duties as may be assigned without partiality or prejudice. Violation of this or any part thereof shall be deemed sufficient cause for discharge.

*[no number 82]*

83. All reports covering the days' activities must be prepared and submitted before noon the following day.

84. Making public any reports, statistics or other information in connection with Patrol activities either by writing or conversation, except by approval of the Superintendent, is prohibited.

85. No Patrolman will endorse anything for any publication. Any requests for any information pertaining to any work of which a record has been made, should be referred to General Headquarters. A patrolman shall not sign any contracts or agreements wherein the State Highway Patrol is a party thereof without authority of the Superintendent of the State Highway Patrol.

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*Some of the General Orders issued prior to (or after) the above compilation were not included by Col. Black in the final collection. Listed below are a few, along with the date of issue*

2. (12-4-33) Effective this date and to continue until the State Highway Patrol has been well enough established to warrant additional time, two days off will be allowed each month instead of four. These two days may be taken together. Observe this order until notified further from this office.

5. (12-5-33) Effective upon receipt of this order and until otherwise notified or ordered by this office, it will not be necessary for truck operators to have license plates illuminated other than on the rear vehicle.

15. (12-33) Effective, Thursday, December 14, 1933, no member of the Ohio State Highway Patrol shall wear, carry, or take with him, any part of his equipment or uniform when on leave. Permission heretofore to wear the leather coat has been revoked.

18. (12-33) This is an order to open a concentrated drive on persons operating motor vehicles while under the influence of intoxicating liquor. It will not be advisable to demand the extreme penalty in all cases. This office will insist on arrests being made when persons are found to be intoxicated and operating a motor vehicle.

20. (12-33) Personal equipment will be used in cases of emergency only. When weather prevents the use of motorcycles for patrol duty, Patrolmen will not use their own automobiles except in cases of accidents.

21. (12-33) Patrolmen appealing for aid to persons outside the Department when disciplined for misconduct or for assistance toward a promotion will be regarded as incompetent and will be immediately dismissed from the service.

31. (1-3-34) When it is found on the investigation of an accident in which a Patrolman was involved, that the Patrolman was negligent the Patrolman responsible will be required to pay all damages to motor equipment as well as doctor bills resulting from the accident and subject to any other disciplinary action the Superintendent should choose to enforce.

42. (3-1-34) Referring to General Order No. 18 which reads -- This office will insist that arrests be made when persons are found to be intoxicated and operating a motor vehicle.

This paragraph means that arrests for operating motor vehicles are to be made only when an operator is actually seen driving his or her car by a Patrolman, unless an affidavit can be obtained by an eye witness to that effect.

A passenger in a car in an intoxicated condition can not be arrested on an intoxication charge

43. (3-2-34) It has been the practice of some patrolmen in making arrests to prosecute the owner of the vehicle rather than the driver of said vehicle. This practice must be stopped at once.

In all arrest cases the driver of the vehicle must be the person to be prosecuted

54. (4-34) Under no circumstances will a patrolman of the State Highway Patrol have an officer outside of the organization serve a warrant resulting from a citation or arrest made by him. When it is necessary to have a warrant served on a party in another patrol district, it will be the policy to have the District Lieutenant in whose district the defendant resides, to serve the warrant.

65. (6 34) In stopping motor vehicles for traffic checks, vehicles hauling newspapers are to be checked ahead of other vehicles so as not to cause any more delay than is absolutely necessary.

87. (9-7-34) No Patrolman in the employ of the State Highway Patrol will borrow cars from dealers to be used for their own personal use.

108. (12-34) Any member of the State Highway Patrol noticing a stretch of highway, hill or curve, in a dangerous condition due to ice or snow and in need of cinders, will immediately notify the nearest maintenance supervisor or division engineer. Be sure to give the exact location.

122. (4-8-35) Numerous complaints have been received at this office regarding various members of the Patrol informing the public they must carry their certificate of registration.

This is to call your attention to the fact that the Patrol recommends that certificates of ownership be carried, but under no circumstances can any member of the Patrol compel a motorist or operator to carry the certificate of registration. Please be guided accordingly.

128. (4-35) Effective immediately, all men formerly known as Weighmen or helpers will be known as Student Patrolmen.

140. (8035) Effective September 1, 1935, all men appointed as Patrolmen in the uniform branch prior to August 1, 1935, will be given 4 days leave each calendar month. Time off begins 12 noon on one day until noon the following day.

This time off may be taken only with the permission of the Lieutenant in Charge of the District or his superiors and provided it does not interfere with any patrol duties or occur on a Saturday, Sunday or holiday.

147. (10-4-35) Press identification cards are being issued by the Highway Patrol to members of the press throughout Ohio. You are hereby authorized to recognize these credentials. In the absence of a written manual of rules and regulations, the following rule will be adhered to: "Patrolmen may divulge information to the press, provided the end of justice is not thereby defeated.

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*In addition to General Orders, "Special Orders" were issued to "provide instructions relative to some duty or event [that] will become obsolete with the passage of time. Only 22 Special Orders are known to have existed; a few are listed below.*

7. (May 8, 1934) Effective May 9, 1934 and during the summer months or until further notice, all patrolmen may remove their blouses when in uniform. However, the Sam Browne belts must be worn complete and the badge fastened on the lapel of the left shirt pocket.

11. (May 22, 1934) Shoulder straps are to be omitted from Sam Browne belts when blouses are not worn.

13. (May 25, 1934) You are hereby commanded to appear in uniform at the National Guard Armory in Delaware, Ohio on Friday, June 1, 1934 at 1:00 P.M. The above information is strictly confidential.

18. (9-5-34) Effective at once, all radio men will furnish own shoes.