



The 1960s

As the Patrol moved into the 1960s, it experienced changes in focus: aviation became an integral part of law enforcement; advances in chemical analysis and the addition of an in-house chemical lab provided necessary details in many cases; and the Academy found a new, permanent home.

The new colonel – Scott B. Radcliffe – became superintendent in 1959 and led the Patrol into the new decade with new directions in law enforcement.

One example was the role of aircraft within the Division. Air traffic speed checks were well underway, with two Champion airplanes and a helicopter added to the Patrol's fleet in 1960. By 1961, almost 3,500 air traffic speed arrests were performed each year.

Portions of Ohio's highways were marked in quarter-mile sections. An observer clocked vehicles as he and the pilot flew overhead. The two in the air reported anyone violating speed limits 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 expanded.

The Patrol's helicopter flew several dangerous missions in the early 1960s. The first, in 1962, was at the scene of an airplane crash on treacherous Lake Erie ice. Patrol pilots flew to the scene, found there were no survivors, and recovered the bodies of the three people who perished in the craft.

According to a March 1962 Flying Wheel article, the Patrol's helicopter did more than its share of recovery that day. "A survey of the scene from the air showed all three bodies had been thrown several hundred feet from the (airplane) wreckage and were frozen to the ice. Just how thick the ice was could not be determined from the air, so Sgt. (Joseph) J. Szabo tried ramming the helicopter skids into the ice.

"Unable to batter the ice in, Cpl. (James E.) Haines and Dr. (Jack) Walker (Erie County Coroner) got out while the sergeant lifted all weight of the helicopter off the ice so the skids were just touching. At the first sign of breaking ice, the corporal and doctor were to jump in the litter on

Words to "Wheels on Ohio's Highways"

Wheels, Wheels on Ohio's Highways
Rolling, Rolling, keep them rolling, ever-rolling
Wheels, Wheels on Ohio's Highways
Rolling, Rolling, keep them ever safely rolling
Wheels, Wheels on Ohio's Highways
Rolling, Rolling, keep them ever safely rolling
The Ohio State Patrol!

We are the men in black and gray
We are the men who show the way
to travel safely on Ohio's Highways
The Ohio State Patrol!

Chiaramonte's Pride
We help the nation safely ride
from the eastern states to the Great Divide
The Ohio State Patrol!



Colonel Robert M. Chiaramonte (seated) looks at a Law Enforcement Automated Data System (LEADS) printout, which provided the Patrol with statewide information on vehicle registration, arrest records, and more.

‘Plane 5’ and crawl inside.

“But the ice appeared safe and Sgt. Szabo landed the aircraft.

“Navy and Marine helicopters arrived but were unsure of the ice and felt their heavier aircraft would break through, so the Patrol helicopter made four trips to the airport – three with the bodies of the victims and the fourth to pick up Dr. Walker and Cpl. Haines who remained behind on the ice.

“The recovery was completed just in time. The following morning, the FFA (sic – Federal Aviation Agency) in Cleveland reported the wreckage had disappeared in the water.”

A couple of months later, the Patrol once again dispatched a helicopter 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.

Radcliffe brought new ideas to light on the structure of the Patrol, as well. In 1960, Colonel Radcliffe upgraded supervisory ranks by eliminating field sergeants and replacing each one with two first sergeants, who served at each district. Sergeants, instead of corporals, served as post commanders. Supervisory staff at each post also included a corporal and a patrolman II (this rank replaced senior patrolman, or “second man” in 1957). This system proved

more efficient and provided greater pay benefits to officers.

Colonel Radcliffe also added the rank of lieutenant colonel for the assistant superintendent. Major Floyd 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.

It was also in 1960 that the Division obtained its own chemical laboratory and hired a civilian chemist, Dave P. Wetzel. 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. Before, this work was done by individual patrolmen. And, the technology was much more primitive before 1960; portable cases full of small bottles of different chemicals, rubber gloves, brushes and the like were used to analyze substances found at a scene, whereas having a full-time chemist allowed for a central, large area in which items could be analyzed.

The Patrol assisted Highway Safety Films Inc., a non-profit organization out of Mansfield, and Safety Enterprises Inc., which supervised the production and sales of several films that involved the Patrol. These films, with titles such as “Mechanized Death,” “Signal 30” (the Patrol radio signal for a fatal crash), and “Wheels of Tragedy,”



A billboard advertisement for Patrol recruitment.

showed the gory, often tragic results from traffic crashes. The crash scenes depicted were real and filmed by the company with narration describing what horrors were taking place in hopes to shock and educate young drivers into wearing safety belts and into driving more responsibly.

Another educational program was the Patrol's involvement in Cornell University's 1952 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. For instance, Robert McNamara, who joined Ford Corporation in 1947, developed the Life-guard package in 1956, which included a seat belt and a collapsible steering wheel. In 1959, Nils Bohlin, a Swedish inventor, sold his three-point seat belt (the design still used in 2008) to Volvo, which began offering the safety feature in their vehicles soon thereafter. These both are credited in on-line car safety articles as direct results of Cornell's research.

A 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 notorious thief 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.

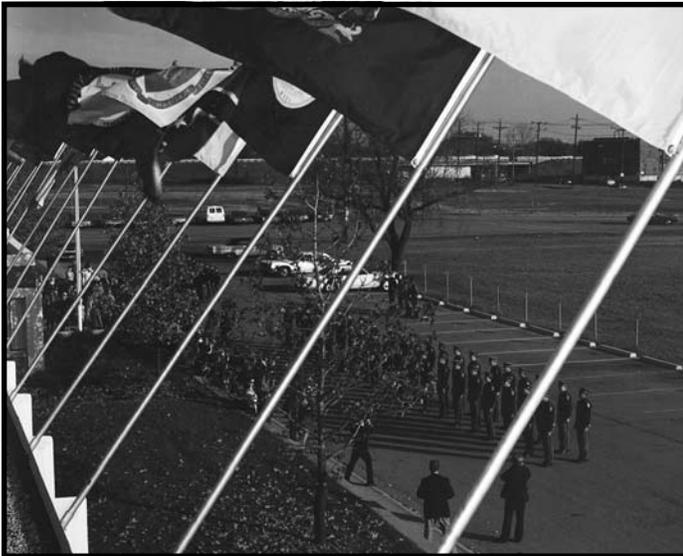
During this time, Firman continually escaped blockades and stakeouts, and twice disappeared after high-speed crashes. Compounding the problem was assistance from individuals who considered Firman to be a modern-day Robin Hood.

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 arrested Firman alive.

Another example of good police work put an end to a multi-state, million dollar fake crash ring. In January 1961, a Patrol car struck a 1957 Chevy which stopped rapidly at a traffic signal. Cpl. John H. Schneider Jr. investigated the crash, during which he developed suspicions about the root cause of the incident. He continued investigating, and 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 out of over \$1 million by making claims several times for the same damage.

Auxiliary members were handed another vital function in April 1963 when they were authorized to perform desk duty. The move freed a substantial number of sworn of-





The Patrol Training Academy, built in 1964 on 17th Avenue in Columbus, has served as the Division's educational base for more than 40 years.

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.

A new policy benefiting patrolmen and the population alike during Cook's term was the "Resident Patrolman" program in counties without a Patrol post. Before this policy developed, counties without Patrol posts had longer response times. But satellite offices in counties that reported to a post in another county allowed a trooper to be in that county, even when there was a shift change at the Patrol post.

Cook also oversaw the 1964 groundbreaking and building of the new Patrol Academy on 17th Avenue in Columbus. Through 2008 that Academy still served as a central hub of activity, from training cadets to become commissioned officers, to law enforcement training and seminars, to the annual memorial services for those killed in the line of duty.

Groundbreaking of the Academy took place on September 19, 1964; Approved by the 105th General Assembly, the \$1.5 million Academy promised to be the most modern police training facility in the nation. Gov. James

A. Rhodes presided over the groundbreaking ceremony, which featured Mrs. George White, widow of Gov. George White (governor of Ohio at the formation of the OSHP in 1933)

Upon breaking ground, Gov. Rhodes said, "I know that, man for man, we have the finest Highway Patrol in these United States of America. Now we have the opportunity to be the finest, not only personnel- and pay-wise, but academy-wise. 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 new Academy building was dedicated after completion on September 2, 1965. Gov. James A. Rhodes presided over the ceremony, which featured Mrs. White, as the building was dedicated to Gov. White. The Academy, also dedicated to the late Colonel Lynn Black (first Patrol superintendent), formally opened on February 18, 1966, with an open house which attracted more than 5,000 visitors and graduation ceremonies for the 69th Academy Class.

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 John L. Bishop drew the assignment as north zone commander and Major Harold T. Cowell was selected south zone commander. At about the same time, an intelligence unit formed to handle special assignments for the superintendent and provide security for the governor. Different patrolmen handled this in the past, but a specific unit assured that the same number of men always was available.



Scale houses remain an important part of commercial vehicle enforcement throughout the state.

Gov. Rhodes' words were fast becoming reality – it was a new era for the Patrol. Most active patrolmen in the mid- to late-1960s never patrolled on a motorcycle and none of the 60 original Camp Perry men were active, giving them a different outlook on their nation, their state and their jobs. Throughout the nation, citizens questioned authority on national and state levels. New recruits were painfully aware of those changes by the protest and riot incidents that they responded to in the late '60s and early '70s.

Robert M. Chiamonte became the new superintendent at the end of 1965, after Cook retired from his post. Chiamonte stayed on as colonel before retiring in 1975.

One of Colonel Chiamonte'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.

A survey taken of Patrol personnel indicated that patrolling time had dropped to less than 45 percent of field officers' working time, so a "back to basics" program developed to increase enforcement time. This program would seek to find ways to eliminate as much non-patrolling time as possible from each patrolman's workday.

Among the most welcome and time-saving moves was a review of reporting forms. As a result of the study, administrators eliminated 46 reporting forms, and others were simplified and designed so they could be completed in a car. One form modification was the uniform traffic ticket, 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 to register



The Drum and Bugle Corps has provided music at Patrol functions since 1967.

Drum and Bugle Corps boosts morale

The Drum and Bugle Corps began in 1967 to boost morale amongst the troopers.

When Colonel Robert M. Chiamonte introduced the idea to his Lt. Colonel Clifford E. Reich, it was well received by everyone.

"I'm very much moved by music. And, at the time, I thought, well, we need a drum and bugle corps for situations," Chiamonte said in a 2002 interview. "So, I said to Colonel Reich, 'Get us a drum and bugle corps.' He contacted State Troopers for the instruments; he contacted Pete DeWeese, who was the director of the (Aladdin Temple) Shrine and got it together and first thing you know we have a drum and bugle corps. Still do."

The Drum and Bugle Corps provides music at many Patrol functions and other events, like graduations, the Ohio State Fair, retirement parties, and more. Retired Capt. James Hedlesten, who graduated with the 50th Academy Class in 1960 and retired in 1994, wrote in response to interview

school buses permanently. While adding the responsibility of assigning permanent registration numbers, the legislation eliminated the need to register school buses every year.

At the same time, a continuing push for increases in manpower was about to occur. 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 still was a continuing problem in hiring new recruits. According to statistics listed in the 1966 Annual Report, sworn personnel resignations went from 74 in 1965 to 113 in 1966. "This is an all-time high with most officers leaving Patrol service to accept higher paying positions," the report states. 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.

One interesting point the report made was the advan-

tage of employing women as dispatchers. "Employing women as dispatchers has proven an economical way to relieve patrolmen for enforcement duty and accident investigation. The advantages of using women dispatchers are many and have resulted in a monetary savings for several reasons. The salary scale is lower, no formal training period is required as training can be given on the job. Uniforms and equipment...are not required as in the case of adding more Patrol officers."

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. Administrators also highly encouraged educational opportunities for officers at all levels, placing career development in the hands of the individual.

In addition to career development gains, the Division provided officers with another way to gain recognition

questions that members of the Drum and Bugle Corps had fun making music together when he was in the group. "I believe that it did add to the formality of the events that we played at," he said. "I started out to do this as a career advancement, trying to be noticed by the brass. Anyway, I enjoyed it, the break from the normal everyday routine."

The first conductor of the band, W.L. (Pete) DeWeese, also directed the Aladdin Temple Shrine Drum and Bugle Corps and Buckeye Boys State Band. DeWeese served as director for the Patrol's band for more than 20 years, until his death in 1988 at age 93.

DeWeese's baton, presented to Major Peyton Watts (then Commandant of the Patrol Academy) in 2005, is on permanent loan to the Patrol's History Department from Buckeye Boys State Band Director Gerald A. White.

Hedlesten donated a bugle to the History Department, as well. The one-valve Rogers bugle was one of the original purchases for the Patrol Drum and Bugle Corps.

"Original instruments were purchased by the Shrine," Hedlesten wrote regarding the band. "We

were always active, although there were times when we had difficulty getting participation as post commanders did not want to let their personnel go to practices. When Colonel (Tom) Rice became superintendent, this was corrected."

Hedlesten said patrolmen liked to joke around with the members of the Drum and Bugle Corps. "As in everything, we caught a lot of ribbing, i.e., 'Drum and Stumble Corps,' 'Bangers and Tooters,' etc.," he wrote of the teasing. "That was just a part of everyday life. We rode each other for anything and everything."

Although the Drum and Bugle Corps never played it, but the Patrol has its own song. The song "Wheels on Ohio's Highways," written by composer and Dawson-Bryant Music Teacher Lloyd N. Richmond, became the official Patrol song and was performed by the Dawson-Bryant High School Choir at the 80th Academy Class Graduation on June 28, 1968.

The original music, graciously donated to the History Department, was signed by Richmond and given to retired Sgt. Robert Beiter, who was a corporal at the time. Sgt. Beiter donated the copy to the Patrol's History Department.



The first female dispatchers were hired in 1966. Up until that time, the only position a woman could get with the Patrol was as a secretary or a receptionist.

Mansfield Post gets first woman dispatcher

In 1966, the Ohio State Highway Patrol hired a group of women – 15 in all – to work as dispatchers.

LaDonna June Van Wagner did not realize that she was making history when she applied for a dispatcher job at Mansfield Post in 1966.

“I was just looking for a job. I didn’t know it was making history, but I felt pretty good about that,” she said in a 2008 interview. “I didn’t know what to expect.”

“I loved every minute of it. At the time, Mansfield was the busiest post there was in the state,” Van Wagner, who worked with the Patrol for five years as dispatcher, said. “The men there were great.”

Van Wagner said she left the position for another job – as dispatcher at the Richmond County Sheriff’s Office.

In 1966, her employment made the newspapers. The following article, written by John Domer (date of publication and newspaper unknown), reveals a little about the reactions of people to the new female dispatchers.

“Mrs. LaDonna June Van Wagner, of 102 South

Gamble St., Shelby, never thought she’d be making history when she changed jobs, but she is now the first female dispatcher ever hired at the Mansfield Post of the Ohio State Highway Patrol.

“And, she is among only 15 to be hired so far in the state.

“Mrs. Van Wagner, who prefers to be called June, has a 19-year-old son who will be entering the U.S. Army on September 26. For the past seven years she has been employed as a bookkeeper at the Citizens Bank in Shelby.

“‘I was fascinated when I first heard of the job,’ she said. ‘I’m still fascinated, but now I’m a little apprehensive about it, too.’

“Asked about the apprehensive feeling, she explained: ‘Oh, I don’t know exactly. I guess it’s the idea of entering what has been strictly a ‘man’s world’ until now.’

“Her new boss, Sgt. Robert G. Yarger, commander of the Mansfield Post, isn’t apprehensive about the new female dispatcher. ‘I am, and have been, in favor of the idea for some time now. I think they can handle the job.’

“June isn’t afraid of the typing or telephone answering she will have to do, ‘but I’ve never been around a radio like that before.’ She was referring to the two-way radio she will soon be using to relay messages and instructions to patrolmen on the highway.

“And, because she is working, another patrolman will soon be free for duty on Richland County highways. The state plans to hire a total of 45 female dispatchers and thus increase their men on the road by at least 45 – without any increase in the number of patrolmen.

“A new dispatcher is paid \$330 a month. For a man, this is not too good. But for a woman, this is not too bad.

“June will work with a patrolman for about three weeks before tackling the job by herself. While many dispatchers ride in the cruisers on their off-duty time to assist patrolmen, Sgt. Yarger explained that no such invitation is to be extended to June.

But with that one exception, she will be filling a job that in the history of the state patrol has always been done by a man.”

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 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.

Under Chiaramonte's tenure, personnel increased from 1,400 to 2,100 people – including an influx of female employees.

In July 1966, the Patrol hired its first group of women to work as dispatchers. Virginia Bremer, the very first female dispatcher hired, was assigned to Hebron Post. Until that time, women only occupied secretarial or clerical positions with the Patrol. By 1970, nearly 100 women held dispatcher positions. Another first came on October 20, 1968, when Emma P. Brown, Cleveland, became the first female driver license examiner.

In 1966, federal officials entered the Ohio Turnpike into the U.S. Congressional Record as the world's safest highway. Ceremonies took place to recognize the outstanding safety record of the 241-mile road. The Ohio Turnpike Commission formally received honors, which included a Superintendent's Citation from the Patrol.

Later that year, the Division formed two four-car tactical squads. The teams, assigned to areas with historically high crash numbers, were successful in reducing crash rates wherever they went. Cars used by Patrol squads were white -- the first white cars ever used for Patrol 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 were gone. Another welcome addition in 1967: air conditioning in cruisers.

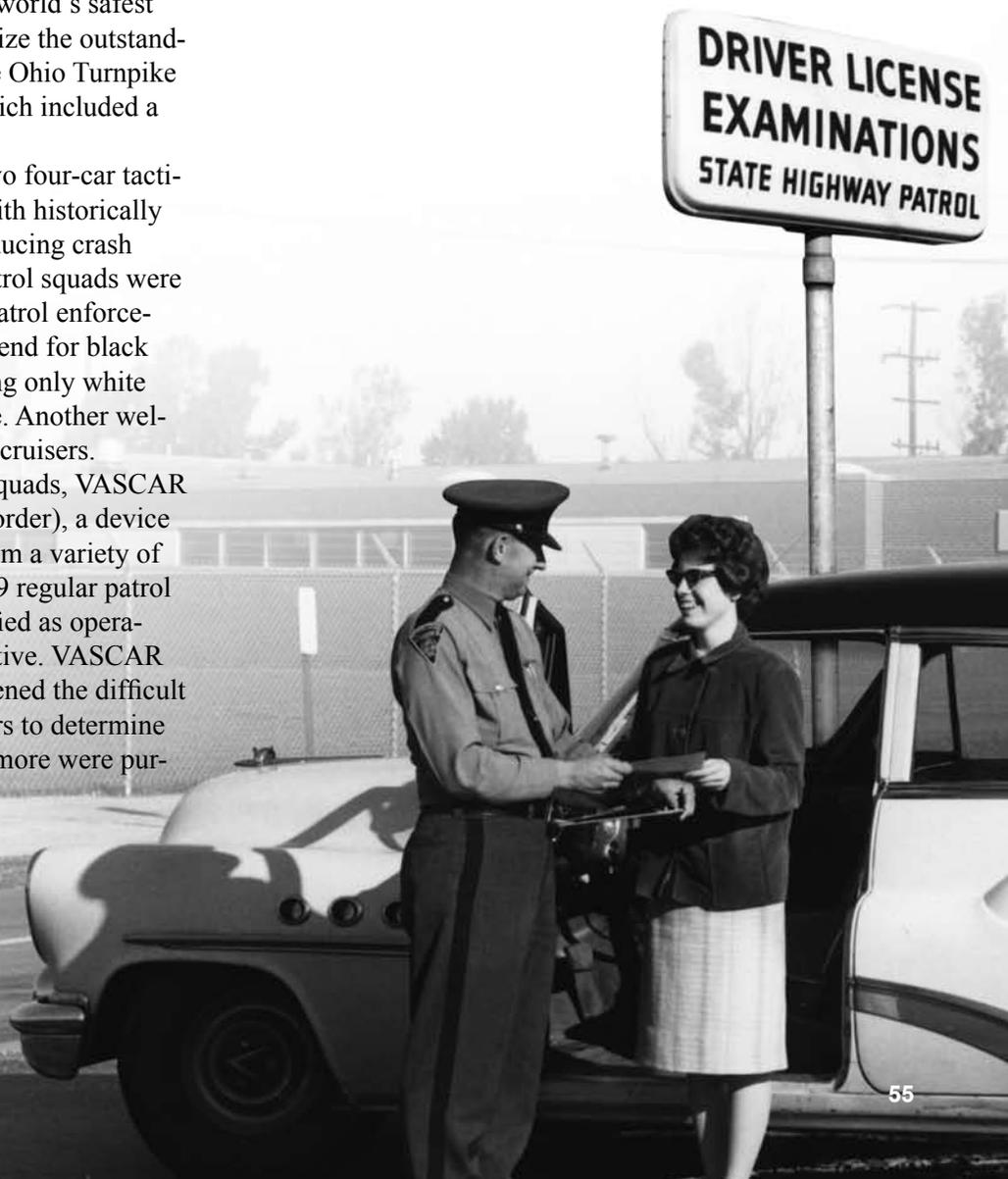
Shortly after the formation of the tac squads, VASCAR (Visual Average Speed Computer and Recorder), a device enabling electronic speed measurement from a variety of positions and directions, was installed in 39 regular patrol cars in July 1967. Patrolmen became certified as operators, and found the units to be highly effective. VASCAR units reduced high-speed pursuits and lessened the difficult practice of following and "pacing" violators to determine speed. After initial success with the units, more were pur-

chased, and by 1970 there were more than 150 VASCAR units in service.

Increased scrutiny of alcohol involvement in fatal crashes came 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 the samples 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.

Partly as a result from the increased ability to analyze blood alcohol content (BAC), the breathalyzer came into use. The breathalyzer, a vast improvement over the intoximeter, was a more precise and reliable measuring stick for intoxication. It enabled officers to record better evidence for prosecution. By the end of 1968, each post was equipped with a breathalyzer.

With \$838,000 from the U.S. Department of Transportation, Ohio developed and installed a completely automated law enforcement information retrieval and commu-



nications system. The Law Enforcement Automated Data System (LEADS) 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.

LEADS also was connected with the National Crime Information Center (NCIC) in Washington, enabling access to the FBI’s extensive criminal history file; and with the Law Enforcement Telecommunications System (LETS), enabling the rapid exchange of information between the 48 contiguous states. More than 200 LEADS terminals were in use after the first year (including local, county, and state agencies).

Despite the technological advances happening, civil disturbances during this time seemed unending. There were 63 incidents between September 1967 and May 1970, beginning with the first major confrontation on November 13, 1967. 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.

Shots were fired at the Xenia Post by an unknown person on October 18, 1968. Dispatcher Janet M. Thompson, while preparing to go off duty, was struck in the head by bullet fragments. She immediately was taken to a local hospital, 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.

On August 20, 1968, inmates at the Ohio Penitentiary took nine guards hostage at knifepoint, set random fires throughout the complex, and looted the commissary, hospital, and mess hall. An inter-prison news conference turned into a stage for the rioters to make known their demands and negotiate, but word was that prisoners were ready with gasoline to set fire to the entrances and the hostages.

Colonel Chiaramonte, Lieutenant Colonel C.E. Reich, and National Guard Commander General S.T. Del Corso met with experts to devise a plan to use force, if necessary, to free the hostages. At noon the next day, an inmate stabbed another inmate in plain view of law enforcement

Ohio Pen breaks out in chaos

This article is just part of an interview with Retired Captain Jay Devoll in March 2008. His experience with the Division (1949-1979) encompassed some of the most tumultuous times in Patrol history. In this excerpt, he recalls violent outbreaks at the old Ohio Penitentiary in 1968.

The Ohio Pen Riot, August 20, 1968

“The ’68 riot was a lot different (than the one in 1952), definitely. We had three or four days that they held the hostages. Finally we came in one morning and (Colonel Robert M.) Chiaramonte told the warden (M.J. Koloski), ‘I’m taking over. We’ve been putting up with your stuff long enough.’ It was true – the warden didn’t know what to do. He’d sit behind his desk and wring his hands...and he wouldn’t make any decisions. (General S.T.) Del Corso (commander) of the National Guard was there and I happened to

be one of some who were standing in the hall where you could hear some of the things. And they decided on blowing a hole in the roof and in the wall at the same time. Del Corso said we’ll get munitions people out of Wright Patt(erson Air Force Base), if I’m not mistaken.

“About a half dozen of us were standing in there when they set off the charges. And these old pictures that you see where, especially in cartoons, in an explosion, where the building raises up and settles back down. That’s just what it reminded me of. There was dust and dirt that came flying out of

officials. Officers decided to move in. The approach, similar to one used by Del Corso in World War II, consisted of two simultaneous explosions – one on the roof, near the top floor, where the hostages were; and one in a side wall. Both blasts stunned rioters and allowed access to the inside. When the smoke cleared, five inmates were dead and another nine injured. Three guards, two Columbus Police officers, and two Patrol officers also were injured.

In a 2002 interview, Chiamonte talked about the strategy used. “One thing that stands out is the Pen Riot in ’68, when we blew a hole in the Pen roof and two men went down that hole,” he said. “Lt. Verlin ‘Gene’ Archer and Ptl. Stanley Erter were the ones who went down. That took more nerve than anything I can think of – climbing down a rope to confront the hostage takers, to keep them from killing the hostages.

“At the same time, a hole was blown in the wall and two groups of men, one under (Capt.) Stanley Adomatis and the other was under (S/Lt.) Gerald (‘Jack’) Forbes and they ran up six flights of steps to get into C and D blocks, where they were holding the hostages, and they shot down those corridors to get those convicts back in their cells so they couldn’t kill them before they got there. There was

lighter fluid and they had that on the floor where they could set it on fire to kill the hostages,” Chiamonte said. “And, to me, that was a very brave, and way beyond the call of duty on the part of those men; and they were happy and willing to do it. Other men involved...did an outstanding job. All in all, the whole thing was a success because none of the hostages were killed. And in my mind, that was important.”

In trying to handle this incident, Chiamonte said that the team of patrolmen did the best they could with what they were given. For instance, in 1968, Patrol officers did not have equipment for handling riot conditions. There were 40 helmets issued to those who went into the Ohio Pen, according to Colonel Chiamonte, but no other equipment was available at that time. It wasn’t until officers faced civil disturbance problems at several Ohio campuses in the late 1960s and early 1970s that riot gear and equipment was issued to all sworn personnel.

The uprisings also created a need for a command post vehicle – an armored tractor and semi-trailer outfit, equipped with communications systems, riot equipment, and a command center, allowing more flexibility due to the mobility, and less reaction time. Personnel working from



Patrolmen take a breather after dealing with the outbreak of fighting at the Ohio State Penitentiary in June 1968.

every window and doorway there was. They had two platoons – one with the Highway Patrol and the other one the Columbus PD and they went in through the hole in the wall. The Patrol turned one way and the PD turned the other way and they emptied a Thompson submachine gun down the hallway. People got back in their cells then, if they could. Some of them were very stunned from the wall (explosion). They weren’t really hurt, they were just knocked down by the force of it.

“That was pretty much the end of that one, too. They took every one of them out in the courtyard bare-a__naked. That way they knew they didn’t have any weapons on them and also before they were allowed back in the cell, the cells were completely stripped and searched. That was the reason for that. Afterward, a former Patrol major was appointed warden - Harold Cardwell. And he ran it for I don’t know how many years.”

this command post vehicle could contact any post from almost any location.

In July 1968, the 60th Annual National Governor's Conference took place in Cincinnati, and many patrolmen went to Cincinnati to escort dignitaries from place to place. For the occasion, a white Cadillac was made available to each patrolman, and the cars were assembled to spell out "Ohio" on a local football field.

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. Colonel Chiaramonte followed suit by making sure exemplary deeds were duly noted. The superintendent awarded rescue and relief efforts made by patrolmen and auxiliary officers after a string of tornadoes and floods struck northern Ohio in July 1969. Four patrolmen and the entire staff at the Ashland, Elyria, Fremont, Norwalk, San-

dusky and Wooster posts received Superintendent Citations for their actions. One comment in the October 1969 Flying Wheel stated of the group citation, "Without regard for personal comfort or safety, all personnel immediately gave of themselves to meet the needs of others during the floods and tornados which ravaged the area."

Several other officers were awarded Superintendent's Citations as well. Saving children and families from burning cars and vehicles caught in a flood were two examples of their bravery.

Though campus uprisings garnered much attention in 1969 and 1970, Patrol leaders continually refined enforcement efforts to keep to the "basics" - patrolling state roads. One such effort was the adoption of "stationary patrols," requiring 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



In 1960, the Patrol developed an underwater search and rescue team trained by U.S. Navy Seals.

Underwater Recovery Squad formed

In 1951, former U.S. Navy Underwater Demolition "Frogman" Walter Howell mentioned to Scott Radcliffe, a district commander at that time, that if the Patrol ever started an underwater recovery team, he wanted to be a part of it. Nine years later, Colonel Radcliffe made that team a reality.

Colonel Radcliffe explained the necessity of such a squad in an article that first appeared in the October 1960 Flying Wheel. "With the increase in water activity throughout the state, it was felt that such a squad

thoroughly trained in underwater recovery procedure, should be available to assist in locating drowned persons, lost property and other underwater investigations."

Howell, who graduated with the 32nd Academy Class in 1951 and retired a lieutenant with the Patrol in 1984, helped form the underwater group in 1960. The team held its first training class July 11-17, 1960, at The Ohio State University Natatorium. One complete skin-diving outfit and one or two patrolmen were assigned to each post, allowing diver response to be quick.

"We did practice dives in a couple quarries that were 50 feet deep," Howell said in an interview. "One private quarry in Lima was 75 to 80 feet deep. That was the deepest we went."

The underwater unit was very successful in its purpose; almost every dive, even practice dives, resulted in the recovery of property or drowning victims, or both.

"We dove into the Ohio River looking for drowning victims, but never made any recoveries in that river," Howell said, adding that the unit found things in all Ohio districts - things as small as diamond rings to as big as a truck.

The first class' training in 1960 had 20 apply, but five were found to have insufficient swimming ability. The first diving team consisted of:

a highly successful technique employed by Colonel Lynn Black. The sight of an officer had a major effect on the habits of motorists, serving as a reminder to obey traffic laws and as a warning that dangerous and unlawful driving was likely to be detected.

In the same vein, "line patrols" appeared on crash-prone roads. These were a lot like the tac squads - officers were assigned to specific stretches of dangerous highways. The deterrent effect of the line patrols was similar to that of stationary patrol - the mere sight of an officer reduced hazardous driving.

It helped these efforts that the number of sworn officers had grown. 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 depend on budget appropriations.

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, administrators promoted 57 post commanders at the rank of sergeant to lieutenant. Officers holding the rank of lieutenant at the time of these changes became staff lieutenants.

More changes were in store during the next decade for personnel. Increases in numbers caused personnel to grow out of their present buildings, resulting in additions and new buildings for the Division. Turbulent times continued as protesting raged on and patrolmen were again called on to control the crowds. The role and number of women in the Patrol continued to expand in the 1970s, and a national truck strike threatened the economy and patrolmen worked to clear the highways for commercial and personal transport.

- District 1: Ptl. W.R. Howell and Ptl. R.L. Schell**
- District 2: Ptl. R.F. Russell**
- District 3: Ptl. J.L. Jackson and Ptl. C.D. Mitchell**
- District 4: Ptl. J.C. Bailey**
- District 5: Ptl. R.L. Yingling and Ptl. H.L. Heinrichs**
- District 6: Ptl. C.F. Jobe and Ptl. B.R. Scholl**
- District 7: Ptl. C.R. Prosser**
- District 8: Ptl. A.J. Martino**
- District 9: Ptl. J.M. Lutman**
- District 10: Ptl. A.L. McKittrick and Ptl. W.R. Hartsock**

The summary of the first class' training states, "The Ohio State Highway Patrol Underwater Recovery Squad organized a charter member diving club called, 'Ohio Divers,' of which all original 20 members are a member of. Ptl. A.L. McKittrick was elected president and assumes the title, 'Senior Diving Officer.'"

The instructor of the class, U.S. Divers Company Representative Ben Holderness of Connecticut, and 1st Sgt. L.G. Ridenour, Patrol Academy, were made honorary members. Holderness was the co-inventor of the Aqua-Lung, the first underwater breathing device, with Jacques Cousteau, according to retired Major Ray Yingling, one of the original Patrol divers.

There were three classes in all, each with 10 men - the last two were March 1961 and July 1962, Howell said.

The first body recovered by the squad was on August 20, 1960, at Ducat Quarry - a stone quarry outside of Bowling Green in Wood County. Howell and retired Capt. Bob Russell recovered the drowning victim only five minutes from when they entered the water.

The team even performed dives at the Ohio State Fair, Howell said. "There was always a big crowd of people where we were diving."

But the Underwater Recovery Squad would not stay together long. By 1973, Howell said there were only three divers left and they slowly resigned or were injured and could no longer dive.

"The team became a big public relations spot," Yingling said in an interview. "Every time the Patrol went into the water, cameras would be there, from newspapers or other groups, so other service groups noticed this and started their own recovery teams, to share in the publicity and limelight. So there were fewer and fewer calls."

Howell agreed. "Other departments started their own recovery squads and there just wasn't the need for the Patrol squad," he said. His last dive was solo, in 1973.