















































































































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. Spittler 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.

---

*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.

---

*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.