

Enforcement division motor vehicle dept.



YEARS OF

SERVICE



James L. Karns
Commissioner
Motor Vehicle Department

Dear Commissioner Karns:

The first 25 years of the Wisconsin State Patrol were eventful ones and of enough public interest and concern to warrant commemoration in a publication of this type.

But this booklet is intended to be more than a commemoration. We have attempted to tell the story of the Patrol and its work at a critical time when many are discussing this organization's role in preserving public safety and well-being.

I believe everyone looking through these pages will find, not merely a record of past events, but renewed assurance that the Wisconsin State Patrol stands ready to serve.

Respectfully submitted,

A handwritten signature in cursive script that reads "L. E. Beier".

L. E. Beier
Director
Enforcement Division



In the 25th year of its service to the people of Wisconsin, the Wisconsin State Patrol looked backward—briefly—and gathered from many sources some of the highlights of its recorded history. These are chronicled here, not merely to tell us what the patrol has been and what it has done, but to help provide necessary background for understanding what Wisconsin requires of its state patrol today, and will require in years to come.

The real story of the patrol is the day to day duty of the hundreds of men who have served in it: the risks they took, the long hours they worked, the assistance they gave, and their belief in the people and the laws of Wisconsin.

With this in mind, we dedicate this 25th Anniversary publication to the men who have served in the Wisconsin State Patrol and who have made the organization a respected force in Wisconsin highway safety.

Prologue

The year 1939 marks the actual birth of the Wisconsin State Patrol, but its antecedents go back much further—all the way to 1917. At that time the Secretary of State was authorized to request the inspector of the Dairy and Food Department and the Oil Inspection Department to make reasonable investigations of the licensing and vehicle sales laws and to appoint additional inspectors. In 1921 the secretary was authorized to appoint up to five additional inspectors to enforce what were then Sections 1636-47 and 1636-48 of the Statutes. In 1930 these inspectors included H. G. Bell, G. S. Cook, A. M. Haanstad and G. K. Woodworth—men who, with others, were to form the nucleus of the Wisconsin State Patrol a decade later.

The number of state agencies in the traffic law enforcement field was increased to four by Chapter 390, Laws of 1925, which authorized the Highway Commission to name up to ten of its employees to enforce Chapters 85 and 194 of the Statutes relating to the law of the road and motor carriers. By 1931 four men, William J. Philip, A. C. Hartman, Armor R. Gunnison and Linus Gould, had been organized by State Highway Engineer E. J. O'Meara to check truck weights and traffic. Their duties also included "missionary" work, interesting county boards in establishing county patrols outside the sheriffs' departments, a procedure authorized by a 1927 law.

Still another agency was added to the traffic law enforcement field in Wisconsin in 1931 when the Public Service Commission (formerly the Railroad Commis-

sion) was authorized to appoint agents to investigate violations of Chapter 194 relating to the ton-mile tax.

In 1933 the State Inspection Bureau was created in the State Treasurer's office, consolidating the motor vehicle enforcement functions of the Dairy and Food Department, the Oil Inspection Department, the Secretary of State and the Traffic Division of the Highway Commission. Only the Public Service Commission inspectors remained independent. The new agency was given power to enforce Chapter 85 regulating highway traffic and to assist in enforcing Chapter 194. They were authorized to use portable weighing devices and to unload overweight vehicles.

On July 1, 1938. Gov. Philip F. LaFollette created the State Inspection and Enforcement Bureau, bringing together the enforcement arms of several state agencies—including the Public Service Commission. This attempt to achieve unified state inspection and enforcement was short-lived. On January 16, 1939, a new governor, Julius Heil, abolished the bureau and sent its personnel back to the departments from which they came.

The State Inspection Bureau, under the leadership of Adam Port, is shown in this 1934 photo. The group was one of five separate agencies which were later consolidated to form the Motor Vehicle Department's Inspection and Enforcement Division.



Left to Right — ADAM PORT, W. J. PHILIP, A. C. HARTMAN, A. R. GUNNISON, LINUS GOULD, E. J. O'MEARA, H. H. BARTELT, JOHN N. BROWN, A. E. BOELTER, ALEX. M. DRIVES.



Thirty-three of the original 46 members of the Wisconsin State Patrol gathered on the steps of the state capitol for this 1940 photograph. Left to right, front row—Officers Wilson, Swartz, Myers, Meilahn, Bartelt, Philip, Gould, Gunnison, Morrissey; second row — Woodworth, Griebing, Connor, Dawes, Brown, Welch, Johnson, Kling, Cook; third row — Sullivan, Hartman, Malone, Kreutzmann, Lillie, Bryan, Boelter; fourth row — Drives, Quinn, Verstegen, Munro, Apker, Haanstad; top row — Moran, Barckhan. Not present were Adams, Handel, Hoge, Rush, Rynning, Scullen, York, Zimmerman, Temkin, Esser, Kissinger and Cromey.

1939: Formation

On September 1, 1939, the Wisconsin Legislature passed Chapter 110 of the Statutes, creating the Motor Vehicle Department. The department consisted of three divisions: Registration and Licensing, Highway Safety Promotion, and Inspection and Enforcement. Governor Heil appointed Colonel George Rickeman as the first Motor Vehicle Commissioner. He in turn named Homer G. Bell, one of the Secretary of State's office investigators, as the first Director of Enforcement in November, 1939.

In forming the Enforcement Division, Chapter 110 consolidated the 33 Public Service Commission transportation inspectors, the eight Inspection Bureau inspectors and the five investigators from the Secretary of State's office.

The 46 "inspectors" of the new Enforcement Division were given the authority to enforce Chapter 85, which was then the state motor vehicle code, and Chapter 194, regulating motor carriers.

This was the nucleus of the Wisconsin State Patrol.

In the succeeding 25 years, many faces would change, equipment and techniques would improve, but for the first time Wisconsin had a permanent, unified force of dedicated men to enforce its motor vehicle laws and make the highways safer for its citizens.



Patrol Capt. George Cook, Unity, retired, liked to recall pre-patrol days on the Secretary of State's staff, when official state travel had to be done by rail. After going by train as far as possible, he would have to go to the nearest livery stable and rent a team of horses to complete the trip; even though his work involved state regulation of motor vehicles. Use of other transportation required an explanation on the expense voucher.



Weighing trucks, investigating accidents, assisting motorists in distress, issuing warnings and citations where needed, the men of the state patrol, though few in number, began to build a reputation for integrity and devotion to duty which, during the 25 years to follow, were to become a tradition.

Growth

When the Motor Vehicle Department was created in 1939, no statutory provision was made for the size of the Inspection and Enforcement Division. Two years later an amendment placed an upper limit of 55 men for the patrol, and prohibited their use in labor management disputes. This 1941 amendment used the term "traffic officers" for the first time and declared that they constituted a "state traffic patrol." It also



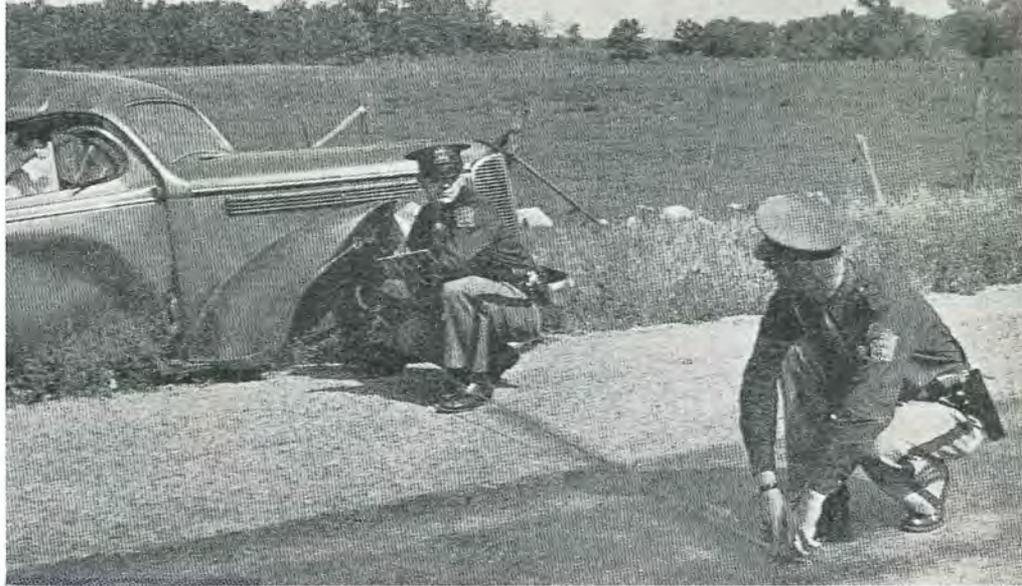
In the pre-war summer of 1940, war games were held at Camp McCoy. The "war" took place over an extended area, with "blacked out" military vehicles using public highways. During this period the state patrol, living in tents at the camp, diverted civilian traffic from areas of danger.

made them responsible for enforcing the itinerant merchant trucker law.

Between 1941 and 1949 several unsuccessful attempts were made to increase the size of the patrol—including an attempt, in 1945, to create a State Department of Public Safety.

A limited expansion was granted in 1949 by a law adding 15 men to the Enforcement Division. These 15, along with ten members of the patrol, were assigned directly to the motor vehicle commissioner to enforce truck weight restrictions. Under this 1949 provision, tenure of the 15 men was limited to two years. The 1951 Legislature did not provide for their continuation, although an unsuccessful bill proposed raising the ceiling of patrol officers from 55 to 80 men. To keep the 15 on the job, the department made them "investigators" with no power of arrest. Thus, a uniformed officer had to be with them at all times. The 1953 Legislature gave the investigators patrol officer status, bringing the strength of the patrol up to 70.

During those first 16 years, the traffic officers of the Wisconsin State Patrol looked and operated somewhat differently than they do today. Being such a small group, the patrol could not concentrate its manpower as a potent accident-prevention force. Officers were scattered throughout the state, one man per county for the most part.



In their counties, they were *the Motor Vehicle Department*. A large part of their time was devoted to such non-enforcement duties as giving driver license tests, taking registration applications and collecting fees, answering the thousand and one questions on motor vehicle law, weighing and inspecting trucks. Equipment and training were primitive by today's standards.

But these men, by virtue of their abilities, energy and devotion to the ideals of law and good government, were respected throughout the state and performed impressively day in and day out for the safety and service of the motoring public in Wisconsin. And because of their experience and capabilities, they formed the leadership structure of a larger and remodeled Wisconsin State Patrol when the most significant expansion came about in 1955.



A former state patrolman recalls the unseasonal Armistice Day "killer" blizzard of 1940, when the cars of hundreds of totally unprepared motorists stalled in snowdrifts several feet deep. State and county patrolmen performed life-saving service that day, that night, and the following day, without rest, ferrying men in suit coats and ladies in high-heeled, open-toed shoes to warmth and safety.



The Wisconsin State Patrol did its part in the war effort. A number of its men were called to serve in the armed forces. Those that remained attempted to fill the gap in traffic law enforcement in the state.



A sizeable group of the officers, under the leadership of Capt. A. E. Boelter, made their headquarters at the Badger Ordnance Works near Baraboo. Their primary job was to keep the heavy traffic moving smoothly and safely in the vicinity of this munitions plant.

Others were constantly being called upon for duty that might take them anywhere in the state—escorting such varied wartime projects as military convoys and caravans of celebrities selling war bonds.

One member of the Wisconsin State Patrol, John Brown, gave his life for his country in the fighting in Burma.



Right: World War II field headquarters of the Wisconsin State Patrol at Badger Ordnance Works, Baraboo. Below: Allied Supreme Commander, General Eisenhower, with a state patrol escort during a post-war fishing trip to Minocqua.



State Patrol Radio first went on the air February 1, 1943, operating station WIZR on a frequency of 31,500 kilocycles. Dispatching was handled from the State Patrol's wartime field headquarters near the Badger Ordnance Works at Baraboo; the transmitter was located at an altitude of over 1,400 feet, atop one of the high points in the state some five miles south of Baraboo.

It was able to communicate with the patrol's mobile units, as well as with most of the municipal and county law enforcement short wave stations.

A private telephone line with the Motor Vehicle Department provided a 24-hour link between the field headquarters and Madison.

From this beginning evolved the modern police communications system now operated by State Patrol Radio. It performs a wide variety of services for virtually all law enforcement agencies in Wisconsin. Besides operating as the central dispatching unit for State Patrol and Motor Vehicle Department inspection vehicles, State Patrol Radio serves as a statewide police radio net for all local law enforcement bodies in the state.

It is the radio net for state conservation wardens, state crime laboratory technicians, federal fish and wildlife wardens and FBI agents. Items of state-wide interest, such as wanted bulletins, missing person and stolen car reports are dispatched to all local agencies.

Radio communication is accomplished through a complex system of micro-wave relays and remote transmitters. Communications with district officers and local law enforcement agencies are augmented by teletypewriter circuits. Contact with other states is handled by teletypewriter and by radio-telegraph.



Micro-wave relay towers help keep enforcement departments throughout the state in 24-hour-a-day contact with state patrol headquarters and Motor Vehicle Department services.





On the night of August 21, 1952, the state patrol set up a speed check experiment near Tomah, using a radar unit borrowed from the Highway Commission, to determine if such devices were practical for enforcing speed laws.

Speeders were plentiful. In two hours 56 drivers were stopped and given written warnings. All were surprised, and many registered outright disbelief in a gadget that could tell them how fast they were going. The officers had intended to make no arrests, but when a "big Packard" roared past the test site at 84 mph they couldn't resist giving the driver a ticket.

In May of 1953 Attorney General Vernon W. Thomson issued an opinion that "evidence of speed of vehicles obtained by a device operating on the 'Doppler-velocity radar' principle, guaranteed to be accurate within two miles per hour and tested for accuracy at the beginning and the end of each period of use, is admissible in evidence to establish violations of the speed laws."

By means of demonstrations and other means the patrol reassured the driving public that the best "defense" against radar is to obey the speed laws.

The first formal use of radar by the state patrol, at an intersection near Hales Corners, created a stir of excitement. In some quarters fears were expressed that Wisconsin now "would be labeled a speed trap and many tourists will avoid us." It was urged that radar warning signs be posted on all state trunk highways at the state line, at county lines, and at strategic points throughout the state to give motorists fair warning. In fact, such signs have been posted at the state line and at other locations.

Officers reported that many drivers arrested on the basis of radar clockings seemed intrigued by the experience and would stand by to watch it work on other drivers.



1955



Governor Kohler's fight for a larger Wisconsin State Patrol was intense and personal. He appointed a citizen committee to help develop popular support. At the last, the bill providing for an increase in patrol strength actually went down to defeat; but the governor was determined. That night he consulted personally and urgently with a number of legislators. The following day the bill was reconsidered—and passed.

Melvin Larson was commissioner of the Motor Vehicle Department in 1955, and to him fell the opportunity and responsibility of presiding over the expansion of the patrol.

The year 1955 was probably the most significant in Wisconsin's traffic history. The traffic accident toll reached what was then an all-time peak of 932 deaths that year.

Gov. Walter J. Kohler recognized the heartbreak and tragedy, not to mention the economic waste, of such a needless slaughter. Under his leadership a far-sighted state legislature approved a series of measures that have undoubtedly saved untold lives and prevented many more injuries. Among these were the institution of a driver license point system, and the creation of the state driver license examiner corps, placing in the hands of trained specialists the job of examining all applicants for driver licenses.

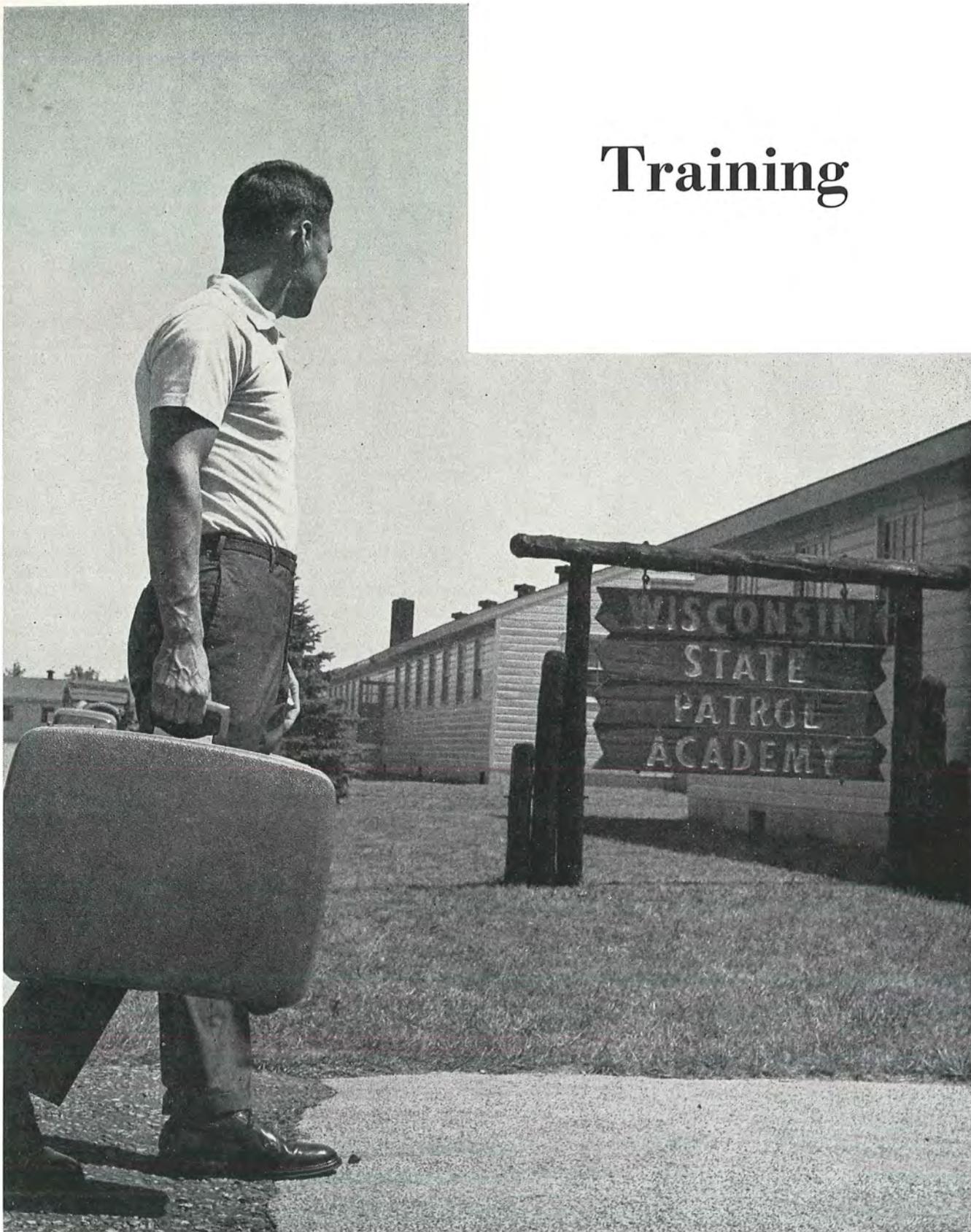
During that 1955 session, the legislature was presented with a program calling for drastic expansion of the Wisconsin State Patrol. The program was based on a study conducted at the state's request by the Northwestern University Traffic Institute and the traffic division of the International Association of Chiefs of Police and called for a state patrol of 609 men.

The proposal had rough sledding in the legislature, but a compromise was reached whereby the Wisconsin State Patrol was increased to a statutory top of 250 men.

Several attempts in succeeding years to lift the ceiling to a point somewhat nearer the 609 did not succeed, but the year 1955 established a salient in the battle against traffic accidents—a point of reference for men of vision who were later to face an even sterner traffic accident challenge.



Training



When an organization more than triples in size overnight, two serious problems are posed: where does it find enough capable men to fill the new posts, and how does it train the new men?

Fortunately, the first problem solved itself to a large extent. Possibly because of the large amount of publicity attendant to the patrol's expansion, the number of applicants for the 180 new positions was tremendous. By careful testing and interviewing, the State Bureau of Personnel was able to certify to the Motor Vehicle Department an ample number of enthusiastic, intelligent men to fill the ranks.

The selection process in 1955 consisted, as it does today, of a general intelligence test, an oral examination, physical examination, background investigation and final selection interviews by the department. A physical agility test has since been added.

For many years previously, the Wisconsin State Patrol had a training program. Generally it consisted of an annual week-long in-service refresher course, usually conducted at Camp Williams. New men were assimilated without undue difficulty.

However, taking in 180 eager but inexperienced men within a period of a year or so presented a different situation.

In 1956 The Milwaukee Journal said "Wisconsin's training program is recognized as the best in the country for new state traffic officers. In three months the men put in as many hours learning 70 different subjects as they would spend in a year as college students."

L. E. Beier, the Director of the Motor Vehicle Department's Enforcement Division and head of the state patrol, saw the need for an extensive training program and turned to the Northwestern University Traffic Institute. His negotiation led to a contract with the Institute to administer the training program. Camp McCoy was chosen as the site of a training academy because of the availability of barracks, mess hall and classroom facilities, as well as streets and roads for accident investigation work problems and driver training. The Camp McCoy facilities were leased from the Army. The 70 original patrolmen were given the same training as the 180 new men.

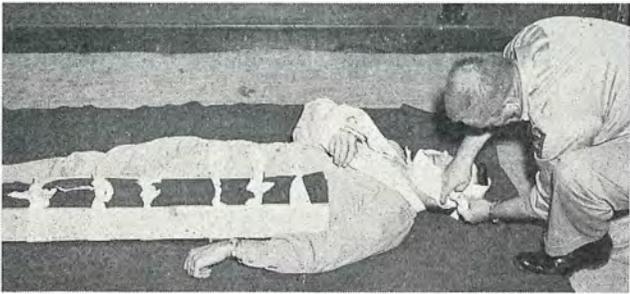
After the original two-year contract with the Traffic Institute expired in 1957, the training program was continued by specially-trained employees of the patrol. Recruit sessions are still held periodically as vacancies occur. In addition, all members of the patrol return to the academy annually for a week of in-service refresher training.

All courses at the State Patrol Academy are open to county and municipal police officers. In addition to training programs at the academy, the State Patrol in 1962 began offering an "extension" course for small departments, whose police officers are unable to attend any of the courses at the academy.

From time to time, specialized courses are conducted at the patrol academy as needs demand. These might include, for instance, supervisory training for sergeants, lieutenants and captains.

The academy maintains a rather complete library of books and periodicals on police science, available for officers to study in their spare time. The academy staff also publishes training bulletins.





Days of Preparation



Line Patrol

It is recorded that following the changes made in 1955, including the patrol's expansion to its new strength, which was not achieved until late in 1956, there were three consecutive years with a declining traffic death toll. This unprecedented occurrence has not been matched since.

With the expansion of 1955-56 came something of a change in the patrol's *modus operandi*. Where previously the officers had operated pretty much independently of one another because of their small number and dispersion, they were now able to "gang up" on traffic accidents.

The new method is known in police circles as "selective enforcement"—concentrating traffic enforcement manpower on those stretches of highways showing the highest accident severity ratings, at those times of the day and week when accidents are most frequent.

The results were dramatic.

In 1960, for example, the death toll on Wisconsin streets and highways was 927, some 106 more than in 1959. Yet there were actually FEWER deaths on state and federal routes under line patrol (selective enforcement) by the Wisconsin State Patrol than there were on those same roads the previous year. Deaths on other state and federal highways, as well as town, county and urban roads, went up.

Its growth to new strength also made it possible for the Wisconsin State Patrol to participate in a study of the "Effect of Increased Patrol on Accidents, Diversion and Speed," in cooperation with the Northwestern University Traffic Institute in 1956-57. The study showed that concentrated patrolling reduces the frequency of fatal and injury accidents, that these results tend to be cumulative as time goes by, that enforcement does not divert motorists to other highways appreciably, but does cause vehicle speeds to group more closely around an average rather than to scatter to dangerous extremes, high and low.





An example of state patrol devotion to duty, and a high point in his own career with the patrol, is recalled by a former officer. Vivid in his memory is the day on which he made four arrests, resulting in four convictions, for drunken driving. The first was at the scene of an accident, where the second driver also got a ticket—for driving without a license. The other three arrests were made "before the accidents happened." All this activity occurred on the officer's "day off." One wonders what kind of a day it would have been had he been on duty.

Behind the Scenes

Random arrests made as the result of answering an accident call or chance-witnessing a gross violation—even on an officer's day off—are all part of the job; but the operation as a whole is more systematic. Accident reports are scrutinized carefully for clues to be used in setting up enforcement schedules and assignments. Enforcement is applied where accident experience indicates it will do the most good.

Up until 1956 the Motor Vehicle Department's accident records section had been a function of the Safety Division. With the new emphasis on enforcement, and the need for correlating accident experience and enforcement planning, it was thought best to transfer the section to the Enforcement Division. At this time new data processing equipment was also obtained, and record-keeping "went electronic."

In addition to compiling accident statistics, the newly constituted "planning and records section" was given the job of keeping detailed records on officer performance, squad car operating expenses, and a number of other matters important to sound patrol performance. (Wisconsin State Patrol traffic citations are accounted for in the planning and records section. Every ticket bears a number, and after a case is disposed of a copy of it is filed in the section.)

Accident reports are received from enforcement departments all over the state. Workers in the records section classify and number the reports. Some get special handling; I-System accidents are handled separately for the benefit of the Highway Commission, for example. Accident report data is transferred to machine record cards.



"Back at the office" there has always been a staff of loyal civilian employees, checking, tabulating, filing, typing, corresponding, and looking after the details essential to state patrol operation.

As the central repository for all police records of accidents, the records section of the Enforcement Division has responsibilities beyond those to the state patrol itself. Its tabulations, analyses and statistical studies also serve the state's highway and traffic engineering program, administered by the State Highway Commission, and the public traffic safety education program, administered by the Motor Vehicle Department Safety Division. It provides statistical summaries to local traffic authorities, the Legislature, the press, the National Safety Council and other safety organizations.



In addition to traffic laws, there were truck regulations to enforce and investigations to be made; and to enable the patrol to fulfill its duties in this regard the Legislature, in 1957, authorized a force of 70 Motor Vehicle Department inspectors.

Some of these men, known as Inspectors I, enforce truck weight, equipment, registration and licensing regulations. They operate the permanent and portable truck weighing scales throughout the state. In 1961, these inspectors were outfitted with uniforms, distinctly different from those worn by state patrol officers.

The Inspectors II are non-uniformed and handle investigative duties for the department. If, for example, a person is required to give up his vehicle registration plates or his driver's license and refuses to do so, an inspector contacts the individual and picks up the plates or license.

They make periodic inspections of new and used car and salvage dealers to check compliance with state regulations. These inspectors also schedule office hours in police or sheriffs' departments throughout their assigned areas. Concerned people may contact them during these times with questions regarding registration matters, Public Service Commission trucking regulations and other such business.

Six Inspectors III supervise the activities of the other inspectors throughout the state and are available at patrol district headquarters to answer questions.

In 1963, 13 additional inspectors were authorized, for a total of 83.

Creation of this force of inspectors freed a large number of state patrol officers for traffic enforcement duties.

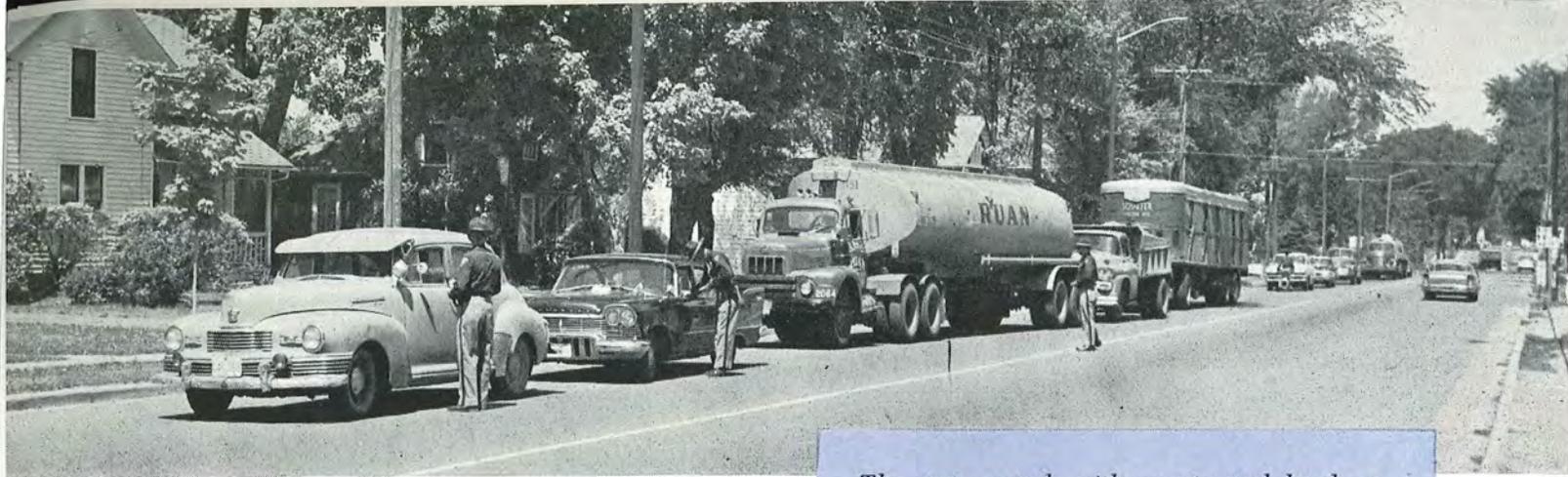


During World War II, in the absence of the usual highway construction program, many highways began to show deterioration. In the post war years there was growing criticism of heavy trucks allegedly inflicting damage to the roadways, and widespread insistence that truck weight limits be more extensively enforced. Reacting, Commissioner B. L. Marcus in 1949 ordered the state patrol to devote all of its time to truck weighing. Using portable scales, teams of officers covered the state looking for violators. These early experiences dramatized the need for, and presaged the establishment of, the present inspector force.



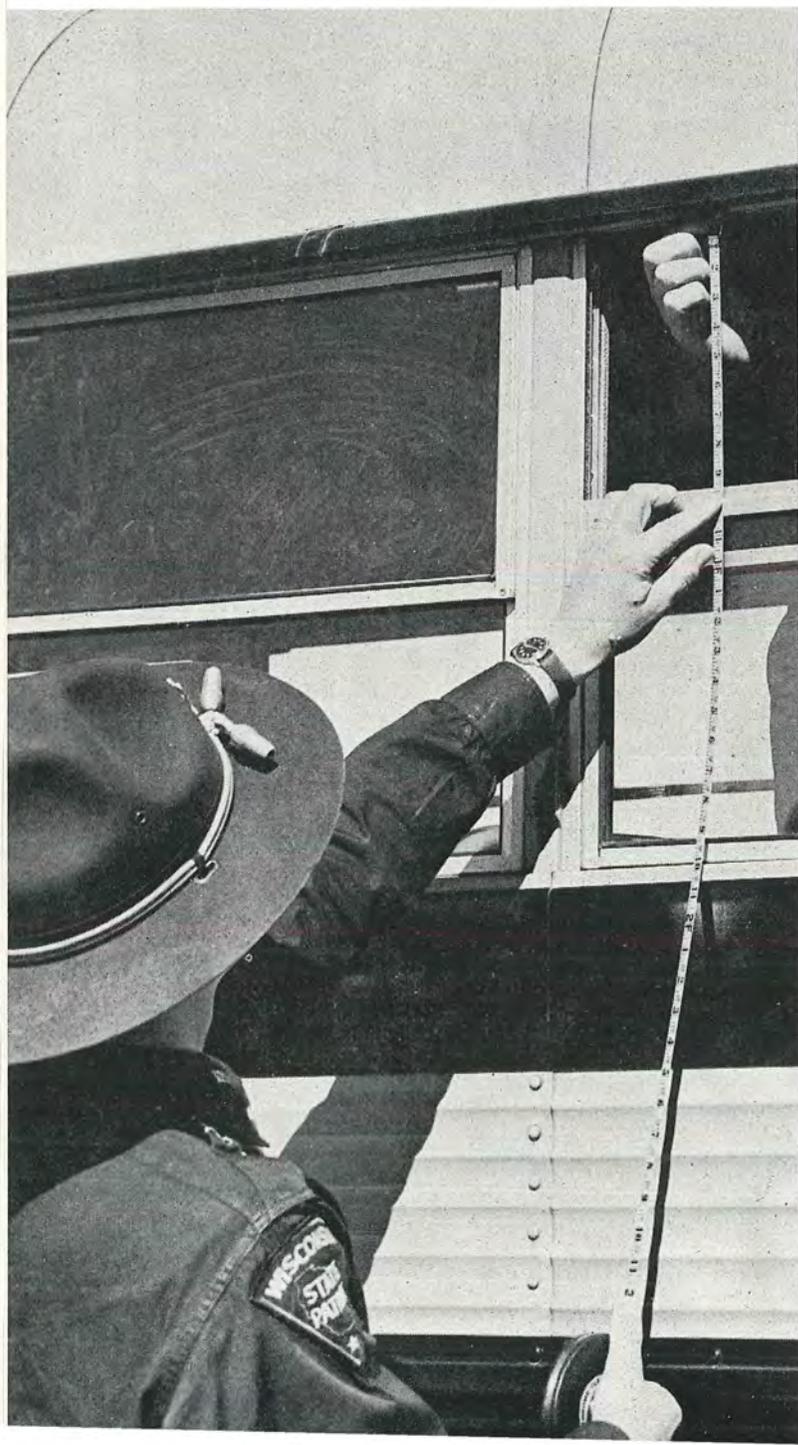
Above: When the weigh stations of the Enforcement Division are open, trucks must stop to have their size, weight and safety equipment checked. Below: Portable scales make it possible for inspectors to enforce truck weight limitations anywhere in the state.





Inspection

The state patrol, with county and local enforcement agencies, conducts spring and fall vehicle safety-checks. The patrol also inspects school buses at the start of each school term. The passing years have seen a remarkable improvement in the quality and condition of school buses, as the picture of the 1949-vintage bus below clearly shows.





Back in 1939 the first officers of the Wisconsin State Patrol purchased their own squad cars and were paid \$30 per month, plus gas, oil and grease for their operation. They were given a siren, a flashing red light, and police license plates which they used while on duty—substituting their own plates when using the car for personal reasons.

In 1951 the state began buying and equipping squad cars and assigning them to individual officers.

The first state-purchased squad cars were a uniform gray in color. There were complaints that they were difficult to see, especially against a winter background, and starting with the 1956 models, the hood, roof and trunk were colored black. Beginning with 1965 replacements, the official color was changed to dark blue, with white roof, trunk and doors. The distinctive red-white-blue patrol shield remains.

Unmarked cars have been used since 1956, as a deterrent to people who will drive safely only when they feel a police officer may be watching them. But at no time do such cars supplant the plainly marked squad car, or, in fact, make up more than ten per cent of the patrol fleet.

Concern for its own members—as well as for the safety of the motoring public which is its main reason for being—prompted the patrol, in 1956, to become one of the first to adopt seat belts for the entire fleet. Beginning with 1962 models, shoulder harnesses were added. Patrolmen are directed to use their belts at all times. More than one officer owes his life to his seat belt.

Fleet safety is constantly stressed. In 1958 the patrol joined the fleet safety contest of the National Safety Council, and since then has gradually improved its record to the point where it consistently ranks in the top four or five among the state police and highway patrols entered.

Men who worked on the patrol in the old days can recall disadvantages in owning their own squad cars. The official "state traffic police" shield on the sides of their cars could be a "drawback" during off-duty hours. Some of the men had special snaps bolted onto the sides of their cars, to which canvas shield-covers could be fastened to indicate off-duty status. Officers with families often found their vacation and picnic plans hampered by lack of trunk space. Car trunks were smaller then, and theirs contained radio equipment—a bulky transmitter and separate receiver unit—not designed for convenient mounting in an out-of-the-way corner, nor easily prevented from monopolizing trunk space.

The uniform of the Wisconsin State Patrol has changed very little since 1939. Basically the uniform consists of cadet gray trousers with a navy blue stripe on the outside seams; a navy blue blouse with stripes on the sleeves; or navy blue shirt for summer or reefer for winter.

Today's campaign-style hat was a 1956 replacement of the military-style billed cap worn since 1939.

The shoulder patch has also been changed, evolving from one saying "State Traffic Patrol" to the present "Wisconsin State Patrol."

Until the expansion of 1956 each officer purchased his own uniform. Now they are issued.

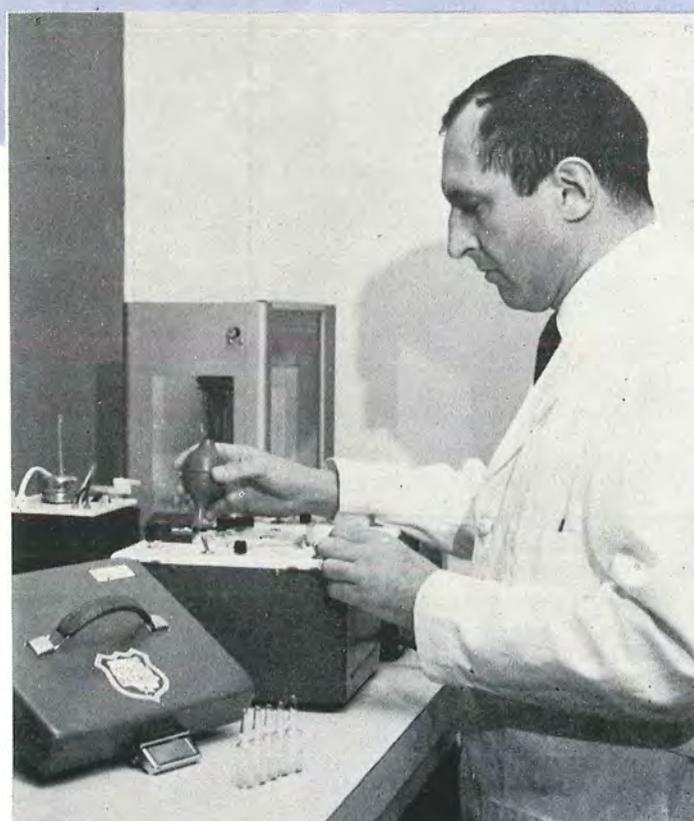




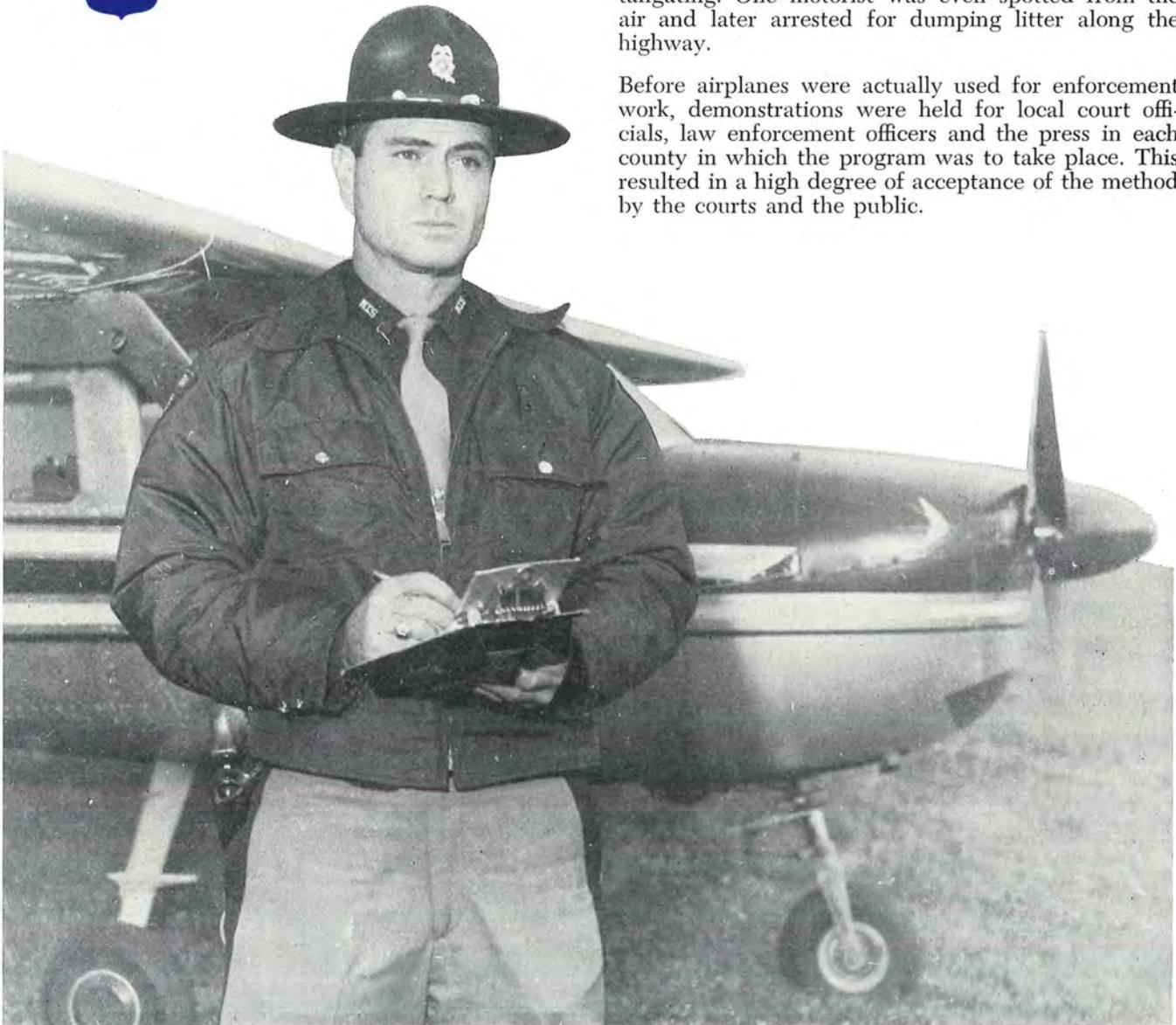
At the time of the 1956 expansion another valuable tool was added to the patrol's collection of accident-prevention equipment: the motorcycle. Although the police motorcycle has certain inherent limitations (weather, for example), it is a definite asset. It is especially useful in keeping heavy traffic moving, going quickly to the front of a long line of cars to pull over the obstructing slow-moving vehicle.

Chemical testing for intoxication is a relative newcomer to the Wisconsin State Patrol's accident prevention program. In 1956 the patrol purchased the first of its Breathalyzer test instruments. Since then, more have been added each year until now the patrol owns a total of 36 of the instruments, located in district offices and police and sheriffs' departments. In addition, local law enforcement agencies have Breathalyzers used by the patrol and serviced by trained state patrol specialists. Comprehensive training programs assure the public of accurate tests on accurate instruments.

The state patrol chemist conducts special chemical tests, carries on research, assists in training, and is the department's "expert witness" in court proceedings involving chemical tests.



The state patrol has made many friends through the years. A well-known newspaperman who became involved in an accident made this comment: "I have ridden with people who, when they saw members of the State Traffic Patrol parked along the roadside, said: 'Look at those sneaks, waiting to pounce on some fella going a few miles over the speed limit!' There might have been times when I was inclined to agree with them. What happened yesterday has given me a good object lesson. I hope none of my friends have to get into an accident like mine before they, too, really appreciate the courteous efficiency of this state patrol."



Late summer of 1963 saw motorists of Wisconsin looking up to the Wisconsin State Patrol—literally.

At that time the patrol took to the air to add another dimension to the traffic law enforcement effort. Flying rented airplanes, officer-pilots William Plendl and William Walker began the State Patrol's aerial enforcement program.

One-eighth mile segments were measured and marked with airplane silhouettes on high-accident highways. By timing cars with a stopwatch, officers aloft are able to determine accurately the speed of cars on those roads. Radio communication with officers on the ground connects the enforcement team.

Airplanes have also been found effective in locating disabled motorists and dispatching assistance, spotting and rerouting heavy traffic and sighting accidents, as well as detecting other violations and truck tailgating. One motorist was even spotted from the air and later arrested for dumping litter along the highway.

Before airplanes were actually used for enforcement work, demonstrations were held for local court officials, law enforcement officers and the press in each county in which the program was to take place. This resulted in a high degree of acceptance of the method by the courts and the public.

Special Duties

The Wisconsin State Patrol is a *highway patrol* organization. This means its duties are primarily confined to police activities which help make highway travel safe and pleasant for the motoring public.

In 1962, both for their own protection and that of the public, patrol officers were given power to arrest for non-traffic crimes committed in their presence on the highway.

Statutes specifically prohibit the Wisconsin State Patrol from being used in disputes between labor and management or in serving civil processes.

During the 1950's a new term—civil defense—became common in our language, and the state patrol prepared for its role in this important function. In the event of an alert, State Patrol Radio has the capability for emergency operation and would become the state-wide radio communications net for safety services.

The patrol's primary civil defense function is to monitor for radioactive fallout in the event of nuclear attack. Detection devices are carried for this purpose. State patrol officers would also provide escort for the evacuation of key state officials and for the movement of emergency supplies and equipment. They would be under the direction of the state coordinator of civil defense safety services to assist local police units in controlling traffic congestion.

Since its inception, the Wisconsin State Patrol has been governed by a strict code of ethics and adherence to written rules and regulations.

In a preface to Rules and Regulations dated May 1, 1941, Homer G. Bell, the first director of the patrol, told his men:

"It is your duty to thoroughly familiarize yourself with these Rules and Regulations, as well as all subsequent additions or amendments. Only by strict adherence to them at all times will it be possible for you to function efficiently as a composite organization, the success of which depends upon your ability to render the high type of courteous and intelligent service to which the citizens of Wisconsin are entitled."

He also wrote, "You are expected . . . to make every effort to meet any lack of specific instructions by the exercise of proper discretion and sound judgment. In any such event I can assure you that you will receive the support of your superiors."



In 1959 the first stretches of Interstate Highway were opened in Wisconsin, and with them came a new responsibility for the Wisconsin State Patrol.

Interstate roads solve many of the problems that plague drivers in rural areas. Cities are by-passed; broad dividing strips virtually eliminate the danger of deadly head-on collisions; access is limited and traffic on and off the freeways merges and peels off gently; stop signs and traffic lights do not exist.

But because of the nature of the road, service for disabled vehicles is difficult. Parking and walking along the freeway are dangerous practices. Consequently, state patrol officers are assigned to the Interstate system 24 hours a day, seven days a week. Each man

patrols a sector averaging about 25 miles long. They are instructed to stop and offer assistance to any car parked along the freeway.

And accidents do occur on freeways, despite their advanced engineering. Illegal speed, both too fast and too slow; following too closely; and inattentive driving stand out as major causes of I-System accidents. So traffic officers on these super-highways direct their enforcement efforts accordingly.

In 1965, after 25 years of service to the state, the Wisconsin State Patrol faces a looming crisis, for as more and more of the Interstate System is completed more and more officers must be assigned to patrol them, seriously depleting manpower elsewhere.



Rural Enforcement . . . a State Problem

Law enforcement at the state level goes back nearly 130 years, to the days of the famed Texas Rangers—formed in 1835 as a border patrol to guard against illegal entry into the country and the moving of stolen cattle.

Nearly 40 years later another famous group was formed: the Royal Northwest Mounted Police (now the Royal Canadian). A federal agency, it can be compared with a state police force. Its officers were recruited with the opening of the Northwest Territories to preserve law and order.

The Rangers and the Mounties today operate as efficient, modern police departments.

Pennsylvania was the first state to create a state police

force as such, in 1905. Since that time every state has developed its own particular brand of state police or highway patrol agency, each with its distinctive powers and responsibilities. They all are, however, primarily concerned with providing a uniform system of rural traffic law enforcement.

With modern, fast automobiles and straight, mile-eating highways, the criminal or traffic violator is across county jurisdictional lines in a matter of minutes. The law-abiding motorist likewise traverses numerous such boundaries on a Sunday afternoon drive. He has a right to expect the same level and quality of law enforcement in every section of his travels. The state must provide this uniformity.

MOTOR VEHICLE COMMISSIONERS

Colonel George Rickeman.....November, 1939—November, 1940
 Hugh M. Jones.....November, 1940—September, 1943
 Ben L. Marcus.....September, 1943—August, 1952
 Melvin O. Larson.....August, 1952—February, 1959
 James L. Karns.....February, 1959, to present

ENFORCEMENT DIVISION DIRECTORS

Homer G. Bell.....November, 1939—March, 1950
 Dan F. Schutz.....April, 1952—October, 1953
 Alvin E. Boelter.....April, 1954—September, 1954
 Lawrence E. Beier.....September, 1954, to present



Homer G. Bell



Dan F. Schutz



Alvin E. Boelter



L. E. Beier

ORIGINAL PATROL OFFICERS—1939

Homer G. Bell, Director

Richard F. Adams
 James W. Apker
 Edward W. Barckhan
 Herman H. Bartelt
 Alvin E. Boelter
 John N. Brown
 Byrl A. Bryan
 Roy W. Connor
 George S. Cook
 Robert G. Cromey
 Raymond A. Dawes
 Alex M. Drives
 Theobald B. Esser
 Linus M. Gould
 W. E. Griebling

Armor R. Gunnison
 A. M. Haanstad
 Arno C. Handel
 Aloysius C. Hartman
 Howard J. Hoge
 Morris G. Johnson
 Glen Kissinger
 John F. Kling
 John Kreutzmann
 James L. Lillie
 Will T. Malone
 Raymond E. Meilahn
 William T. Moran
 James J. Morrissey
 John R. Munro

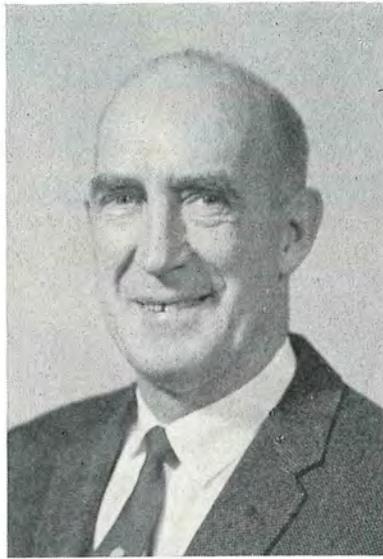
Herbert T. Myers
 William J. Philip
 Roy N. Quinn
 Robert Rush
 Omar S. Rynning
 Robert E. Scullin
 James H. Sullivan
 Davis W. Swartz
 Henry Temkin
 Lester A. Versteegen
 Emmet L. Welch
 Percy L. Wilson
 Glenn K. Woodworth
 Joseph L. York
 Paul A. Zimmerman

Trail Blazers

Six of the "charter members" of the Wisconsin State Patrol stayed with the organization through its first 25 years of life to help begin its second quarter-century of service. One, Alvin Boelter, came to the patrol from the Treasurer's office. The others—Robert Cromey, Glen Kissinger, James Morrissey, John Munro and Henry Temkin—came from the Public Service Commission.



Alvin E. Boelter



Robert G. Cromey



Glen Kissinger



James J. Morrissey

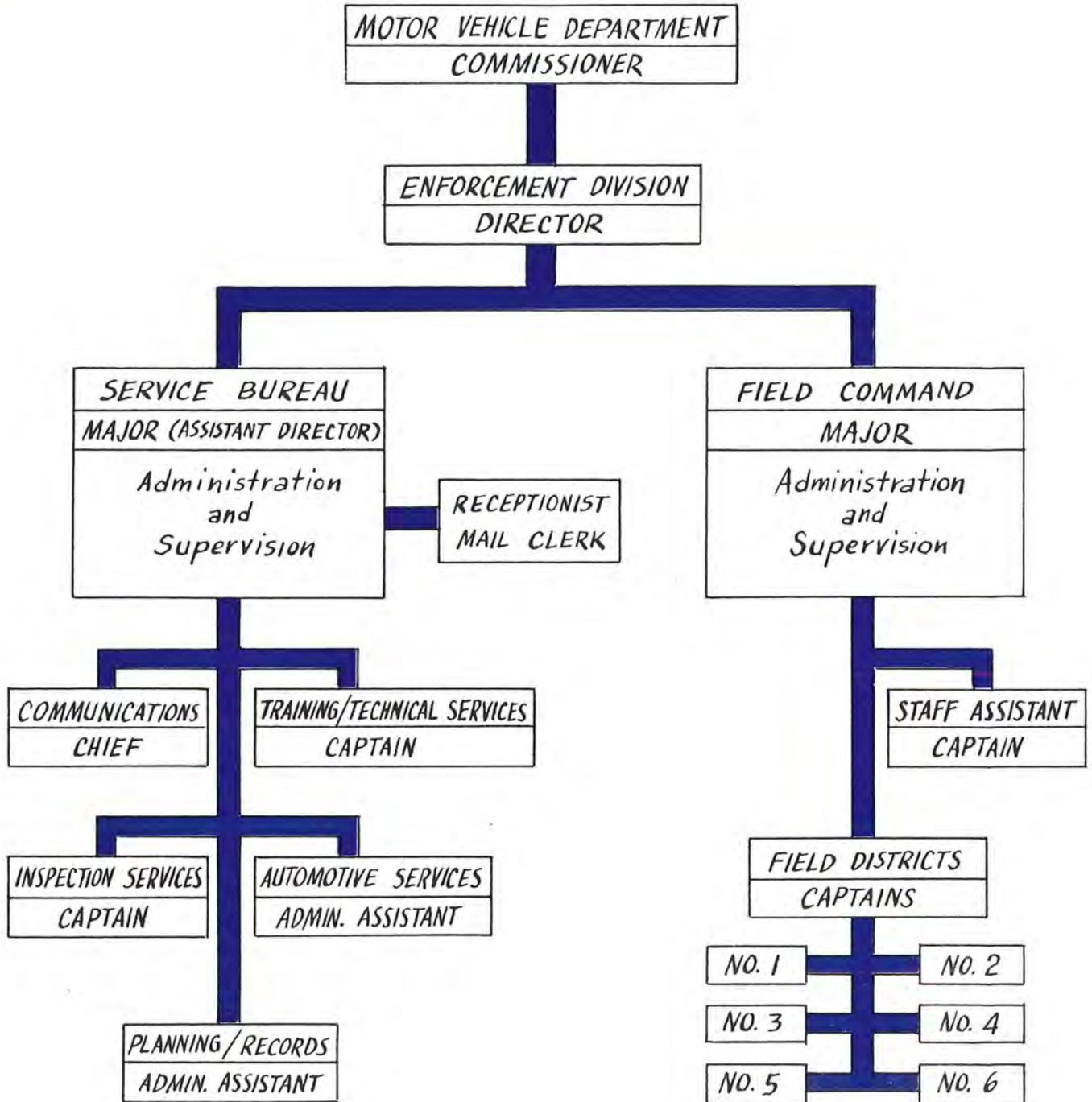


John R. Munro



Henry Temkin

State Patrol Organization





James L. Karns
Commissioner



L. E. Beier
Director



Major Glen Kissinger
Assistant Director



Major Bruce Bishop
Field Commander



Captain Loren Briese
Staff Assistant



Captain Robert Cromeey
Inspection Services



Captain John Schoenick
Training and Technical
Services



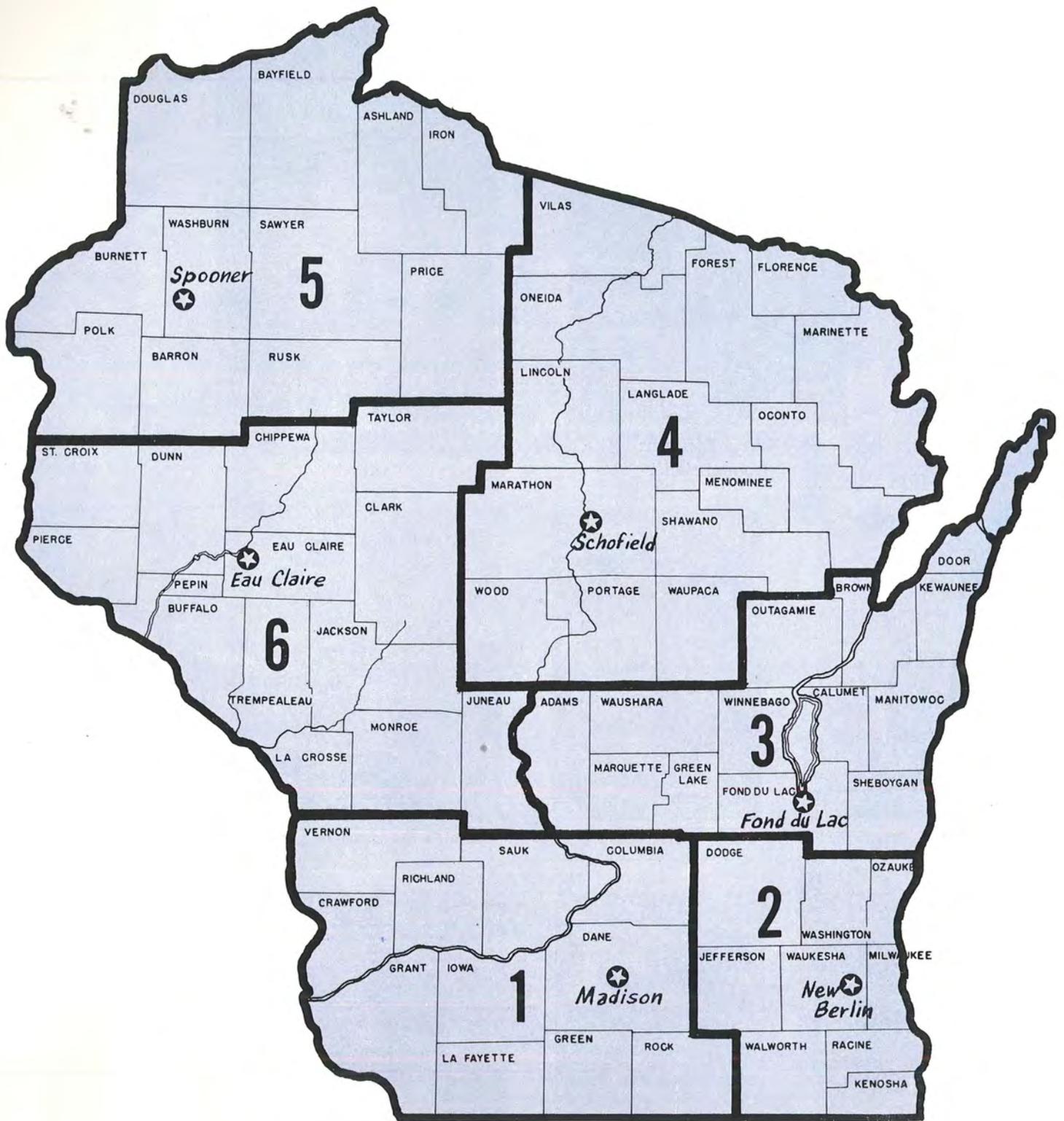
Russell Fleming
Supervisor
Planning and Records



Norvel Rollins
Chief
Police Communications



Terrance Stewart
Supervisor
Automotive Services



State Patrol Districts and District Headquarters

Field Captains

Responsible for field operations of the patrol in their respective areas of the state are the six district commanders, with the rank of captain. Each district also has a lieutenant, and a complement of civilian employees, inspectors and officers whose limited numbers do not fully reflect the importance of their task.



Captain James Gruentzel
District 1



Captain Charles Litkey
District 2



Captain John Sterba
District 3



Captain Howard Fuhrman
District 4



Captain A. E. Boelter
District 5



Captain Charles Okonek
District 6

On behalf of the President, I wish to congratulate the Wisconsin State Patrol of the Motor Vehicle Department on the occasion of its 25th anniversary.

The President wishes to recognize the many years of dedicated service performed by the State Patrol for Wisconsin's citizens. All of us can be justly proud of the part the State Patrol has played in Wisconsin State Government and its untiring efforts in the prevention of traffic accidents.

—*W. R. Hearst, Jr.*
Chairman, President's
Committee for Traffic Safety

It gives me great personal pleasure to congratulate the Wisconsin State Patrol on its 25th anniversary. I well remember the courtesy and the efficiency the Wisconsin State Patrol extended to my brother and to me in the 1960 Presidential primary and later on in the campaign. It gave us the highest respect for the men of the Patrol.

Please accept my very best wishes for the Patrol's continuing record of solid achievement.

—*Robert Kennedy*
U. S. Senator
Attorney General, 1961-64

It is a pleasure for me to extend felicitation to the Wisconsin State Patrol on the 25th anniversary of its founding.

For 25 years the Wisconsin State Patrol has afforded protection to the people of Wisconsin. My associates join me in expressing congratulations on this occasion.

—*J. Edgar Hoover*
Director, FBI

Certainly the State Patrol deserves the highest praise for a job well done. By courteously yet firmly enforcing our traffic laws the Patrol has made Wisconsin's highways a place of safety and beauty for both natives and tourists.

Your organization's distinguished history, I am sure, is only a prologue to ever greater future accomplishments.

—*William Proxmire*
U. S. Senator

The 25th anniversary of the Wisconsin State Patrol is an occasion for all of us to feel proud. Through the years, this vital state agency has developed into one of the finest organizations of its type in the Nation. It is widely known and respected for its extremely high standards, its high morale and esprit de corps, and its ability to handle a tremendous social problem with scrupulous concern for individual rights. The only shortcoming of the State Patrol is the failure so far of the State of Wisconsin to give it the men and funds needed to make a really significant fight against the killing of more than 1,000 people a year on our State highways.

—*Gaylord Nelson*
U. S. Senator

You deserve to be complimented on your fine State Patrol Academy, which has provided exceptional training for your men. In addition, a number of your officers have graduated from the Police Administration Course at Northwestern University. These men have enabled you to keep abreast of latest training methods.

I am proud of your organization. I salute each officer of the Patrol. I also commend the civilian members of your staff. Keep up your fine work!

—*Warren P. Knowles*
Governor

The Wisconsin State Patrol was founded in 1939, making it one of the youngest in the nation. Its performance during these 25 years of existence is to be commended by all citizens of our state—because the men of the patrol have done an enormous job with a very limited number of men.

The State Patrol's pledge to the people of Wisconsin is that they shall employ all means possible to reduce traffic deaths and injuries. Our pledge in return should be that we will cooperate by driving safely.

—*John W. Reynolds*
Governor, 1963-64

Being in dire need of assistance, as I was at 10 p.m. last night stranded on a lonely stretch of highway . . . the appearance of the Wisconsin State Patrolman was most welcome.

Even if he had been surly and unpleasant because of the inconvenience caused him by someone foolish enough to run out of fuel, I would have been thankful for his timely service. Actually, the gentleman was extremely pleasant and not in the least disparaging. Men of his inclination and ability to deal with the public in this manner in situations such as mine will certainly do much in making your fair state respected throughout the nation.

—*Robert M. Latane*
Baltimore, Maryland

It is a very comfortable feeling for a traveler to see a car with a flashing red light pull up when an emergency exists; and sort of astonishing to have someone emerge and unquestioningly begin assisting me with a flat tire. This may not seem unusual to you as it is undoubtedly the way you train your men to help travelers; however, to me, a traveling man in the Midwest area for 25 years, it is one of the most unusual things that has ever happened to me.

—*Frank E. Wolfenberger*
Chicago, Illinois

I had a blowout. . . . The position at which I was forced to stop was in my opinion dangerous . . . because of the hill and the high speed traffic. . . .

One of your officers came along and protected me from the rear. . . . When I went to get my spare it was lacking proper inflation. The officer took the tire to the nearest service station. . . .

So many are eager to criticize the state patrol, and do not look at the positive aspects of your organization. As a fellow Wisconsin citizen I am proud of our Patrol.

Thanks again for helping many of us to feel and be safer because of your service.

—*Jim Priddis*
Kenosha, Wisconsin