

**WISCONSIN  
DIVISION OF  
STATE PATROL  
ANNUAL REPORT  
1987**



*Training for  
Excellence*

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# ADMINISTRATOR'S MESSAGE



**James W. Van Sistine**  
**Administrator**

TO: Ronald R. Fiedler, P.E., Secretary  
Wisconsin Department of Transportation

The Division of State Patrol presents for your review the following Annual Report of activities in 1987. As you have noted, your administration emphasizes highway safety, responsiveness and human resource development. This report describes the variety of State Patrol public service and enforcement activities and the many training, education and other human resource development efforts which help make the Division an outstanding traffic law enforcement organization.

The State Patrol has a long tradition of training for excellence while responding to the ever-changing needs of society. With the completion and dedication of the new State Patrol Academy in 1987, the Division now has a facility to match the high quality of our

program staff. These two factors—modern, efficient facilities and knowledgeable, dedicated staff—will promote a comprehensive program of traffic law enforcement training.

Training is provided in such areas as advanced radar and speed computers, portable radios, state of the art weigh-in-motion truck scales, the statewide microwave communications system, computers to support our breath analyzers, the updated traffic accident reporting system, truck scale management and district operations.

The Division of State Patrol has emerged as a leader in traffic law enforcement statewide and nationally. More than half of the courses offered by the Division are made available to law enforcement officers in other state or local agencies who share our concern for traffic safety or who can gain from our expertise in communications, chemical testing, motor carrier enforcement and other police work. Last year over 1,700 federal, state, county and municipal law enforcement officers received training from the Division, a 70% increase over 1986. In 1987, 26% of our students came from county and municipal agencies throughout Wisconsin.

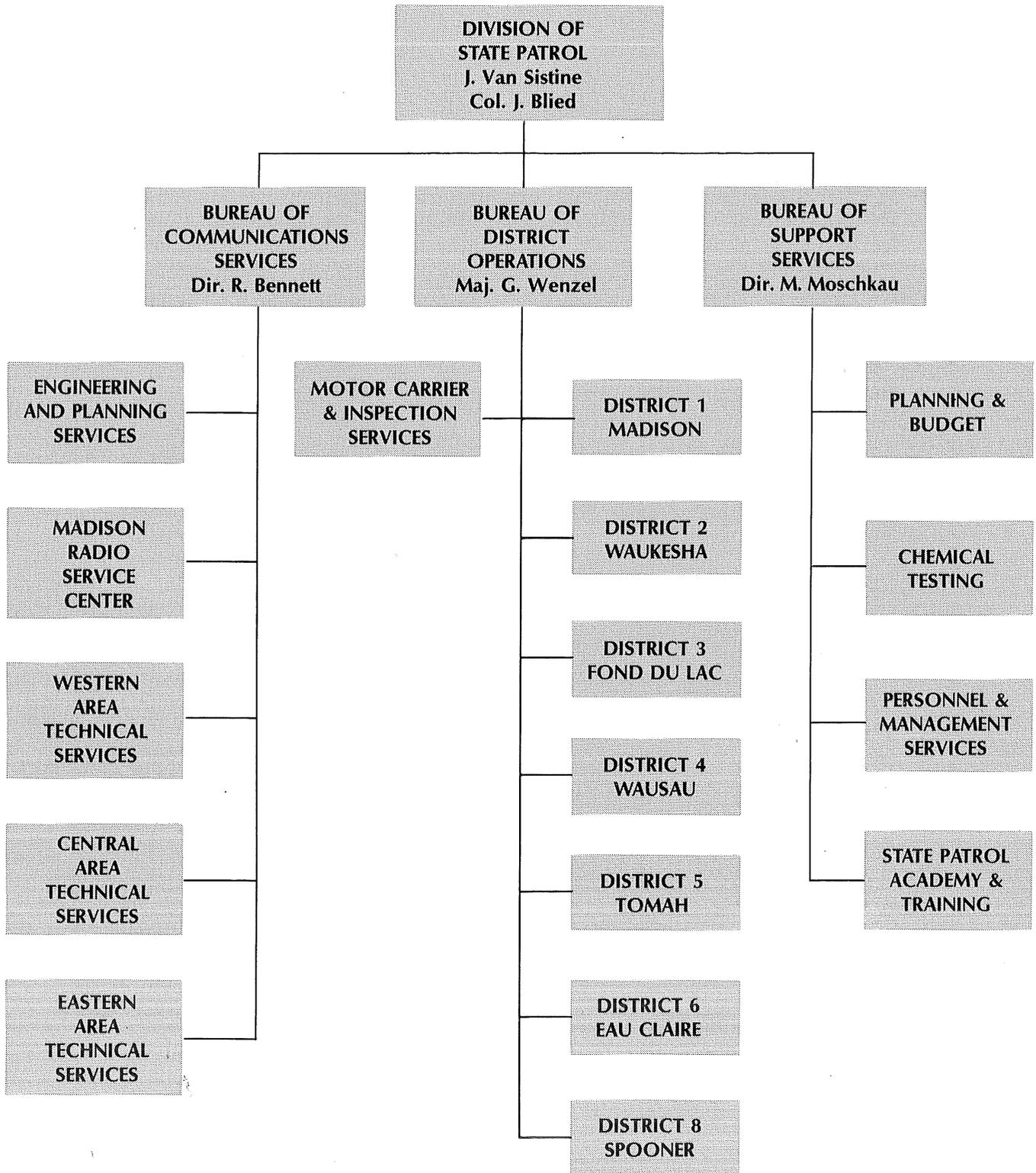
Operating cost efficiency has improved considerably because the new academy facility accommodates the training of Division personnel in several required disciplines which were previously offered only out of state, including the Motor Carrier Safety Assistance Training and the School of Police Staff and Command.

As we have demonstrated, the Division's training philosophy extends beyond the State Patrol to federal and local agencies. As part of our public service we actively educate the motoring public about changes in traffic laws. Through the daily efforts of our personnel, we have made considerable progress in educating motorists about the new safety belt and drunk driving laws. All our activities focus on our primary goal: the safe, efficient and legal movement of people and property on the state's highways.

I am very proud of the many training and public service efforts undertaken by the Division in 1987 and will be encouraging their further development. It is through efforts like these that Wisconsin will maintain its reputation as a safe driving state.



# ORGANIZATION



# AN OVERVIEW OF 1987 ACCOMPLISHMENTS



**Colonel Jerome J. Blied**

In 1987, the goal of highway safety in Wisconsin was advanced significantly by the enactment of new laws, introduction of advanced enforcement technology and through expansion and further refinement of our training capabilities.

## **HIGHWAY SAFETY LEGISLATIVE INITIATIVES**

The Wisconsin State Patrol played an important part in the promotion and implementation of new state laws and programs which promise to strengthen our highway safety environment. On November 27, 1987, Governor Thompson signed the mandatory safety belt law. As one of our primary legislative objectives, this law promises to reduce traffic related deaths, injuries and property damage on Wisconsin's highways.

As he signed this bill into law, the Governor announced a Department of Transportation education program intended to encourage seat belt use and to make all motorists aware of the new law and its consequences. Our State Patrol troopers are an important part of this safety belt public awareness program. They participated in radio programs, news interviews and other public programs which promote voluntary compliance with the new law. Recent studies have shown increasing safety belt use nationally. Before safety belt legislation, one third of Wisconsin's citizens buckled up. An increase in voluntary compliance paralleling the national trend is expected.

During 1987 Wisconsin's drunk-driving law was strengthened considerably. The Division of State Patrol was instrumental in analyzing, developing and implementing the stronger drunk-driving law. As a result, effective January 1, 1988, Wisconsin has an effective deterrent for those who might consider driving while under the influence of alcohol or other drugs.

Some of the strengths of the new drunk driving law include:

- Administrative suspension of one's driver license for six months based on a breath alcohol content of .1% or higher. This suspension, according to the new law, will usually take place before the case is heard in court. Before enactment of the new drunk driving law, suspension could take place only after court action.



- Absolute sobriety for drivers under 19 years of age. This provision means the loss of license if any alcohol is detected in the breath of a driver in this age group.
- After March 1, 1988, the penalties for breath-test refusals will be substantially greater than those for convictions. Example: drivers who refuse the implied-consent test for the first time will usually lose their license for twice as long a period as persons who are convicted of first offense drunk driving. Reinstatement of licenses after refusal will be more difficult.
- The fee for reinstating a license after a suspension or revocation has been increased to \$50. These safety-belt and drunk-driving legislative initiatives will benefit law-abiding Wisconsin motorists by reducing the severity and frequency of death and injury accidents.

## **HIGHWAY SAFETY INSPECTION SERVICES**

The Motor Carrier Safety Assistance Program (MCSAP), in its third year, is a specialized program directed to the safety of the trucking industry, particularly that sector which transports hazardous materials such as gasoline and diesel fuel as well as other toxic chemical compounds in liquid or gaseous form. In 1987, hundreds of millions of pounds of this type of cargo traversed Wisconsin highways. The Federal Environmental Protection Agency projects an 8-10% increase in hazardous materials cargoes over the next ten years. This represents a serious threat to Wisconsin's highway safety. The Motor Carrier Safety Assistance Program is designed to address the problem of heavy truck safety and hazardous material transport through vigorous safety inspection which ensures that trucks meet all safety criteria, that their operators are properly licensed and that they have adequate hours of rest.

MCSAP has had a significant impact on Wisconsin's highway safety. In 1987 nearly 12,000 heavy truck inspections were made. Forty percent of these trucks were removed from service because of equipment defects. Nearly 3,000 drivers were taken off the road because of driver hour violations. In most cases this means the truck drivers had driven more hours than is safe for a given period of time, thus rendering themselves a highway safety hazard due to fatigue.

## **PROTECTIVE SERVICES FOR WISCONSIN MOTORISTS**

Officers assisted a record 38,872 motorists in 1987. These assists included routine calls to vehicle repair stations on behalf of stranded motorists as well as rescue from more life-threatening situations. Over a

million persons contacted Patrol installations in 1987, seeking information, assistance and services.

Arrest and removal of the alcohol- and drug-impaired driver from the highways is another way of serving the Wisconsin motorist. In 1987, 4,536 impaired drivers were removed from our highways. This brings the total drunk-driving arrests during the 1980s to well over 35,000.

As a part of the war on drunk driving, accurate, systematic measurement of breath-alcohol content is important. The Intoxilyzer 5000, a computerized state-of-the-art breath-alcohol measuring device, is in service at 230 locations around the state. Over 57,000 breath-alcohol tests were administered in 1987. These tests supported 75% of the drunk driving convictions.

## **TRAINING SERVICES**

Our new State Patrol Academy was completed and dedicated in September. This modern training facility will help to ensure a highly trained cadre of State Patrol troopers and inspectors. It will also insure that as new legal and technological changes evolve, Wisconsin's traffic law enforcement community will have the necessary training to meet whatever challenges may arise.

More than half of the training courses offered at the new Academy are made available to law enforcement officers from county and municipal jurisdictions. Of the 1,727 students at the State Patrol Academy in 1987, 26% came from local jurisdictions. The State Patrol Academy anticipates substantial increases in the attendance of local law enforcement officers.

## **PUBLIC AWARENESS ACTIVITIES**

We cooperate with a variety of local law enforcement agencies to educate the motoring public in highway safety. The DOT's Office for Highway Safety's "Nothing to Lose" presentations were an integral part of many local youth education programs. The "Nothing to Lose" programs are designed to educate young drivers in the hazards of alcohol and drugs. Several hundred such public awareness events took place in 1987. With the inclusion of state and county fairs and numerous exhibitions at shopping malls, over three million persons had some contact with the State Patrol's alcohol- and drug-abuse prevention programs.

As we look forward to 1988 and beyond, we will continue to promote the public service programs described here. As we evaluate new challenges to the highway safety environment in Wisconsin we will be prepared to promote those training programs which address the safety needs of the Wisconsin motorist. We intend, through our quality training and professional public contacts, to maintain the public trust.

# BUREAU OF COMMUNICATIONS



**Robert L. Bennett, Director**

1987 was a landmark year for the Bureau of Communications; BOC completed or developed several new programs during the past year which will prepare the Patrol for the 21st century:

- The State Patrol switched to a new communication system combining portable radio units, vehicular repeaters and new mobile radios.
- A new computerized system to monitor the microwave tower network was installed.
- An additional training program for basic maintenance and repair of microwave equipment was developed.
- Equipment maintenance manuals and inventory systems were developed.
- New microwave tower facilities were completed.
- The Bureau continued replacing obsolete equipment and upgrading radio licenses.



## **ENGINEERING AND PLANNING SECTION: Richard J. Shulak, Chief**

This section is responsible for developing an integrated system statewide. It must not only keep all troopers and inspectors in contact with district dispatchers and fellow officers, but also must accommodate the many additional frequencies operated by local and county law enforcement agencies statewide. To bring together all these factors into a compatible, flexible system, this section concentrated on several major areas:

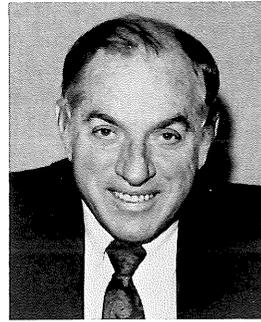
- This section set in place several computerized systems for maintaining equipment: Computers are now able to monitor equipment outages anywhere in the microwave tower network, identifying pieces of equipment that require excessive repairs or that may need replacement. The Alarm System allows the Patrol to check potential failures before they



become serious outages, and to pinpoint where the problem is without inspecting every tower in the network.

- The Patrol acquired software to analyze the adequacy of a microwave path between two sites for the statewide microwave network. The program checks both the existing system and the suitability of newly proposed paths and remote sites.
- Software to check radio interference from the various frequencies proposed for a new site or those already in service at an existing site has also proven useful. Subtle interference from non-compatible frequencies can be a severe, annoying problem. Since, this program helps reduce these unwanted effects, the entire Statewide Microwave Network is being checked using the new software.
- Software was developed to establish files for statewide use: Radio repair history, and inventories for test equipment, mobile equipment and surplus equipment.

As always, the Engineering and Planning Section is charged with maintaining a high quality microwave signal system that can transmit the high number of frequencies used by law enforcement agencies. The 1987 changes to the configuration of the statewide microwave network are resulting in a higher quality signal and overall system performance.

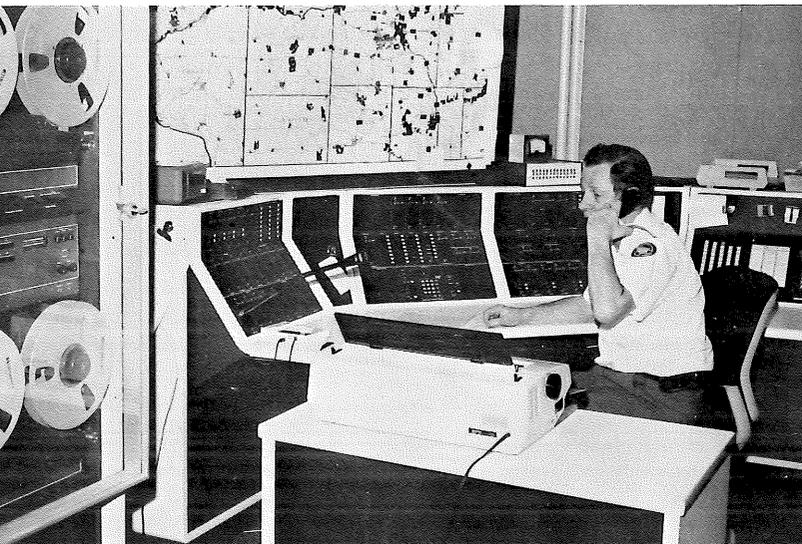


**MADISON RADIO SERVICE CENTER SECTION:  
Melvern L. Banks, Chief**

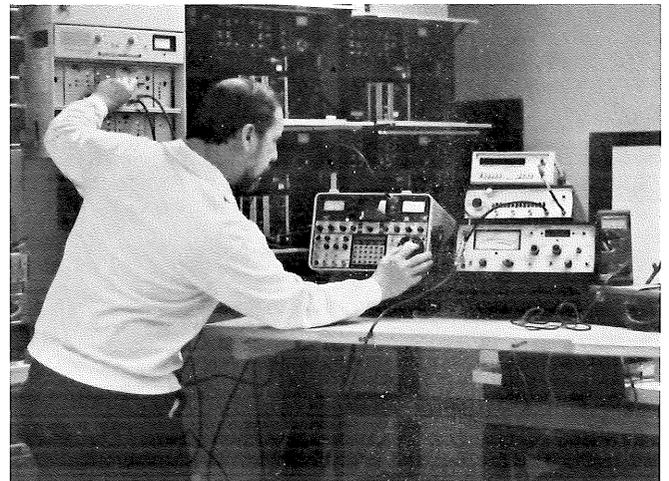
**Radio units.** An important link in the microwave signal system is the radio unit installed in each State Patrol vehicle. Radio installations in troopers' and sergeants' cars have three parts: The Mobile Radio Unit; the Vehicular Repeater Unit and the Portable Radio.

Each Patrol car has always had a mobile radio, but before 1987 they could only handle four frequencies and it was difficult for a trooper to contact sheriff's deputies or local law enforcement officers from their cars. The new mobile radios have 128 frequencies instead of four. They are divided into 16 frequencies for each district and an eighth set of 16 frequencies which includes miscellaneous bands such as the weather and a point-to-point frequency which enables troopers to talk to the dispatchers of other agencies.

Each trooper and sergeant can maintain contact with district headquarters, even when up to two miles away from the car, using the new portable units which they carry with them.



**Police Communications Operations at District One Headquarters**



**The Statewide Communications Network requires regular maintenance**

Linking the mobile radios and the portable units is the Vehicular Repeater unit, which is also installed in the patrol cars and converts the portable unit signal for the mobile radio.

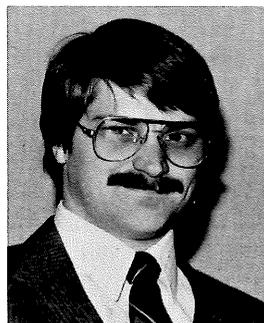
This year the Madison Radio Shop did all of the Portable-Mobile-Vehicular Repeater installations. New mobile radios were also installed in the inspectors' vehicles. This was the last phase of the Portable-Mobile-Vehicular Repeater purchase. All of the old equipment has now been removed from the Division's vehicles and updated.

New radios were installed in the State Patrol aircraft, allowing them to operate anywhere in the state and maintain radio contact with troopers on the ground or within district headquarters.

**Training:** GE Corporation trained Madison Radio Service Center employees on maintenance of the Portable-Mobile-Vehicular Repeater units, saving considerable maintenance dollars for the state.



**Public Information - An important part of Police Communications**



**WESTERN AREA TECHNICAL SERVICES SECTION:  
Brian D. Hudson, Chief**

The Western Area Technical Services Section handles the statewide communications network in Districts 5, 6 and 8, with a technician at each district headquarters and the section chief at District 6. The section serves an area that covers 28 counties.

**Microwave channel equipment replacement:** In 1987 this section completed replacement of the last vacuum tube channel equipment, ushering in a new era of system reliability. Service to users of the microwave network improved markedly. The second phase of the microwave channel equipment replacement was completed exclusively by Bureau personnel, taking considerably less time than the first phase because of new efficiencies introduced by the Bureau.

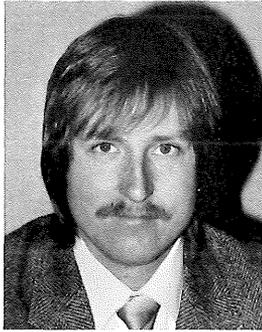
**Technical projects:** This section developed a statewide formal preventative maintenance program, outlining proper procedures for diagnosing problems and performing operational adjustments and calibrations. This program should contribute significantly to the success of the statewide communications network.

Western Area Technical Services Section computerized its equipment inventory in 1987, using a form which can be kept current with relative ease.

The Section Chief developed a formal one-week microwave training course, covering basic maintenance and repair of microwave equipment.

The section also developed the program to analyze radio wave propagation and interference at all remote tower sites, removing stray signals and their harmful effects and improving signal quality.

A new energy-efficient building was constructed at the Park Falls tower site, with a minimum of downtime and inconvenience to the statewide network.

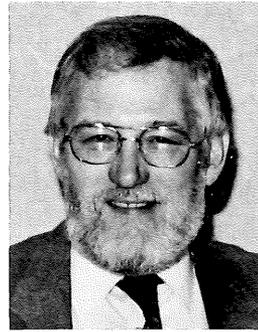


**CENTRAL AREA TECHNICAL SERVICES SECTION:**  
**Geoffrey W. Snyder, Chief**

The Central Area Technical Services Section is responsible for the Statewide Communications Network in Districts 1 and 4. It serves an area covering 26 counties.

The major project in the Central Area Technical Services Section was the installation of the new Radio Room Control Console at Dist. 1. This project was a departure from the traditional home-constructed console to a commercially manufactured unit customized for our needs. It also departed from the traditional relay switching logic to computer control. The specially designed radio room to provide a modern, efficient dispatching environment for this new console which has a versatile operating configuration. Insights gained from the new console have helped with the purchase and installation of similar units at other districts.

In Dist. 2 a small city in northern Illinois produced an interfering signal. This infrequent occurrence usually results from an error in frequency assignment or usage. Since the city was given the same frequency as Dist. 2 while our frequency program was being planned, they felt they were licensed first and didn't have a problem. We resolved the issue by applying for a new frequency from the FCC, which we have received, and the station will operate by March 1, 1988.



**EASTERN AREA TECHNICAL SERVICES SECTION:**  
**James F. Lohff, Chief**

Numerous projects were introduced in the Eastern Area Technical Services Section in 1987. This section covers 18 counties.

**Dist. 4 radio room control console:** Our largest project in time and dollars consisted of two parts, the physical remodeling of the radio room and installation of the new console equipment. The original radio room control console was designed, constructed and installed by Bureau personnel in the early 1960s and converted in the late 1970s from low to high band mobile radio.

The new console automatically selects the best received signal from more than one tower site and automatically identifies the portable or mobile unit transmitting the signal. The computer-controlled console is completely redundant to insure reliable operation.

**Eastern area construction:** At the Lakewood tower location and the Crandon site, new facilities were constructed; the Lakewood transmitting/receiving tower was extended by 40 feet while the Crandon site got a new tower, and security fences were erected.

A new 15Kw emergency power generator was installed at the key Dist. 3 Eden Tower site where microwave paths from four different directions terminate.

**Alarm system:** Chief Lohff was responsible for statewide implementation and installation of the new Alarm system developed by the Engineering and Planning Section.

# BUREAU OF SUPPORT SERVICES



**Michael C. Moschkau**  
**Director**

This bureau provides services to all staff of the Division through the Planning and Budget, Personnel and Chemical Test Sections and the State Patrol Academy. These services include recruitment, payroll, affirmative action and retirement services; planning and budget operations; and administration of the statewide chemical testing program. The chemical testing program supports Wisconsin's drunk-driving law by systematically measuring the breath-alcohol content of impaired drivers and presenting this evidence in court.

The Bureau of Support Services administers the Division's training program through the new State Patrol Academy near Sparta. Dedication and an open house took place on September 11, 1987, with a great deal of fanfare and attendance by a number of dignitaries including the Governor.

In 1987 over 1,700 state and local law enforcement officers received traffic law enforcement training in at least one of the 38 training programs at the Academy. This represents more than a 70% increase over the previous year. This also indicates an increasing demand for training at all levels of traffic law enforcement statewide.

These human resource development activities and other services of the bureau are described in more detail elsewhere in this report. I invite you to read the balance of this report and learn how our quality training enhances the work of the State Patrol and much of local law enforcement throughout Wisconsin.



**PLANNING AND BUDGET SECTION**  
**Alice M. Morehouse, Chief**

Planning and Budget's goal of assisting the Wisconsin State Patrol in achieving its mission is twofold. The Section monitors the operational cost of the Division to insure fiscal accountability and to provide the Division's management staff with the information necessary to operate their programs. The Section also helps prepare the Division for the future through long-range

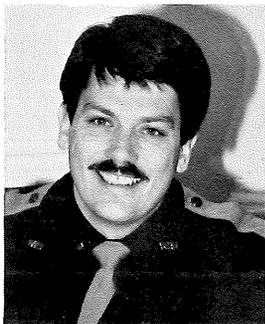


planning which identifies and analyzes issues, assisting the Administrator and management staff in the decision making process.

Planning and Budget assumes a number of roles: The Section was a teacher in 1987 when familiarizing management staff with requirements of the operating budget. It monitored the budget process and advocating the needs of the Division as the 1987-89 budget moved through the legislature during the first six months of 1987.

During 1987, Planning and Budget expanded on projects begun in 1986 by implementing a planning process to identify topics for staff to research throughout the year. Three of the studies were underway at the end of 1987: the Motor Carrier Study, the District Headquarters Facilities Evaluation and the *Business Strategic Plan*. To be completed by June 1988, these three studies, along with the Academy Rate Setting project completed in 1987, will prepare the Division for the 1990's.

In 1987 the staff in Planning and Budget expanded their knowledge of the daily operations of the State Patrol. Staff members participated in management training held at the Academy and attended Bureau of District Operations meetings and Division Administrative Conferences statewide. These programs, in addition to data processing training, helped improve Planning and Budget services to the Division.



**PERSONNEL SECTION**  
**Lt. Douglas L. Van Buren, Chief**

Personnel management affects every aspect of the State Patrol's daily operations, including everything from selection and promotion to motivation and retirement. Identifying current and future human resource needs in the Division of State Patrol has been, and continues to be, the most significant responsibility of the Personnel Section. Improving the selection and utilization of personnel is the key to improved police service. This becomes particularly clear when one considers that about 85% of the Division's budget is associated with personnel costs.

The Division of State Patrol is making good progress toward a valid, job-related equal employment personnel system. The Division has avoided labor unrest by staying abreast of legislative mandates and changing regulations. The State Patrol has maintained a positive personnel process through a variety of procedures directed toward a progressive and equitable use of our human resources.

During 1987 22 Enforcement Cadets graduated from the Wisconsin State Patrol Academy; 36% were female and 27% were members of protected groups.

Law enforcement has undergone many changes over the years. Most of these changes have been technological or related to legal procedures. The change we have experienced has been evolutionary. Methods and procedures have changed, but the purposes and outcomes of the job have remained the same.

The Personnel Section philosophically stresses the importance of a positive attitude. We recognize and have implemented effective personnel services ranging from accomplishment of the Division's mission to meeting the personal needs of individual employees.

As a result of the Division's progressive promotion and training process, a number of staff were promoted to and within the supervisory ranks in 1987:

Douglas Notbohm	Dist. 8	Sergeant
Kevin Lynch	Dist. 2	Sergeant
Fred Wahls	Academy	Lieutenant
Jerome Blied	Admin. Off.	Colonel
Geoffrey Snyder	S.H. BOC	Electronics Supv4

**1987 STATE PATROL RETIREMENTS**

Chem Test Coord. John Offerman	31 years
Insp. Levi Dary	19 years
Insp. Donald Boinski	19½ years
Insp. Alden Lee	19½ years
Insp. Donald Jazdzewski	20 years
Insp. John Andersen	26 years
PA 2 Calleen Remington	30 years
PCO Marvin Fox	33½ years
Tpr. Everett Biles	21 years
Tpr. Edwin Kujawa	30 years
Tpr. Arthur Schrock	30 years
Tpr. Donald Jackson	30½ years
Tpr. Raymond King	31 years
Tpr. Alfred Foskett	26½ years
Tpr. William Plendl	31 years

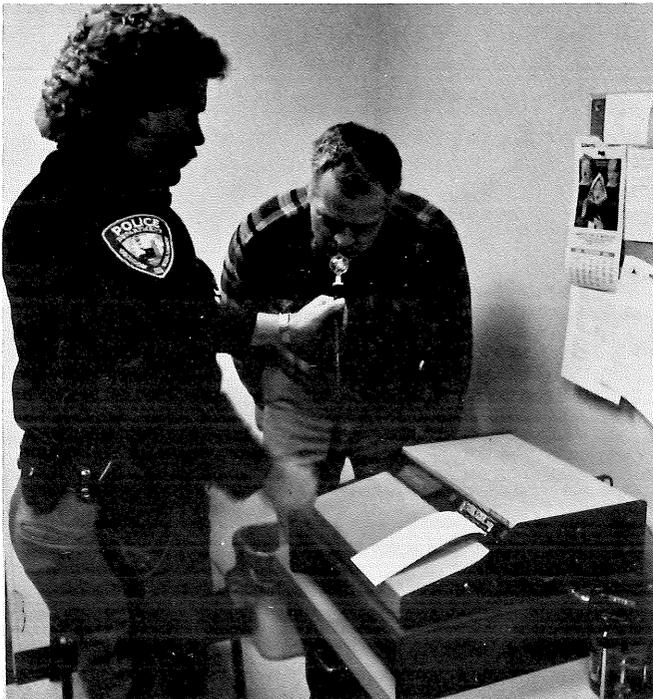


## CHEMICAL TEST SECTION Thomas E. Geske, Chief

The Chemical Test Section is committed to reducing the number of impaired drivers on Wisconsin highways through a rigorous breath-alcohol analysis program.

To achieve this goal, the section administers a breath-alcohol testing program involving all state law enforcement agencies. This program provides breath testing instruments to the agencies to determine breath-alcohol content of the suspected motorist and Section staff training other agencies' employees to operate breath-testing instruments. It also provides technical support for prosecuting motorists charged with intoxication.

The Chemical Test Section is active on the national level in addition to state-wide activities. During September 1987, in the city of LaCrosse, the section sponsored a workshop on breath-alcohol testing. This meet-



A local law enforcement officer administers a breath alcohol analysis



Governor Thompson pays a visit to the Division's Chemical Testing Laboratory

ing attracted over forty program directors and scientific experts. They represented sixteen states from as far away as New York, Louisiana and California. This was the second national program sponsored by the section and plans are underway for another one in 1988.

The section maintains two separate facilities, a central office and research laboratory in Madison and an instrument service center in Sheboygan. The Sheboygan facility repairs breath testing instruments in-state rather than sending them back to the manufacturer for repair. This procedure is very cost efficient and enables us to provide the highest possible level of support to the enforcement effort.

Presently this section maintains 230 evidential breath-alcohol testing instruments and 1800 pre-arrest breath screening units. These units are operated by over 5000 law enforcement officers who have been trained and certified as operators. This equipment and training is furnished, without cost, to all law enforcement agencies. In 1987, the section conducted thirteen training courses and certified over 390 officers as breath test instrument operators.

The staff of this section testified in over 150 contested court cases involving drinking and driving. These actions represent a remarkably small percent of the more than 30,000 motorists convicted of this violation in 1987.

The breath-alcohol test continues to be the test of choice for the vast majority of law enforcement agencies.



# ACADEMY



**Captain David L. Schumacher,  
Director of Training**

On behalf of the staff and leadership of the newly constructed and dedicated State Patrol Academy, I am pleased to present an overview of our history, training policy and operating efficiencies.

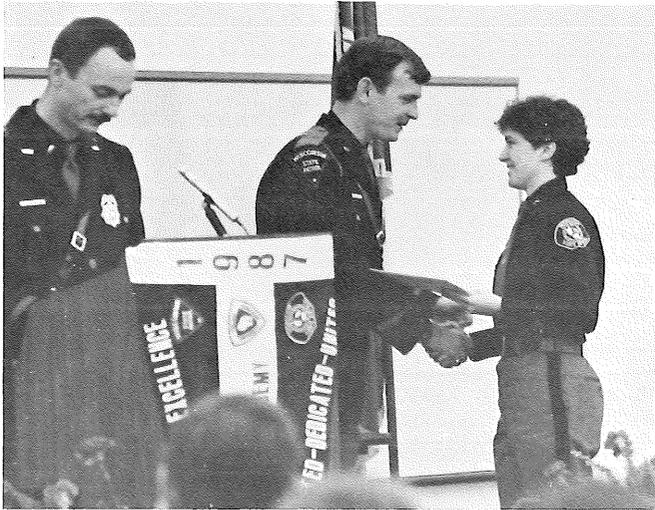
**A look back:** 1987 will be remembered as the year of the new Academy. The training history of the Division of State Patrol will be forever divided into those 32 years of living and learning in the old World War II barracks of Fort McCoy and the modern era of training inaugurated with our new facilities. We hold the highest regard for our Academy history, which began in 1955 when Governor Walter J. Kohler increased the strength of the patrol from 70 to 250 officers. He and the Wisconsin legislators were responding to the 932 traffic-related deaths in 1955. The 180 new and 70 existing officers were trained at Fort McCoy under a two-year contract with Illinois' Northwestern University Traffic Institute. It was during this time that a cadre of training officers was developed to carry on activities of the newly established Academy. Subsequent legislative actions have brought our uniformed strength to over 385 troopers and 90 inspectors, thus intensifying the need for recruit basic, in-service and specialized training.

**Recruit basic training:** The recruit basic training program provides the instructional foundation for all sworn personnel of the Division of State Patrol.

Candidates who are selected after the written exam, oral interviews, physical and psychological screening are appointed as Enforcement Cadets and report to the Academy for training in July of each year. Trooper cadets must complete 20 weeks of intensive training with a score of 70% or above on each of four basic



**The new State Patrol Academy was dedicated on September 11, 1987**



Graduation day for the 36th Recruit Class

unit courses. The courses cover general police subjects, general law, traffic law enforcement and traffic accident investigation. Additional proficiency courses cover such topics as crash injury management, firearms training, mechanics of arrest, emergency vehicle operation, radar operation, and officer survival training. Academic standing is based on a combination of weekly examinations, unit course final examinations, final spelling examination, a score for the notebooks maintained on each unit course and project work. Upon completing trooper enforcement cadet training, students are eligible for promotion to Trooper 1. Assignments are based on scholastic standing. If there are not enough trooper vacancies to place all graduating trooper cadets, those cadets who were not able to select a trooper assignment will receive inspector assignments until more trooper positions become available.

Inspector cadets must pass three basic units (excluding traffic accident investigation) and all the same proficiency courses except radar and Intoxilyzer operation. The inspector course lasts 15 weeks. Upon completion of training, an inspector enforcement cadet is assigned as an Inspector 1. Assignments are made according to scholastic standing.

**In-Service Training:** A variety of periodic in-service training is required for all Division personnel. Sworn personnel receive training each year which serves to maintain their competencies in a number of subject areas, such as firearms requalification, contemporary

law enforcement topics, new safety belt and drunk driving laws, public relations, and first aid techniques. Management staff of the Division receive regular in-service training related to such areas as computer technology, personnel management, planning, budget and business communications.

**Specialized Training:** This training includes subject areas such as traffic law enforcement, police traffic radar, professional supervisory development and police firearms instruction. In 1987, 38 separate programs were offered. Since 1985 training program offerings have increased more than 60%.

The Division of State Patrol provides specialized programs of instruction to federal, state, county and municipal law enforcement personnel.



In 1987 more than 26% of the law enforcement students at the Academy were from local law enforcement agencies

**The Modern Training Environment:** Today's curriculum is designed to meet the needs of Wisconsin's traffic law enforcement officers. Our programs are designed and taught by a staff of competent law enforcement professionals who have many years of experience working to improve Wisconsin's highway safety environment. As each year's curriculum is developed our instructional staff must deal with an increasing flood of technological and legal changes that affect Wisconsin's highway safety.

Our new Academy's facilities, equipment and staff provide the means to meet these instructional needs. For example, new breath-alcohol examination techniques are taught for the implementation of Wisconsin's tougher drunk driving laws. Another example is



Graduates of the 36th Recruit Class, July 6 to November 19, 1987

that our troopers must receive special training to deal with communicable diseases. This is because our staff provides first-responder aid at fatal and personal injury accident scenes. All troopers have now received transition training and carry 9MM, semi automatic weapons. This improved weapon technology provides additional measures of security for our uniformed personnel as they exercise their law enforcement responsibilities.

**A Look Into The Future:** Wisconsin's traffic law enforcement environment is changing. We must expect these changes to continue and to accelerate in the years to come. More and varied challenges to Wisconsin's highway safety are just over the horizon. We have the facilities, equipment and competent staff at our State Patrol Academy to develop the training programs necessary to meet these challenges.

Our classrooms are equipped for computer-assisted instruction. Other instructional equipment is state-of-the-art, designed for the delivery of our intensive, specialized programs. We have a six-lane, computerized, indoor firing range designed to maintain the weapons

competency of all armed personnel. Our police communications training program is undergoing an in-depth review as the statewide communications system is being modernized.

As critical as these changes in technology are to our training effort, the quality of our instructional and support staff will remain our number-one training priority. It is for this reason that we continue to place special emphasis on our Academy staff in-service and instructor development programs. In this regard, our guest instructor program draws on training and instruction expertise from within the Division of State Patrol and from other organizations nationwide, public and private.

Our challenge for the future is clear. As we do our critical part in maintaining Wisconsin's highways as some of the safest in the nation, we must maintain the flexibility and foresight necessary to meet whatever training challenges may arise.

# BUREAU OF DISTRICT OPERATIONS



**Major George P. Wenzel**  
Director



**Captain Marsha M. Wiley**  
Deputy Director

"Congratulations! You have finished another step in the life-long course of study and training which promotes a meaningful career in law enforcement." With these words, a guest speaker at a Northwestern University Traffic Institute seminar sent the graduates back to their departments and communities. Unknowingly, he articulated the Division of State Patrol basic policy, practice and philosophy.

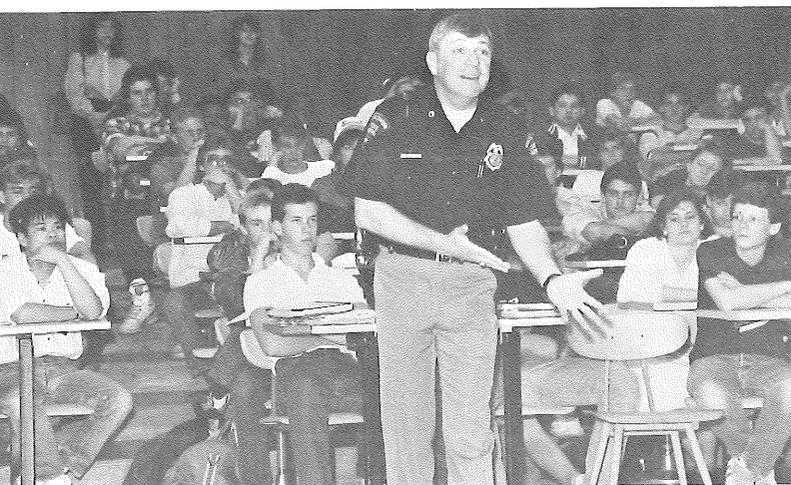
The Patrol has long recognized the need to train for high quality public service. Since the mid-1940s, the Division has provided Recruit, In-Service, Advanced Management/Administrative and Specialized training. The Patrol used the services of Northwestern University Training Institute, Federal Bureau of Investigation, University of Indiana, as well as some industries such as Federal Signal and Smith & Wesson Firearms, to name a few. Recently, many of these specialized and advanced administrative training programs have been held at the Academy, an in-state trend we expect to continue.

The product of this continuous training is a thoughtful, disciplined State Patrol trooper or inspector, knowledgeable in the law, as evidenced by daily problem recognition, and disciplined, because of an ability to adapt to any situation while acting in a self controlled manner.

The high quality of our training was validated by our trooper and inspector activity during 1987. Troopers were involved in over 10,000 incidents involving drinking drivers, over 1,300 criminal and misdemeanor arrests and 700 juvenile custody incidents.

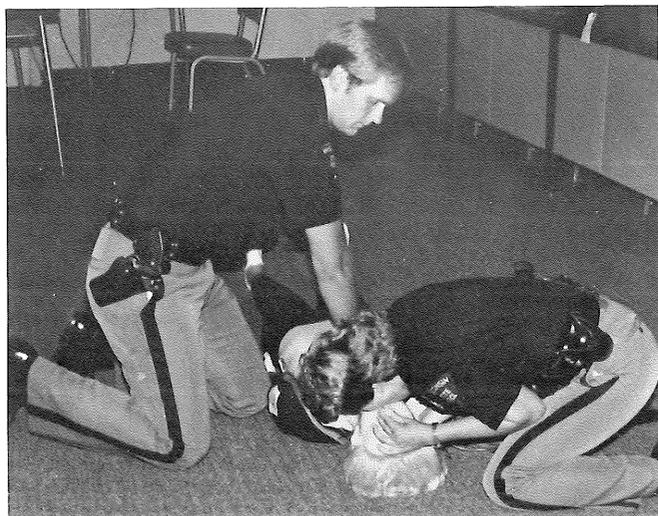
Our districts worked together on a number of state-wide projects: protective service during a visit by President Reagan to Wisconsin, delivering hepatitis serum and blood samples between the state hygiene laboratory in Madison and the site of a hepatitis outbreak in Door County, escorting numerous "haylifts" for farmers in drought-stricken northern Wisconsin, and providing security for a tour of the Magna Carta across the state. During the State Fair in West Allis they passed out information to the public and took pictures of youngsters on a State Patrol motorcycle; during National Transportation Week, a number of districts conducted booths at shopping malls.

Inspectors, working at permanent scales and on mobile weight patrol, inspected more than 1,240,000 trucks in 1987. They stopped more than 36,000 trucks which were overloaded or otherwise not legally registered. The Inspectors also did more than 16,000 safety inspections of school buses and human service vehicles.



**Many thousands of our high school youth receive drug and alcohol awareness training**

The Motor Carrier Enforcement-Management Information System was fully implemented in 1987. This system permits personnel at 16 permanent weigh stations to make inquiry of 34 different motor carrier computer files. It also creates a record on the Motor Carrier Inspection Report file. Carriers incur fewer and shorter delays as a result of the automated system. Approximately 92 inspectors and 30 troopers have been trained in this information system.



**All State Troopers are annually recertified to administer life saving techniques**

Three additional inspectors were trained and assigned to the Motor Carrier Safety Assistance Program (MCSAP), expanding this program to 13 inspectors. MCSAP focuses on heavy commercial trucks and tractor-trailer combinations. Of the more than 11,000 vehicles inspected, 40% were placed "out of service" until repairs to safety equipment were made, while 24% of the drivers were taken "out of service" for driving too many consecutive hours with insufficient rest.

Wisconsin's MCSAP implemented the Safety Net Activity in June 1987. This activity enters all inspections in a computer file, which is transmitted monthly to the Bureau of Motor Carrier Safety in Washington, D.C. A national file of motor carrier history has been established to automatically evaluate the program. Ultimately, Safety Net will be a valuable tool for efficient, effective and economical program management.

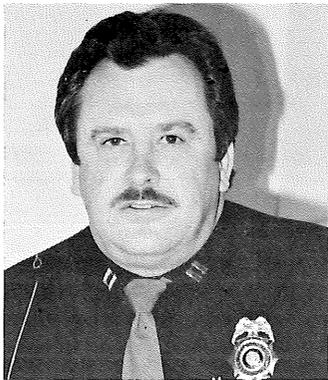
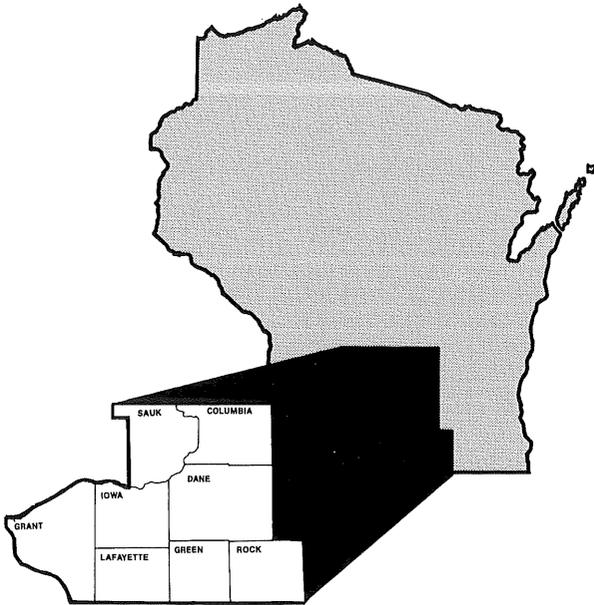


**More than 16,000 safety inspections of school buses and human service vehicles were performed**

The Division has met its statutory obligation by annually inspecting and certifying the vehicles and equipment of more than 900 ambulances, operated by more than 400 providers in Wisconsin. Eleven of these providers are from Illinois, Michigan and Minnesota.

In total, our troopers and inspectors were involved in more than 537,000 public contacts during 1987. A total of 326,000 service, safety and other non-enforcement contacts were made in 1987. Service contacts represent nearly 70% of all contacts for 1987, which was a year of high-quality service.

# STATE PATROL DISTRICT ONE



**Captain  
William L. Singletary**

During 1987 Dist. 1 took advantage of numerous opportunities to provide the message of highway safety to a wide spectrum of the public. Troopers, inspectors, supervisors and management personnel at the district level were involved in safeguarding today's highway safety environment and ensuring a sound foundation for the future of highway safety. This is accomplished through involvement with schools, private industry and the state government system.

Public information contacts were made throughout the counties in Dist. 1. These contacts involved various

organizations: boy scouts, girl scouts, preschoolers, disabled children, service organizations as well as Kiwanis and Optimists and a variety of church groups.

State Patrol personnel spoke to private businesses such as Oscar Mayer, Wisconsin Bell, Wisconsin Power and Light, American TV, Bjustad Trucking, and Stouffer Seeds and organizations such as the Beloit School Bus Drivers Union. The information presented promoted a better understanding of such issues as Operating While under the Influence enforcement, speed laws and various motor carrier issues. We are sure that these types of contacts promote increased voluntary compliance by the motor carrier industry and the public. These efforts are made in order to avoid hazardous moving violations which contribute to the loss of life and property on our State's highways.

Throughout the year, Division of State Patrol personnel in Dist. 1, in cooperation with the Office for Highway Safety, presented the "Nothing to Lose" program in schools throughout the district. This program educates our youth in the dangers of drug and alcohol use. Our personnel visited drivers education classes to provide safety messages to our young people.

During National Transportation Week, State Patrol personnel were on hand at West Towne and South Towne shopping malls in Madison and during National Police Week, offered a display booth at a shopping mall in Rockford, Illinois. Many positive comments have been received regarding Division involvement in these activities. Personnel assigned to these details thoroughly enjoyed the thousands of visitors to our displays and the many new friends who were made for the Division.

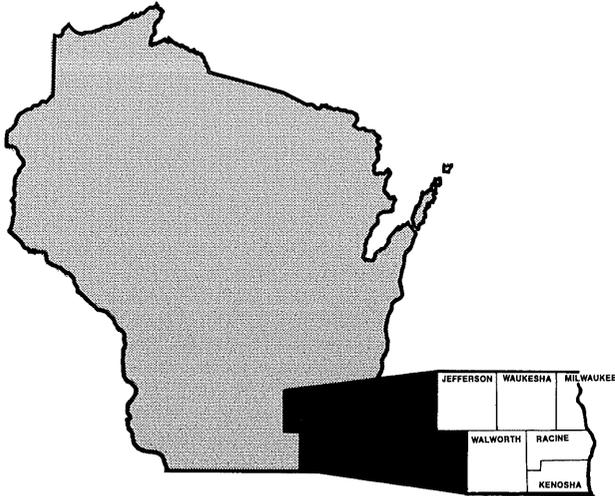
As usual, the Division assisted county and municipal police officers with traffic direction at many special events and parades. These occurred throughout the year. During the Rock County Fair, Dist. 1 assisted at the Public Service Booth.

Dist. 1 inspectors attended the State School Bus Convention in Oshkosh and the Midwest Regional Towing and Recovery Trade Show. These contacts have contributed to increased voluntary compliance on the part of the motor carrier and towing industries in our state.

Dist. 1 personnel assisted in the hay lift to distressed farmers in northern Wisconsin, and provided support and technical assistance during the filming of TV commercials and specials which related to highway safety. Excellent rapport with local members of the press and media contributed to the district and Division's ability to provide a consistent message of safety to many thousands of people in southern Wisconsin.



# STATE PATROL DISTRICT TWO



**Captain  
Roger F. Hlavacka**

Dist. 2 assures highway safety in six southeast Wisconsin counties, including Jefferson, Kenosha, Milwaukee, Racine, Walworth and Waukesha. These counties cover 2,500 square miles and involve approximately 1.7 million people and over one million registered vehicles. Dist. 2 is, geographically, the smallest district in the state but includes approximately one third of the state's population.

**Service to other agencies:** We provided services to a number of local and county agencies, including:

On July 27, 1987, Dist. 2 assisted Dist. 3 with providing security for President Reagan, involving 4 supervisors and 23 troopers.

On August 15, 1987, 10 troopers and a supervisor provided an escort for approximately 94 semis and 43 small vehicles hauling hay to drought-stricken northern Wisconsin farmers. The vehicles were broken down into groups of 5, and departed from Waukesha to Spooner in 30-minute intervals.

Troopers and Inspectors provided 6,679 motorist assists on Dist. 2 highways. These assists included disabled vehicles, vehicles out of gas, tire changes, as well as personal and emergency services, including aid to 4 disoriented/lost people and 15 medical assists.

On June 26, 27 and 28, 11 Dist. 2 troopers and sergeants assisted the Walworth County Sheriff's Department with enforcement surrounding the "Grateful Dead" rock concert at the Alpine Valley Music Theater in East Troy. District personnel wrote 314 traffic citations, including 110 for Open Intoxicants and 166 for Speeding, expending 242 enforcement hours.

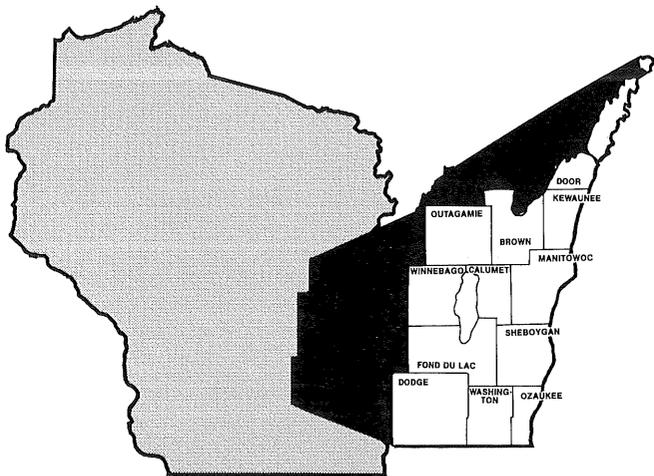
The Motor Carrier Safety Assistance Program (MC-SAP) has generated numerous inquiries from the trucking industry and general public as to vehicle requirements and driver logs. By request, Dist. 2 inspectors have given six presentations to local trucking companies at their safety meetings.

Members of Mt. Pleasant, Greenfield and Menomonee Falls Police Departments have requested and received training from inspectors in reference to size, weight and permit laws. Considerable telephone assistance was given to local police and sheriff departments to interpret motor carrier laws, i.e., Trans Orders and Federal Code Title 49 Regulations. Our expertise in Trans 300 (school bus) was called on by the Milwaukee Police Department in a fatality involving a school bus.

Inspector staff at the Kenosha and Racine Scales have provided nine class tours of the scales. Each tour offers an insight to inspector duties as well as explanations of applicable laws. The groups included students from Gateway Technical College.

During 1987 the Communications Center of Dist. 2 assisted in the recovery and verification of 26 stolen vehicles. Also 458 wanted-person warrants were served and verified—436 entered by Wisconsin agencies and 22 from the federal agency files. Our police communications operators assisted with and coordinated calls to the Flight for Life Helicopter for individuals injured in accidents on seven different occasions.

# STATE PATROL DISTRICT THREE



**Captain  
Bill DeGuire**

Traffic safety was our message in 1987. We carried this message to the public in all of our normal law enforcement activities. If there were large gatherings of people, we were there.

1987 presented a unique opportunity for Dist. 3 to share the message of traffic safety and work with the public it serves. During this year, we managed 149 special details and dedicated 1,845 hours to working with and assisting the public in Wisconsin. More than 15,750 people were personally addressed by members of this district. Some of the major topics were Operating While Intoxicated, demonstrations of various speed enforcement equipment and new legislation such as the seat belt law. We also assisted various community service clubs by sharing the traffic safety message.

The Magna Carta was on display within Dist. 3 during this year. It was a rare opportunity for members of the public to view a document which is a part of world history. Dist. 3 personnel escorted the Magna Carta and provided security so that members of the public could view this world renowned document.

The Sheboygan County municipal airport celebrated its 25th Anniversary in 1987. The Wisconsin State Patrol was the only law enforcement agency to participate in this event. The State Patrol aircraft was on display as well as cruisers and motorcycles. The seat belt convincer, which simulates the effects of a 7 mph accident impact, was demonstrated.

The internationally known Elkhart Lake Race Track again conducted its five major races for the year. The attendance for 1987 was 212,000 people. Our primary role at these races is to assist local law enforcement with traffic control. The seat belt convincer was used at this event and it generated a significant amount of interest. The Experimental Aircraft Association Convention, another internationally known event, drew approximately one million people to Oshkosh. The Dist. 3 role in this event was to assist with the traffic flow.

Various shopping malls throughout the Fox River Valley created an opportunity for us to demonstrate the purpose of the Division of State Patrol and to further enhance the image of the role of transportation in our society. Mall demonstrations were a success, well attended and numerous people stopped by to chat in a very friendly atmosphere.

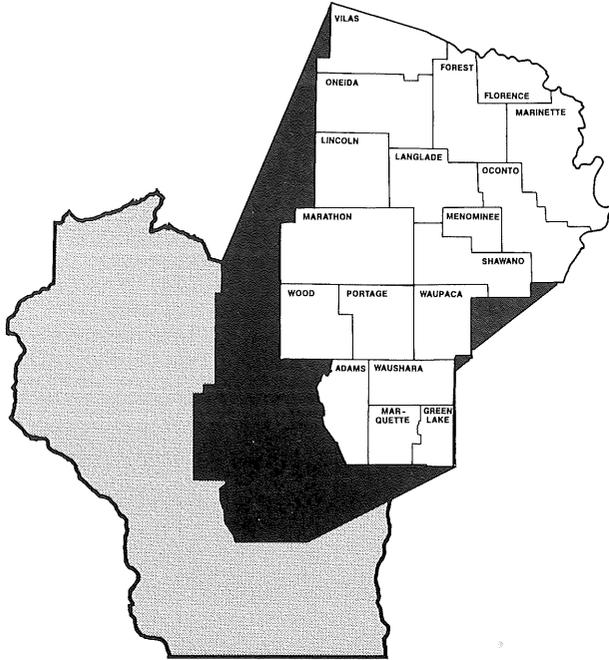
Our State Patrol Dist. 3 and the University of Wisconsin-Oshkosh have worked together during this year. One class provides instruction to students who are seeking careers as journalists for the electronic media. Throughout the year, these students gather their filming equipment to become a news reporting team; at Dist. 3 they conduct interviews on various traffic-related events. This was a truly unique opportunity for them to learn about services provided by our Division.

Dist. 3 provided 59 Certificates of Appreciation to members of the public for their achievements and assistance during the year. During 1987, citizen-band radio users assisted the Division by notifying us a minimum of 41 times regarding hazardous situations along our highways where an enforcement action could be taken.

Our highways are safer and our public is better informed, because we were there!



# STATE PATROL DISTRICT FOUR



**Captain William A. Harvey**

Dist. 4's headquarters, strategically located near Hwy. 51 in the City of Wausau, was the center of activity for many events in 1987. We are located a short distance from Rib Mountain State Park and Ski Resort with direct access to Hwy. 51, a major north-south four-lane highway. The headquarters was a favorite meeting spot for government agencies and civic groups. More than 106 reservations for meetings were honored in 1987. Over 3,200 persons attended meetings or training sessions at our headquarters facility.

Midstate and North Central Technical Colleges are just two of the many consumers of Dist. 4 instructional services. In 1987, 31% of uniformed personnel were active as teachers or instructors throughout the state.

Wausau's North Central Technical College, in addition to using numerous Dist. 4 personnel as instructors in their Police Science Associate degree program, has an intern agreement with the district. Each year 8 to 10 police science students are assigned to work in a variety of State Patrol activities to acquaint themselves with the roles and duties of the State Patrol.

During 1987 Inspectors in Dist. 4 participated in testing and evaluating three new types of portable scales. In many areas of the district only the portable scale is available for weight enforcement.

We were pleased to honor requests for training and assistance in truck enforcement by many local agencies who previously had not been involved in this important aspect of highway safety and preservation. Marshfield, Weston, Stevens Point, Vilas County were just a few of the many agencies that were involved in truck enforcement in 1987.

In 1987, after extensive training, three Dist. 4 inspectors began inspecting heavy trucks for safety violations in the Motor Carrier Safety Assistance Program. Critical areas such as steering, brakes, tires and suspension were emphasized. An unexpected benefit of this training was realized when a MCSAP trained inspector was called to the scene of a fatal accident involving a semi-unit. A detailed inspection revealed the previously undetected cause of the accident, over 50% of the brakes on the semi were defective and not working. MCSAP inspectors are now routinely called to inspect heavy trucks involved in serious accidents.

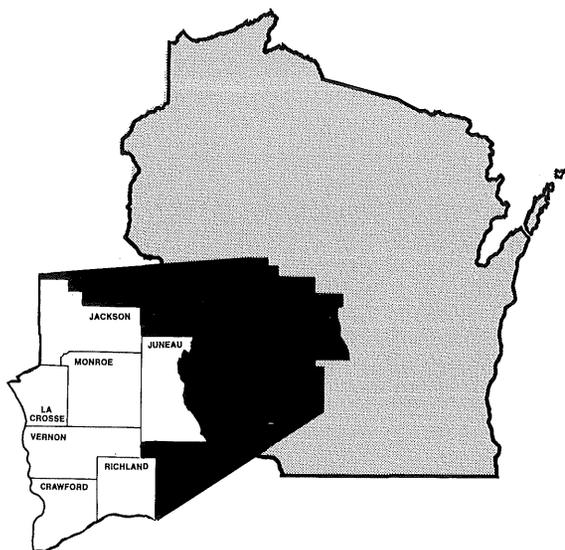
Our uniformed personnel regularly receive in-service training, and annual recertification in such skills as CPR, radar, Intoxilyzer and speed computer. All troopers received training in operation of our new portable mobile vehicular radio and P-85 Ruger 9MM automatic hand gun.

In October Dist. 4 troopers assisted in the ribbon tying ceremony at Westfield, Wisconsin signifying the completion of the four lanes of Hwy. 51 from Portage to Merrill, Wisconsin. The opening procedure was led by the district's newly acquired 1987 Ford Mustang marked squad car. With the completed highway serving as a Gateway to Wisconsin's four-season vacation-land, we experienced an immediate increase in traffic.

The District showed increases in many areas of public service. Citizen contacts increased by 6,458 over 1986, to a total of 71,026. More than 2,400 school bus inspections were conducted and over 16,200 warning tickets were issued.

The year 1987 was highlighted by training. It was a year in which training paid off.

# STATE PATROL DISTRICT FIVE



**Captain  
Michael A. Moore**

During 1987 the registration counter at Dist. 5 dealt with more than 750 walk-in registration assists and other inquiries, while the Communications Center handled over 2,000 walk-in requests for registration and drivers license inquiries.

The Dist. 5 Communications Center handled over 1,000 public assistance walk-ins with requests for various types of information. We also handled over 24,000 phone call inquiries for assistance ranging from registration problems to attempts to locate overdue motorists.

Dist. 5, in cooperation with the Wisconsin State Patrol Academy, provided the 36th Recruit Class, as well as many county and municipal officers, with practical training at our state weigh stations and Communications Center. Our personnel also provided speedometer certifications for over 100 county, municipal and Department of Natural Resources law enforcement vehicles.

Our West Salem scale was upgraded near the end of 1987. The new facility will provide the inspectors and truckers with a more efficient weighing operation, resulting in less down time for the trucking industry and more efficient use of the inspector's time.

Informational presentations to civic groups were actively pursued during 1987, resulting in an increase in the number of citizens who had the opportunity to better understand the operation of our Division. We also discussed other Transportation Department and Division of State Patrol concerns in addition to law enforcement topics. We played an active role in high school and college career days and also participated in several area drivers education classes.

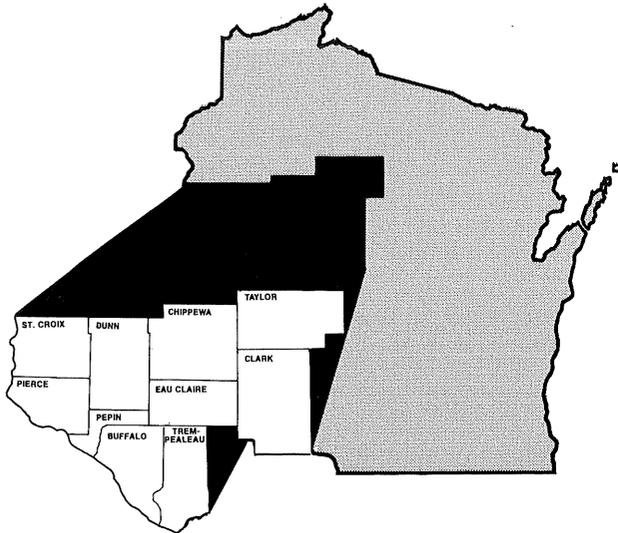
Dist. 5 is actively involved with a boy scout explorer post which familiarizes many young people regarding a career in law enforcement and public service. We provided tours and question and answer sessions for several area cub scout troops.

On January 6, 1987, a mental patient escaped from the psychiatric unit at the Boscobel Hospital. The subject then stole a handgun and shells from a Boscobel sporting goods store. Trooper Kersten Rocksvold of Dist. 5 was in Boscobel near the store from where the handgun was stolen. The clerk from the store spotted the trooper and advised him of the situation. Trooper Rocksvold confronted the subject, who was walking between two buildings.

Trooper Rocksvold ordered the subject to halt; however, he continued walking away. The subject then pulled the handgun from his shirt and fired one round into a parked car and another round upward in the air. Trooper Rocksvold again ordered the subject to halt, at which time he threw the handgun into a nearby lawn. Trooper Rocksvold then handcuffed the subject and turned him over to the Boscobel chief of police. The only injury or damage incurred was the shattered windshield of the parked car. Trooper Rocksvold displayed courage and calmness in controlling this volatile situation.



# STATE PATROL DISTRICT SIX



**Captain  
Sterling J. Standiford**

During 1987, Dist. 6 continued its commitment to highway safety and service to the motoring public. An important part of our public service effort is directed toward the youth of our communities. Dist. 6 troopers participated in several "Nothing to Lose" programs with representatives from the Office for Highway Safety. Troopers also appeared before a number of driver education classes and school assemblies. All totaled, the youth contacted by Dist. 6 personnel in 1987 numbered over 3,000.

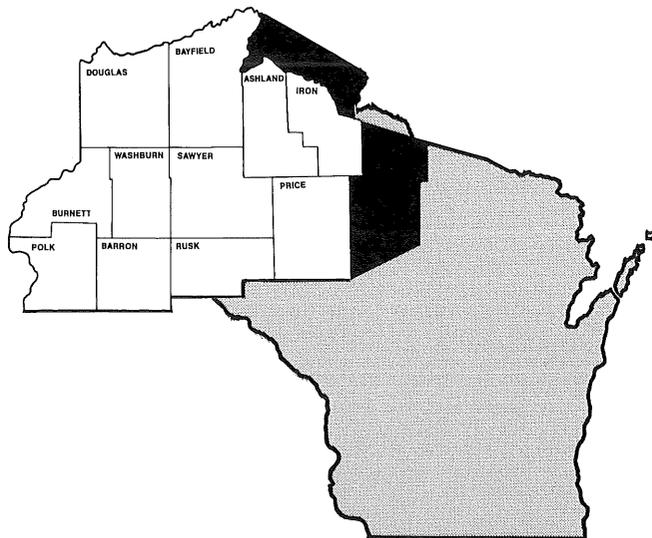
District personnel also made personal appearances before more than 1,000 adults in 1987, explaining our mission and various laws and programs. Groups requesting speakers included volunteer fire departments seeking advice on emergency vehicle operation, fraternal orders, service clubs, and county highway maintenance workers.

The Northern Wisconsin State Fair in Chippewa Falls concluded a six-day run in late July. For the first time ever, the Wisconsin DOT sponsored and staffed a large booth featuring issues in transportation. State Patrol personnel were actively involved in this program. Dist. 6 troopers demonstrated the Intoxilyzer 5000 and answered questions from citizens on practically any issue of State Patrol responsibility. The fair booth also featured exhibits of a number of other DOT activities, including driver licensing and highway construction. Troopers conducted nearly 800 Intoxilyzer courtesy checks. More than 75,000 people attended the Northern Wisconsin State Fair.

During 1987, two sergeants and a police communications supervisor began a ten week advanced administrative training program at the new State Patrol Academy near Sparta. The program, presented by Northwestern University's Traffic Institute, will continue in 1988. Seventeen supervisors from other districts and twenty local officers completed the forty person class. Completion of this program will insure that seven of nine district supervisory staff will have benefited from advanced administrative training.

Dist. 6 personnel look forward to a challenging and rewarding 1988. We are proud of this year's accomplishments. Highway safety, motorist education, and service to the motoring public were the 1987 "watch words." Personnel of Dist. 6 are committed to providing the very best of services to Wisconsin's motoring public. Resident and visitor alike are encouraged to get acquainted with the services provided by the Wisconsin State Patrol.

# STATE PATROL DISTRICT EIGHT



**Captain  
Richard C. Fankhauser**

During 1987, the 25 field troopers, four motor vehicle inspectors and four sergeants of Dist. 8 dedicated their efforts to the safe and efficient use of the more than 1,200 miles of state trunk highways located throughout the 11-county district. The large volume of tourists attracted to our area as well as the 221,000 year-round residents realized the benefits as the trucking industry and local users of the highway system responded positively to the state traffic laws.

During the course of their routine traffic patrol assignments, Dist. 8 personnel assisted other law enforcement agencies by serving 116 warrants. Emergency blood runs were completed on 28 occasions for critically ill patients. Thirteen accidents involving fatalities, 145 resulting in personal injuries and an additional 270 property damage crashes were investigated by troopers throughout the district. Approximately 200 Attempt to Locate Requests were received and acted upon.

During the winter months, field personnel were daily polled to ascertain the conditions of the highways throughout the District. This information was forwarded to Madison where it was compiled and made a part of the statewide road condition reports. A total of over 1,840 Motorist Assists were completed by field personnel. These contacts ranged from changing flat tires to providing transportation for motorists in need of help.

A major media event in which the Division of State Patrol actively participated was the Farm Progress Days held in Barron County in July. Planning for this event began early in 1986, and as a result, culminated in a flawless endeavor. The Division of State Patrol dedicated a total of 19 Troopers and two Sergeants to the task of traffic and crowd control. A daily influx of nearly 8,000 vehicles was estimated. Attendance was estimated to be 120,000 persons. Division personnel were assigned to traffic duties on the grounds. Dist. 8 secured use of the state aircraft which proved to be a valuable tool for this mission.

Dist. 8 has long recognized our responsibility to provide the maximum services possible to our customers, the citizens and visitors to the State of Wisconsin.



# STATISTICS

## WISCONSIN STATE PATROL ACADEMY STUDENT POPULATION 1980-1987

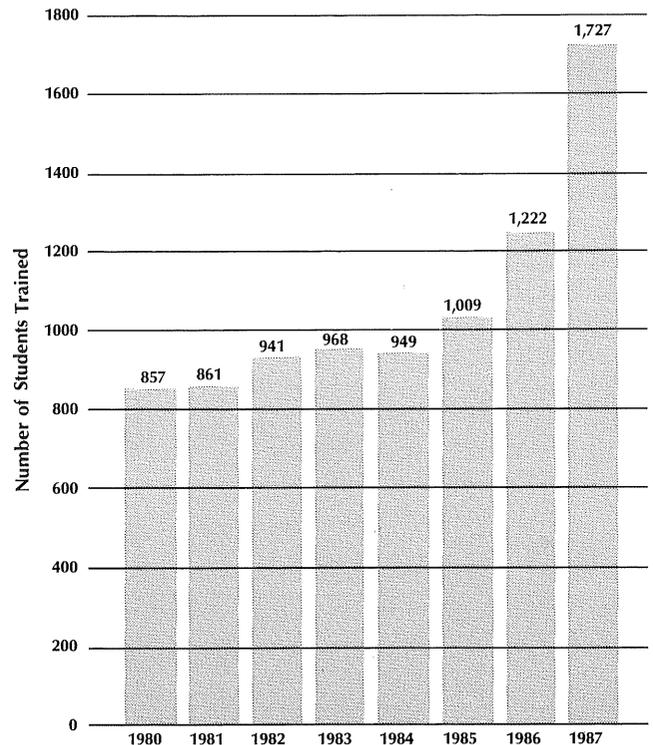
In 1987 the Wisconsin State Patrol Academy trained a total of 1,727 students in disciplines related to traffic law enforcement. When compared with 1986, this is a 41% increase in student population. The Academy has experienced a 70% increase in student population between 1985 and 1987. Much of this increase is due to utilization of the new facilities, completed in 1987.

The Wisconsin State Patrol has become the source of specialized traffic law enforcement training for many of Wisconsin's county and municipal enforcement agencies. In 1987 more than 26% of the law enforcement students at the Academy were from local law enforcement agencies. They participated in specialized training programs related to Police Staff and Command, Police Communications, Police Traffic Radar, Police Fire Arms, Chemical Testing as well as programs related to Management, Supervision, and Traffic Law. More than half of the 38 training programs offered at the Academy in 1987 were made available to local law enforcement agencies. This is a 46% increase in training programs in the past two years.

The three-year student population trend indicates a growing interest on the part of federal, state and local agencies, in Academy programs.

It is anticipated that the Academy, in 1988, will experience another significant increase in student population and that it will further expand its services to a widening variety of federal, state, county and municipal law enforcement students.

This chart shows the student population trend at the Academy, 1980-1987.



# WISCONSIN STATE PATROL DISTRICTS

## DISTRICT NO. 8

Capt. Richard C. Fankhauser  
P.O. Box C  
(Junction Hwys. 53 & 63)  
Spooner, Wisconsin 54801-0017  
715 635-2141

## LEGEND

- District Headquarters
- ▲ State Patrol Academy
- ★ State Headquarters

## DISTRICT NO. 4

Capt. William A. Harvey  
2805 Martin Avenue  
Wausau, Wisconsin 54401-9969  
715 845-1143

## DISTRICT NO. 6

Capt. Sterling J. Standiford  
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Eau Claire, Wisconsin 54701-8846  
715 839-3800

## WISCONSIN STATE PATROL ACADEMY

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608 388-2942

## DISTRICT NO. 5

Capt. Michael A. Moore  
Route 3, Box 242  
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Tomah, Wisconsin 54660-9449  
608 372-5998

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Hill Farms State Trans. Bldg., Rm. 551  
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608 266-3212

## DISTRICT NO. 1

Capt. William L. Singletary  
P.O. Box 7879  
4845 E. Washington Avenue  
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608 246-3220

## DISTRICT NO. 3

Capt. Bill DeGuire  
Box 984  
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414 929-3700

## DISTRICT NO. 2

Capt. Roger F. Hlavacka  
21115 Highway 18  
Waukesha, Wisconsin 53186-2985  
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