

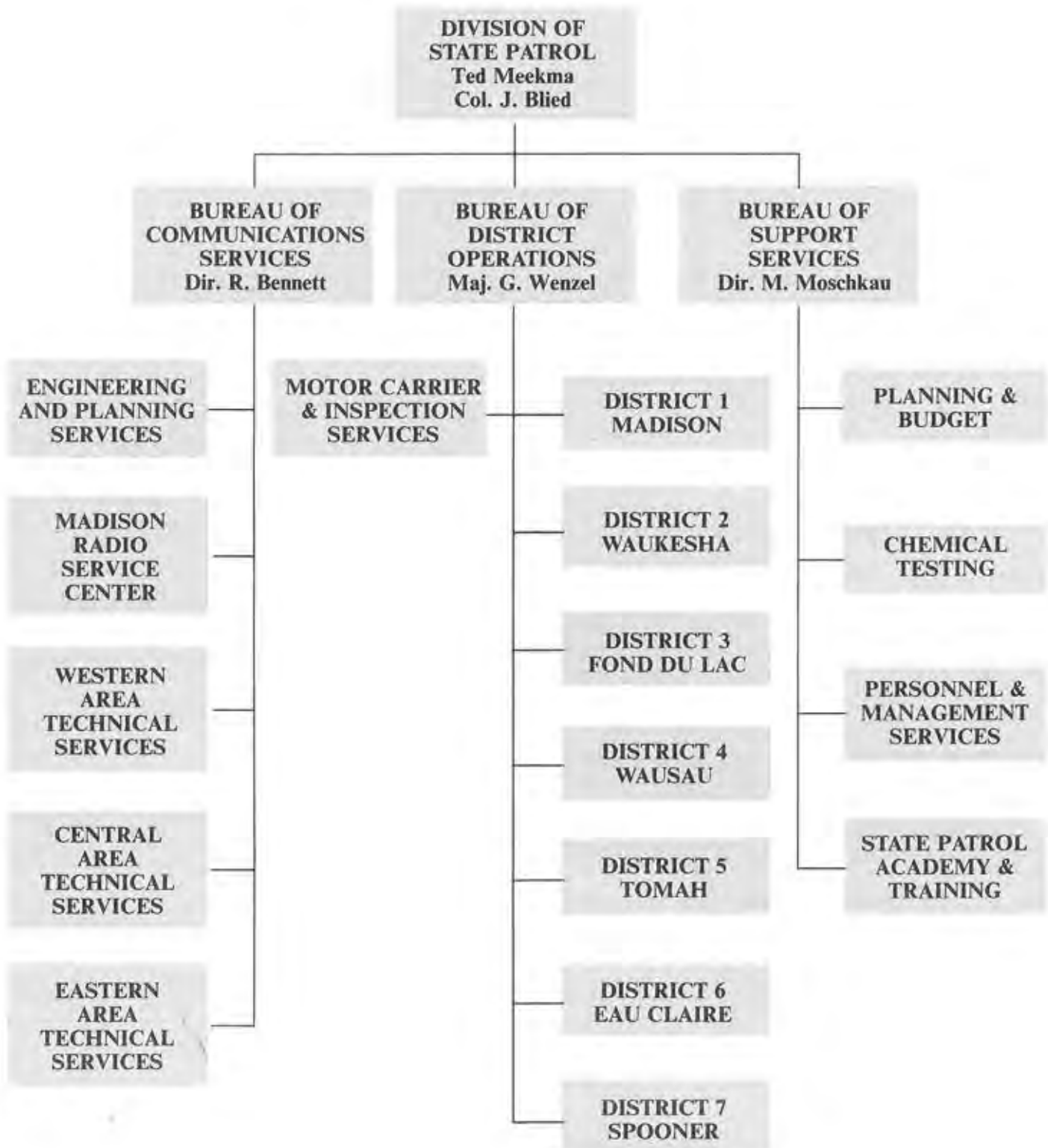
WISCONSIN
DIVISION OF
STATE PATROL
ANNUAL REPORT
1989

WISCONSIN
STATE
PATROL





ORGANIZATION



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ADMINISTRATOR'S MESSAGE



Ted Meekma

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

The Division of State Patrol submits for your review the following Annual Report of activities in 1989. As you have noted, your administration emphasizes the need for continuous effort in the area of highway safety. This effort is to be undertaken with a responsive attitude toward the needs of the motoring public in Wisconsin. This report describes the variety of State Patrol efforts on behalf of highway safety in Wisconsin. Wisconsin had one of its best highway safety years in 1989, due in great measure to our vigorous but fair enforcement of traffic safety laws. The highway safety services described in this annual report demonstrate our responsive attitude as we pursue our basic statutory responsibilities and major goals:

- The timely and courteous assistance to motorists in need of help.
- The fair and reasonable enforcement of traffic laws directed toward the reduction of traffic related deaths.
- The apprehension of criminals using Wisconsin's highways, particularly auto thieves.
- The efficient use of our resources in an effort to reduce costs while maintaining a high level of service.

In 1989 the State Patrol continued to build a program of highway safety services which seeks to put a friendly face on traffic law enforcement. Several human service and public awareness programs were enlarged and demonstrate our responsive attitude. These programs were established in cooperation with community civic and social service organizations statewide:

- **Salvation Army Program**—Sponsored in cooperation with the Salvation Army, this program seeks to provide needy travelers with emergency fuel, auto repairs, lodging and medical services. In 1989, 380 needy motorists were provided assistance through this program. The Salvation Army provided \$5,409 for this program.



Our State Patrol troopers frequently give of their time for charitable causes.

■ **Teddy Bear program**—Sponsored in co-operation with the Telephone Pioneers, an association of retired telephone company workers, this program is aimed at reducing the psychological trauma experienced by children when they are involved in accidents. The Telephone Pioneers provide teddy bears to be given to these children as a form of distraction during the stress of an accident.

■ **State Fair information services**—In 1989, as in other years, the Department sponsored an information service booth at the State Fair. The State Patrol participated in this program as well as at many other county fairs in an effort to make the public aware of the variety of highway safety programs provided statewide.

■ **Trooper and Traveler Program**—The motoring public proved to be a valuable resource of information for highway safety in 1989. Through the use of citizen-band radios, motorists regularly report safety hazards on our highways. Our troopers respond to these reports and take

corrective actions. In 1989, 128 certificates of appreciation were issued to motorists who helped the Patrol make Wisconsin's highways safe.

In 1989, our fiftieth anniversary year, we undertook a number of highway-safety initiatives and augmented several programs which have proven successful. These programs are described elsewhere in this report. I invite you to read of these successes throughout this report.

In a year of celebration for our fiftieth anniversary we were stricken by tragedy in our ranks. Trooper Deborah McMenamin was taken from us. Trooper McMenamin practiced the theme of making a difference in her daily life. By her passing we are reminded of the seriousness of our work. We are reminded of the dedication Deborah exemplified for each of us. It is for this reason that this Annual Report is dedicated in her memory.



AN OVERVIEW OF 1989 ACCOMPLISHMENTS



Colonel Jerome J. Blied

In 1989, safety on Wisconsin highways was advanced considerably by the State Patrol. This report will describe many of the efforts put forth by our organization as we maintain Wisconsin's highway safety reputation. These special efforts took place in such areas as legislative development, technology improvement, inspection services, training and public awareness projects related to alcohol and other drug abuse, as they relate to highway safety.

HIGHWAY SAFETY LEGISLATIVE INITIATIVES

As this report goes to press, the motor carrier program is about to improve significantly due to recent changes in the law regarding inspector authority. Inspectors will now have authority to:

- Enforce Wisconsin's laws regarding operating a motor vehicle while under the influence and absolute sobriety for the operators of commercial vehicles.
- Take physical custody of a subject upon notice of a warrant.
- Take appropriate action when crimes are committed in their presence.

We look forward to other highway safety legislative initiatives in such areas as safety belt use and drug and alcohol abuse prevention.

TECHNOLOGICAL IMPROVEMENTS

Our technology has improved more in the past three years than it has in the preceding forty years:

We have moved forward with our district communication center, console replacement schedule. District communication centers in Madison, Wausau, Eau Claire, and Spooner now have the new equipment.

Portable mobile vehicular repeater radios allow our troopers and inspectors to maintain contact with their district communications centers even when they need to leave their vehicles. More than 430 of these units have been purchased for our



field staff, adding an extra measure of safety and operating efficiency in a hazardous work environment.

Mobile data terminals will allow officers to access central computer files directly from their cars. They will be able to make driver's license and registration checks as well as a number of other requests for information using keyboard/terminals. A mobile data terminal pilot project was implemented in 1989 and will be expanded to learn the capabilities of this system.

MOTORIST ASSISTS

Officers assisted a record 40,236 motorists in 1989. These assists included routine calls to vehicle repair stations on behalf of stranded motorists as well as the rescue of the individuals from potential drowning and other life threatening situations. Over a million persons contacted patrol installations in 1989, seeking information, assistance and other services.

PREVENTION OF DRUG AND ALCOHOL ABUSE BY THE MOTORING PUBLIC

Drug and alcohol abuse by motorists is responsible for more death, injury and property damage on our highways than any other single cause. Removal of alcohol or other drug impaired drivers from our highways is another vital method of serving Wisconsin motorists. Troopers apprehended 6,305 impaired drivers in 1989, bringing the total number of drunk drivers arrested in the last ten years to more than 45,000. Considerable credit for the State Patrol's drunk driving arrest record must go to the vigilance and effort of State Patrol troopers, inspectors and an alert motoring public who increasingly use citizen band radios to report dangerous driving behavior.

The war on drunk driving is being fought on other fronts as well. The State Patrol's purchase and use of the most up-to-date breath alcohol measuring equipment, the Intoxilyzer 5000, is another indication of the seriousness with which the State Patrol is addressing the drunk driving problem. These breath alcohol testing instruments are in use at over 230 state, county and municipal law enforcement centers statewide. Efficient use of this technology is assured by an ongoing education and training program which is aimed at the successful prosecution of the impaired driver.

More than 4,500 law enforcement officials are trained and licensed in the use of this breath alcohol testing equipment. In 1989, over 60,000 breath alcohol tests were administered to impaired motorists. These tests supported 75% of the drunk driving convictions.

In cooperation with local law enforcement agencies, numerous public awareness events are scheduled each year dealing with the effects of alcohol on driving. In 1989, several hundred such demonstrations, seminars and mini-courses were given to a variety of community groups and organizations. Numerous such events took place at the Wisconsin State Fair, county fairs and shopping malls. It is estimated that well over three million Wisconsin citizens had some contact with the State Patrol's alcohol and drug education programs.

INSPECTION SERVICES

In 1989, a quantum leap was made in the effort to improve Wisconsin's highway safety environment with the fifth year of the Motor Carrier Safety Assistance Program (MCSAP). This is a specialized program directed to the safety of the trucking industry, especially 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 1989, hundreds of millions of pounds of this type of cargo traversed Wisconsin highways. For the next ten years, an increase of 8 to 10% annually is projected for this type of cargo. This represents a very serious threat to Wisconsin's highway safety environment. 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 each truck meets all safety criteria and that its operator is properly licensed and has adequate hours of rest.

I am very proud of the highway safety services provided by the Patrol. These services make Wisconsin highways among the safest in the nation. Our challenge for the future is to build on these successes through a program of quality improvement. We need to be ever vigilant in our search for new and better methods to carry out our traffic law enforcement and public education programs.



BUREAU OF COMMUNICATIONS



Robert L. Bennett, Director



MESSAGE FROM THE DIRECTOR

Greetings! It is my pleasure to offer this greeting on behalf of all personnel in the Bureau of Communications. We extend a very cordial and sincere invitation to spend a moment with us while we share our experiences and accomplishments of the past year. We trust that you will enjoy receiving new data if you are not familiar with our program. If you are colleagues or associates we hope that you will savor with us the memories of the progress we have made together.

A few 1989 highlights for the Bureau of Communications are listed here:

- A new transmitter site in northern Wisconsin.
- Automatic Number Identification equipment was extended to four more districts.
- Mobile Data Terminal Pilot Projects.
- Police Communications Operator Training Equipment at the Academy.
- Annual Equipment Replacement program.
- Midwest Governors Conference Communications.
- Spearfishing Communications Project.
- 800 Mega Hertz Plan
- Quality Improvement.
- New Designs of systems and equipment.
- New Personnel.

The Bureau was very busy maintaining the current system, installing new equipment, designing new products or processes to improve our operation, searching for answers to problems or complaints and looking to the future. We tried very hard to be responsive and sensitive to the needs of the statewide communications network which in turn reflects the needs of the people it serves. At the same time we made every effort to improve what we do and to have fun doing it.

All bureau employees received quality improvement training and in that vein we look to the new year with renewed vigor and enthusiasm. We trust that you have enjoyed our product and service as much as we enjoyed bringing it to you. It is our intent that the relationship shall continue with mutual respect and enjoyment and that our product and service will continue to improve.



ENGINEERING AND PLANNING SECTION

Richard J. Shulak, Deputy Director

Planning and Engineering, headed by the Deputy Director, R. J. Shulak, is responsible for the engineering work required of the system. This includes software for the computations and calculations necessary for system analysis and design work for system improvements or development. Shulak initiates projects for the future and coordinates system planning. He also supervises the three field technical service sections and the Madison Radio Shop.



800 MEGA HERTZ PLANNING COMMITTEE

R. J. Shulak, Chairman

Dep. Director Shulak was appointed chairman of a committee to develop a statewide plan to use the new 800 mega hertz frequencies. The committee is comprised of state and local government communicators including law enforcement. The frequencies became available when the Federal Communications Commission allocated a portion of the 800 mega hertz spectrum to the Private Land Mobile Radio Service. Before any of the frequencies may be licensed to users, an allocation plan is required to be filed with and approved by the government. This was to ensure that all users had equal access to the resource at all times. All state plans must integrate into the plans of their neighboring states which has made this a long drawn-out process. The Wisconsin plan must meld with the Southern Lake Michigan Region plan. This organization of counties and cities in the states and area surrounding Chicago includes eleven counties in southern Wisconsin. This plan was one of the first plans in the nation to be completed and accepted by the government. Representatives from Wisconsin's 800 mega hertz Planning Committee participated as members of Southern Lake Michigan Region and are now completing the Wisconsin plan. They expect to submit their frequency plan by mid 1990. The committee expects to have the Wisconsin Plan submitted to the government for final approval.

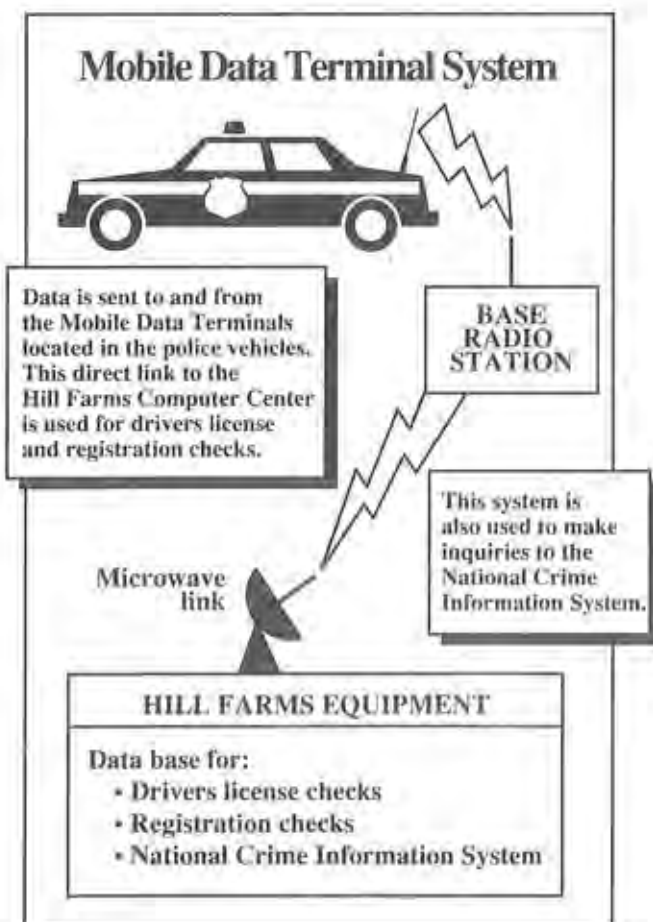
MOBILE DATA TERMINAL FEASIBILITY STUDY

R. J. Shulak, Chairman

Mobile Data Terminals (MDT) are now a reality in the Wisconsin State Patrol. Currently the Bureau of Communications has two pilot projects in operation: One unit installed in a cruiser in the Green Bay area and another unit operating in the Madison area. The Green Bay unit was furnished at no charge by the Green Bay Police Department. BOC did pay for the installation of the unit. Green Bay will not have their system interfaced to the TIME System until April 1, 1990. Useful data will not result from that project until the TIME interface has been completed.

The second MDT pilot project currently in use is an in-house project designed by BOC staff using MDT equipment on loan from Kustom Electronic, a BOC personal computer and base/mobile radios. BOC staff developed software and installed and maintain the unit and radio equipment. It went on-line the first week in December and has been performing very well since then. The unit is installed in a cruiser assigned to a troop in the Madison area. The cruiser is rotated through the various shifts and all troopers in the troop are required to use the terminal. The unit receives mixed reviews. Some troopers like it, others do not. Some would like to have it permanently. Perhaps a next step is to assign it to a trooper who is interested in having it on a semi-permanent basis.

The data collected regarding the feasibility of applying this technology to the State Patrol has been sparse in 1989. However, the good news is that two units are up and running and the users are becoming familiar with the operation. Also, BOC has a better idea of what is involved in putting MDT units on line. This includes software and hardware.





QUALITY IMPROVEMENT TRAINING

R. J. Shulak, Chairman

The Deputy Director participated in a 10-day training seminar learning to become a Quality Improvement Facilitator. The goal for Quality Improvement (QI) is to improve the customer's concept of the service provided and to be able to produce a better product. The basic tools used by QI are team building and scientific methodology. The facilitator's role is to aid the QI teams in the achievement of their objectives. An extensive support group of facilitators has been identified both inside and outside of our organization. The Bureau of Communications joins the Division of State Patrol in the effort to apply the concepts of QI to our daily work.



OFFICE MANAGEMENT AND PROGRAM ASSISTANCE

Diane K. McKeown, Program Assistant

A new Fiscal Operating System manual was prepared and presented to BOC personnel at the November staff meeting. The manual informs and trains the many new technicians in the bureau who have replaced the retirees. The fiscal operating system is complex and a reference manual for staff use saves time and reduces errors.

The computer files on equipment outage reports, facility maintenance and vehicle mileage have been updated. Also, new files for frequency use requests for external agency frequencies, for Mutual Aid Radio Channel (MARC) have been created. The bureau makes extensive use of personal computing equipment in its records and engineering area.

The permanent property budget has been placed in the bureau computer. This ensures that the purchasing process may be adequately monitored. Also, work continues on processing and purging the computerizing record files using the new Records Disposal Authorization.



WESTERN AREA TECHNICAL SERVICES

Brian D. Hudson, Chief

The Western Area Technical Services section is responsible for the communications program serving the area in the state corresponding to the boundaries of Wisconsin State Patrol Districts 5, 6, and 7. Personnel assignments are:

District 5-Arnold E. Armes; Electronics Technician

District 6-William J. Karner, Jr.; Electronics Technician

District 7-Chong I. Yu; Electronics Technician

Two of the three technicians retired from state service recently after many years of dedicated service. They were Herbert Desnoyer at District 5 and Norman Walker at District 7. WATS was extremely fortunate to fill the vacant positions with two very talented technicians who are new to our system. They are Arnold Armes at District 5 and Chong Yu at District 7. They now face the arduous task of becoming familiar with the BOC system and equipment. It appears that they are making the transition to their new job in fine fashion. When you are in their districts please make it a point to introduce yourself to them and make them feel welcome.



NEW DISTRICT 7 RADIO ROOM CONTROL CONSOLE (RRCC)

The highlight of the year for communications in District 7 was the installation of the new Radio Room Control Console. The new unit was a welcome relief from the old 1965 vintage homemade console that actually had its origin dating back to the mid 1950's. It served well for many years but its time had come.

The installation of the new console went exceptionally well for so complex a system. The major obstacle was the small size of the room (where it is temporarily installed until the headquarters is remodeled and the new communications center is ready). Because of the small room size, not all needed equipment and records for the dispatch operation are conveniently located. Some are not even in the same room. The supervisor and technicians cooperated with the District personnel and came to a mutually satisfying temporary solution to the space problems.

The new console was delivered on the October 7, 1990, and on November 7, 1990, the operation was cutover to the console with zero system down time. The experiences of Districts 4 and 6 have been invaluable in producing a better product for District 7. The software has been upgraded two or three times, and now the console is performing well.

NEW MICROWAVE TERMINAL INSTALLATION

Eight new microwave terminals were placed in the area this past year. Six were in District 5 and two in District 7. This project helps improve the efficiency of the entire microwave network.

OTHER WATS PROJECTS

The new Iron River site was in operation in May of 1989. Academy Training Communications System in Service in August 1989. Dual Batteries and Chargers Installed at 8 sites between January and April. District 7 Repeater on line in June 1989.



NORTHERN AREA TECHNICAL SERVICES (NATS)

James F. Lohff, Chief

The Northern Area Technical Services section is responsible for the communications program serving the area in Wisconsin State Patrol Districts 3 and 4. Personnel assignments are:

District 3-Stephen M. Kondreck; Electronics Technician

-Neal J. Sieglaff; Electronics Technician

District 4-Douglas L. Hearley; Electronics Technician

-John F. Verhyen; Electronics Technician

UHF SUITCASE REPEATER

In the fall of 1989 the newly acquired suitcase repeater was taken to Waupun State Prison for a communications performance test. The unit was set up in a secure area (protected in case of a disturbance) near the command post. Then two teams of people from the prison went to various locations throughout the prison. The teams would communicate to one another via the repeater and it was found that the unit gave approximately 90% coverage anywhere in the prison while the prison portables were barely able to communicate with the command post. Placing a squad outside the prison walls with a repeater unit enabled the team to communicate with District 3 from any location within the walls.

Later the exercise was rerun with an antenna for the repeater mounted on the prison roof. This improved the communications to the extent that there was portable-to-portable radio coverage to virtually any location in the prison. This new repeater system enable BOC and District 3 person-



nel to go to the prison and check out firsthand what the true communications picture is and how it could be used. Thanks to the repeater unit we are able to set up good emergency communications anywhere in the state.

This unit was also used at the UW-Oshkosh disturbances where the Patrol was called to direct traffic and assist in crowd control. With the unit in the back of a squad car and the antenna on the roof it was possible to get portable-to-portable coverage consistently with a separation of four miles. The suitcase repeater unit not only enhances the range and usefulness of the portable unit (range is proportional to the height of the antenna) it also provides an additional tactical channel which is proving to be invaluable. This greatly relieves the congestion on the dispatching channel. The unit can be left unattended or used as a base station. It has provisions for battery operation (it can also be used from a vehicle's cigar lighter outlet) or AC power. It weighs approximately 35 pounds.

BATTERY/BATTERY CHARGER SYSTEM

Electrical isolation at tower sites from the AC Power Grid during violent lightning storms is critical to the protection of expensive communications equipment. A common method is to operate the microwave equipment from batteries that act as a sponge and soak up dangerous electrical power spikes. Two separate battery systems are used at each site to power the separate microwave terminals. This adds another dimension of reliability to the system. If one terminal or power supply (battery and charger system) fails, the other identical system takes over and the communications net user does not know there was an equipment failure. Remote monitoring of the battery and charger system is done through the remote alarm system. Eventually the entire statewide communications network will be operated from battery and charger systems.

SPEARFISHING 1989

Spearfishing communications in 1989 required a considerable amount of time and equipment from BOC/NATS. It was estimated that approximately \$250,000 worth of equipment was tied up in the process. The system performed very well and was an excellent exercise to see what BOC could accomplish in putting together an adequate emergency communications system to cover the northern one-third of the state. The bureau cooperated and collaborated with persons from many state agencies in a highly visible and successful communications venture.

MICROWAVE TERMINAL INSTALLATION

The Northern Area Technical Services section installed 14 terminals in the eastern microwave portion of the system this past year. This improved the operation of the total microwave network considerably. The equipment which was replaced dated back to the very early 1970s. This replacement program has had a tremendous positive impact on the system's efficiency and reliability.



High-tech microwave equipment requires experienced technicians knowledgeable in the latest radio communications systems.



SOUTHERN AREA TECHNICAL SERVICES (SATS)

Geoffrey W. Snyder, Chief

The Southern Area Technical Services section is responsible for the communications program serving Wisconsin State Patrol Districts 1 and 2. Personnel assignments are:

District 1-Paul V. Schulz; Electronics Technician

-Dondi I. Thede; Electronics Technician

District 2-Michael J. Kordus; Electronics Technician

MIDWEST GOVERNORS' CONFERENCE

The Southern Area Technical Services section was charged with preparing a communications system for the Midwest Governor's Conference held in the city of Milwaukee in early October. The communications system was needed to provide radio coverage to troopers transporting midwest Governors from Billy Mitchell Field in southern Milwaukee County to downtown Milwaukee. Several systems were evaluated and the one chosen was a combination of the Milwaukee Police Department's county-wide repeater system and the State Patrol portable units. SATS developed a vehicular charger system with an outside antenna for the portables and the operation was satisfactory. The degree of difficulty was increased because the MGC was furnished cars for the Governor's transportation and great care had to be exercised to prevent damage. The Madison Radio Shop assisted with the project and made special consoles which were mounted in the cars without drilling holes. Magnetic mount antennas completed the vehicle installation. A desk-top base station was provided for the command post at the Pfister Hotel. The system was a low-budget operation which performed well.

DISTRICT REPEATER SYSTEM

During emergencies the repeater system will allow most cars in the district to monitor both sides of a dispatch conversation which aids in preventing interference. A switchable district repeater system was installed in Districts 1 and 2. Both districts are trying them to see if the operation is suitable. The units are installed with switches that allow them to be switched on and off at the district's discretion.

AUTOMATIC NUMBER IDENTIFICATION PROJECT

These units were installed in Districts 1, 2, 3, and 5. The units were complete with computer display and are compatible with a planned future addition of a communications automation system. The units now display the mobile radio number or the portable radio number (distinguished by a "P" prefix) of the caller and the time of the call. The software first used on the system was developed by the Southern Area Technical Services Section. It was later replaced by software prepared by the software people associated with HFRCC. They will be developing the software for the automation project in a number of basic steps.

OTHER SECTION PROJECTS

Installation of battery back-up for microwave equipment at the tower sites; Red phones installed at the tower sites for use by the technician; a new monitor panel in the District 2 dispatching console; a new voting system for District 2 and new microwave equipment for the Delafield to Neda path, to name a few.



MADISON SERVICE CENTER

Melvorn L. Banks, Chief

The Madison Service Center is responsible for the annual new car equipment trade (NCET), maintaining a stock of parts and equipment, receiving and shipping and maintaining the bureau's permanent property inventory. Personnel assignments are:

Xuong P. Tuong; Electronic Technician
Michael T. Moe; Electronic Technician
Frank V. Hernandez; Stock Clerk

ANNUAL CAR TRADE

The annual new car equipment trade involves stripping the old cars of the radio and emergency lighting equipment. The equipment is refurbished if it is usable, surplused if it is not and then installed into the new patrol cars. This past year, 102 cruisers (patrol cars) were exchanged. The significant item during this year's trade was the unusually high turnover rate in Limited Term Em-

ployees. Although the turnover rate was high, which introduced inconvenience and inefficiencies into the program, many of the individuals were able to obtain full time employment. This added a positive note to an otherwise negative situation.

AIRCRAFT RADIOS

New VHF/UHF aircraft radios were purchased and MSC personnel cooperated with Wisconsin Air and Halverson Avionics to get the units installed. The VHF portion of the radio allows the pilot to communicate with the dispatchers as an ordinary mobile unit. The UHF portion allows the pilot to carry on conversations with the troopers on the ground working the aerial detail. This system has removed a considerable amount of radio traffic from the main district frequency and has been an asset to the users. It is performing very well.

VEHICLE EMERGENCY EQUIPMENT

A new state law provides for the use of pulsating headlights in police vehicles. MSC installed some test units and is preparing for the next installation program. Also, new light bar tests were conducted to establish the viability of new equipment suppliers. Recent changes in legal lighting systems for police vehicles included adding blue lights and then pulsating white lights to the original red lights. The intent was to produce an attention-getting lighting system.



New emergency lighting is being installed on State Patrol vehicles.



BUREAU OF SUPPORT SERVICES

PLANNING AND BUDGET SECTION



Michael C. Moschkau, Director

MESSAGE FROM THE DIRECTOR

The Bureau of Support Services provides a variety of managerial functions for the primary law enforcement functions of the Division: personnel services such as recruitment, payroll, affirmative action, and retirement services; planning and budget; legislation; training and administration of the statewide chemical testing program.

The Chemical Test program supports the prosecution of drunk drivers by providing a systematic and standardized method of measuring the breath alcohol content of the impaired motorist. In 1989 the Chemical Test Section serviced the repair, maintenance and record keeping needs of 234 Intoxilyzer 5000 breath alcohol measuring devices and certified 5,082 officers as breath test instrument operators.

The Bureau of Support Services administers division training through the new State Patrol Academy at Sparta. In 1989, the 38th Recruit class graduated from the State Patrol Academy. This class of 24 was composed of 11 troopers and 13 inspectors. In addition, nearly 2,000 state, county and municipal law enforcement officers attended 47 separate training programs at the academy.

These efforts are described in more detail, later in this report. They are all bound together by a common operational philosophy of providing the most cost efficient management of those efforts which address bureau goals and objectives. I am pleased to present here a description of the many public service programs which work to promote highway safety in Wisconsin.

Planning and Budget's function is to assist the Division to achieve its mission and goals in three very important areas. The section is responsible for maintaining the fiscal credibility of the Division on a daily basis in addition to planning and coordinating budget activities on an annual and biennial basis. We prepare the State Patrol for the future through long-range planning which identifies issues and new ideas to improve the operation of the organization. Finally, we support and coordinate a variety of programs division wide, such as data processing, records disposal, policy and procedures, facilities management and the production of this annual report.

The section found 1989 an exciting year. Our staff members helped celebrate the 50th Anniversary of the State Patrol. We completed several small staff studies on the topics of expansion of the Alcohol Data Acquisition and Management System, the size and composition of the 38th and 39th recruit class, Alcohol's Effect on Behavior and Skills Performance and a calendar of activities. In 1989 the Section also produced its first work plan which gives the Division's managers a quick reference to the progress of our work.

We also completed several major studies during the year: a revision of the process that the Division uses to identify planning topics, a study of why truck drivers avoid open enforcement scales and a paper discussing the pros and cons of initiating a non-profit foundation for the State Patrol.

The planning process paper that was updated in 1989 is the cornerstone of the Division's overall planning process. This tool is used to solicit ideas from every level of the organization, to quantify and prioritize those ideas and to assign staff to perform studies. This process reaps the good ideas from the whole organization to keep the Division of State Patrol moving forward into the 21st century.

Finally, Planning and Budget conducted two training seminars in 1989 to increase the Division's understanding of purchasing, bill paying and budgeting procedures. As a Division within the larger Department of Transportation, the State Patrol must adhere to the rules established by the Department for many of our business func-



tions. Those ever-changing rules and laws require continual monitoring and refresher training for the users of those systems.



PERSONNEL AND MANAGEMENT SERVICES SECTION

Lt. Douglas Van Buren, Chief

The Personnel and Management Services Section provides qualified human resources for attaining the Division's goals and objectives and providing a wide variety of personnel support functions.

Arlene Kirchesh and Betty Hanson processed a staggering 1,052 complex personnel transactions in 1989, such as new hires, retirements, reclassifications, transfers, etc. In addition, they coordinated and processed all payroll and benefits issues within the Division for all of our approximately 640 employees.

Erma Drosopoulos and Bonnie Stone handled thousands of calls, personal visits to the Division headquarters, and direction of all in-coming and out-going mail, in performance of their Division reception duties. Additionally, Bonnie Stone keeps key Division computer files current and Erma Drosopoulos handles Division responsibility in the area of Uniform Crime Reporting.

During 1989 we successfully coordinated requests for reclassification for all Division Captains and Lieutenants. Other significant events in 1989 include hiring two Enforcement Cadet recruit classes, totalling 79 trooper and inspector trainees, developing a Police Communications recruitment brochure, and revising the Division's promotional exam process.

As a result of the Division's progressive promotion and training process, a number of people were promoted to and within the supervisory ranks in 1989.

1989 PROMOTIONS

Name	Classification
Daniels, Raymond J.	Police Communications Supervisor
L'Esperance, Kenneth	Police Communications Supervisor
Day, Rodney G.	Sergeant
Stillwell, Dennis L.	Sergeant
Kondreck, Stephen M.	Electronics Technician 5
Dudley, Donald A.	Electronics Technician 5
Shulak, Richard J.	Electrical Eng 6 Supv
Hansen, Patricia M.	Sergeant

1989 was also a very busy year for the Personnel Section due to the enactment of an early retirement bill. The Division lost many years of cumulative experience through early retirement.

1989 RETIREMENTS

Name	Yrs.
Fidler, Jack C.	21
Overgard, Phillip B.	24
Wilson, Duane J.	24
DuPlayee, Kenneth J.	25
Long, Leon E.	22
Yaeger, Charles H.	32
Sanders, Alan E.	29
Mackovich, Thomas	23
Guzinski, Richard F.	34
Hughes, Marvin O.	34
Kent, Eugene L.	28
Tuchalski, Neil	21
Habeck, Allen H.	34
Sendelbach, Leo G.	31
Plonske, Earl R.	21
Gilbertson, Roland S.	33
Zach, Robert J.	27
Schwochert, Raymond	27
Jeschke, James	29
Walker, Norman F.	30
Mueller, Forrest	27
Dudley, Donald	32
Schroeder, Gerald W.	27
Schaetzel, Robert D.	22



CHEMICAL TEST SECTION

Thomas E. Geske, Chief

The Chemical Test Section's primary goal is to reduce the number of impaired drivers on Wisconsin highways. To achieve this, the section administers a breath alcohol testing program involving all levels of law enforcement in the state.

This program provides breath testing instruments to participating agencies. During 1989, the section funded one additional Intoxilyzer 5000 breath tester and 200 pre-arrest breath alcohol screening instruments. This additional equipment brings the number of Intoxilyzers to 234 and the screening devices to over 2,000.

In 1989, the section staff conducted twelve, three-day courses in the operation of the Intoxilyzer and dozens of four-hour classes in the operation of the screening devices for law enforcement personnel.

Another facet of our program assures the instrument operators, prosecutors and judges that

the equipment is working properly. To accomplish this, the field staff conducted 1,138 certification procedures on the Intoxilyzers and personally testified in 98 court trials.

Of course, the very best of equipment may break down from time to time. For the most difficult repairs, the equipment is removed from the field and sent to one of our two service specialists. One of the specialists repairs the Intoxilyzer 5000's and the other repairs our pre-arrest breath testers (PBT's). This in-house repair of our equipment has proven to be not only cost efficient, but it also reduces the amount of "down time" for the test equipment. The reduced "down-time" means that the equipment is more readily available to test intoxicated drivers and those tests help us meet our goal.



Law Enforcement Officers learn to operate the Intoxilyzer 5000.



Chemical test coordinator repairing an Intoxilyzer in the Division's service center.

This past year was a milestone in breath testing in Wisconsin. It marked the operational beginning of our ADAMS network (Alcohol Data Acquisition and Management System). This system provides for communication between a computer in our Madison office with the Intoxilyzer 5000 breath testers installed at law enforcement agencies throughout the state. This communication, over an ordinary telephone line, allows test data that is stored in the Intoxilyzer to be transmitted to the computer in Madison. Another function allows a technician to operate the computer which can "turn on" an Intoxilyzer out in the state. This enables the technician to determine whether the Intoxilyzer is working properly without an on-site inspection of the unit. Presently, the network includes the agencies in Dane and Marathon Counties. Plans are underway to expand the ADAMS network throughout the state.



ACADEMY



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

The Wisconsin State Patrol Academy experienced another busy, productive training year during 1989. Various state, county and municipal law enforcement organizations, as well as other governmental agencies, sent 1937 students to the Academy for training in one or more of the 47 separate program offerings. While to many training institutions this may not seem significant, to the Academy it represented a level of accomplishment never before attained in its history.

Another important aspect of the Academy operation also increased substantially during this time period. Reimbursement for students attending our training programs in 1989 totaled \$376,540.55, of which \$222,328.59 came from the Department of Justice, Training Standards Bureau; \$57,651.31 through the Office of Transportation Safety; \$96,560.65 billed to various agencies for training received. Such funding allows the Academy to continue to offer high quality training to the law enforcement community at very little cost to the respective agency.

In addition to our Enforcement Cadet Recruit Program and annual in-service training for many of the Division employees, the Academy also conducted a number of programs for other Wisconsin law enforcement departments, as well as other state and federal agencies. Among the new program offerings during the past training year were:

A Speaker Development Workshop which was designed to develop and enhance public speaking skills for law enforcement officers. Twenty student officers successfully completed this one-week training program in August.

Three Salvage Title programs were held at various times during the year and included approximately 120 students from the State Patrol, city and municipal officers, and representatives from the Department of Justice. This training provided the participants with the necessary skills required to make them proficient in the area of repaired and salvage vehicle inspections.



Modern dormitory facilities contribute to the Academy's high quality training environment.

In January and February, the Department of Natural Resources conducted its annual in-service training at the Academy for approximately 160 DNR personnel.

The Department of the Treasury held a one-week training session on Child Abuse and Exploitation Investigative Techniques in August. This training was attended by 35 officers from law enforcement agencies throughout Wisconsin, as well as representatives from Ohio and Kansas.

The 1989 State and Provincial Police Academy Directors Seminar was hosted by the Academy during the week of June 11th. The theme of the conference was "Police Ethics" and was attended by 38 training directors and their associates representing 32 different states, along with several Division personnel. This session dealt with many training issues and initiatives of national significance.



In addition, the Academy was used by the U.S. Fish and Wildlife Service for their in-service training, the Department of Military Affairs sessions, the Division of Motor Vehicles for basic training of its driver's license examiners, and the University of Wisconsin-LaCrosse for extended education training. More and more the Academy has appealed to outside user groups as a viable alternative to previous training locations.

As we finished out the 1980's, it was quite clear that the Academy's training function is ever changing. To meet these demands in the law enforcement arena, we must look to the future in anticipation of being prepared to meet those demands which may be placed on us. The Academy must continue to offer quality training by remaining flexible, listening to our clientele, and working in a cooperative spirit with various user groups thereby providing the kind of service for which the Academy has become known.

Entering the 1990's, the Wisconsin State Patrol Academy will maintain its focus on "Training for Excellence" as the standard, not the exception.



This Field Training Officer is an important part of the basic motor carrier inspector training program.



The 39th recruit class was given exclusively to the training of motor carrier inspectors.



BUREAU OF DISTRICT OPERATIONS



Major George P. Wenzel, Director

MESSAGE FROM THE DIRECTOR

Our organization's success lies in the quality of its people, the excellence of its service and the commitment to the citizens of Wisconsin.

This past year brought changes in the Wisconsin trooper's authority. It affected police powers while in civilian clothes and the authority to enforce specific sections in Chapter 125, Alcohol Beverages.

Drug interdiction is a fast growing concern. The Division is committed in providing specialized training to our trooper personnel. Six troopers were selected to receive drug interdiction training at the Ohio Highway Patrol Academy and four will attend training at the Illinois State Police Academy. This training is only the beginning of our "War Against Drugs."

The Division of State Patrol and selected county sheriff's departments worked together in identifying and selecting highways where speed and/or alcohol contributed to motor vehicle accidents. Together, the county and the state worked an overtime program called CARE (Coordinated Accident Reduction Effort) to help reduce accidents and save lives.

Each district was involved this past year at the county and state fairs, working in the information and law enforcement booths. Thousands of state maps and junior trooper badges were given away, as well as photos taken of young children. Intoxilyzer tests were administered to those who wanted more information on the drunk driving

laws of this state. The 1939 Anniversary Ford was showcased at various local and state fair events, as well as at the Division of Motor Vehicle's 50th Anniversary Display at Hill Farms. The 1939 Ford won two trophies at the Juneau County Fair for "First Place Car Show" and "Antique Overall." The 1939 Ford was an extremely popular item throughout the state.

It is said that law enforcement is a thankless job that is rarely appreciated. A special awards program was established to recognize those division employees whose service to the public and to others goes beyond the call of duty. A ceremony is held in front of their peers and family to acknowledge their high degree of professionalism. A total of 18 personnel received awards since the conception of this program. The start of this program has also generated awards by other agencies acknowledging division personnel for their excellence.

This past year the division has suffered the loss of two of our trooper personnel, Trooper Edward Kirkeng and Trooper Deborah McMenamin. Each touched our lives in their own unique way and their memory will be alive within us and forever a part of the history of the Wisconsin State Patrol.



State Patrol staff answer thousands of calls per year from the motoring public related to road conditions and other highway safety concerns.



The State Patrol challenged the Department of Transportation Employees to join in sponsoring the Wisconsin Special Olympics. Division personnel from various corners of the state participated in raising funds for this very worthy cause. The high degree of commitment of our personnel allowed others to feel like winners in the Special Olympic's athletic competition.

A commitment to safety and public education has always been a goal of this division. A campaign to recognize seat belt usage was kicked off last spring. Individuals who were involved in a motor vehicle accident were recognized by the Governor for wearing their seat belt which prevented them from receiving great bodily harm or death.

The 50th anniversary of the Division of State Patrol is evidence that we have been a successful organization. This annual report has many examples of people working together as a team to make the State Patrol as successful in the future as it has been in the past.



District One's Changeable Message Board is programmed from the Communications Center.



MOTOR CARRIER ENFORCEMENT SECTION

Captain Marsha M. Wiley
Assistant Director

State Patrol school bus inspectors conducted 19,706 annual school bus inspections, 781 human services vehicle inspections and 1,036 pre-sale inspections. Throughout the year, inspectors and troopers spot checked 2,831 school buses. As a service to the schools, 179 alternative vehicles were inspected throughout the state.

Ron Helland who is the state's only Ambulance Inspector conducted 957 inspections, 21 reinspections, put 39 ambulances out of service until repairs were made and investigated two complaints. This function is intended to keep ambulances as safe as possible for the transportation of sick and injured patients.

Inspector Supervisor Steve Gasper has the responsibility for the size and weight program which was alive and more than well, especially with the continued use of the Lodec and portable wheel weighers. A total of 27,548 Motor Carrier Incident Reports were issued for various violations.



School bus safety is important to the State Patrol. More than 18,000 school bus inspections were made in 1989.



Motor carrier inspectors regularly take measurements to determine legal axle weights.

The Motor Carrier Enforcement Section was kept very busy during 1989. In addition to responding to almost constant telephone inquiries, the staff answered letters, responded to citizens who walked into State Headquarters, and attended numerous and varying kinds of meetings. In addition, the staff gave many talks to groups on Motor Carrier Safety Assistance Program and size and weight matters.

Inspector Supervisor Lyle Walheim has the responsibility for the Motor Carrier Safety Assistance Program (MCSAP) which conducted 19,543 inspections in federal fiscal year 1989. The day to day out-of-service rate averaged 52.9%. In June of 1989 the annual MCSAP Random Sample Project was conducted and the out-of-service rate was 33.7%. By the end of 1989 all of our MCSAP federal positions were filled. A new Safety Review Program (SR) was added to MCSAP in 1989 which is a safety review conducted at a carrier's terminal. Currently, the Division's eleven inspectors completed 696 Safety Reviews in 1989.

The Motor Carrier Enforcement Section, through the efforts of Frieda Andreas, sent out almost 400 background investigations; Debbie Annen helped process over 1,300 certification requests; while Virginia Henry and Eileen Schnapp entered MCSAP reports onto the Safetynet System.

Inspector Larry Krueger who was assigned to our staff on a temporary basis provided instruction to Dane County Sheriff's Department In-service sessions concerning truck enforcement.

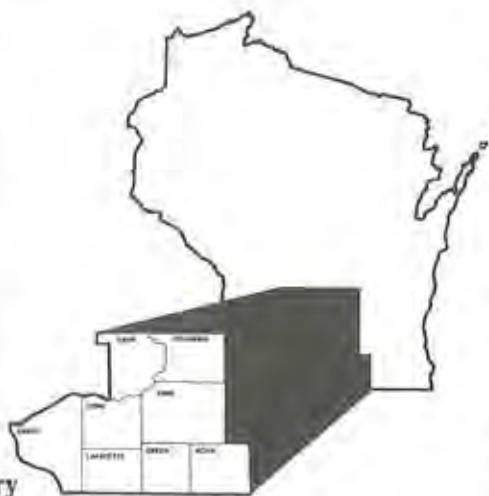
During 1989, the success of the Motor Carrier programs was based on the cooperation of the State Patrol districts, those local agencies involved in motor carrier enforcement, the Academy and its training programs, and other Divisions within the Department of Transportation. Secretary Fiedler's emphasis on highway safety helped to enhance these programs.



STATE PATROL DISTRICT ONE



**Captain
William L. Singletary**



During 1989, Division of Highways and Transportation Services, entered into agreement for extraordinary enforcement services in construction zones on I-90 and I-94. This provided the opportunity for both divisions to join in a cooperative venture designed to facilitate rehabilitation of these important highway corridors while at the same time providing for the safety of those traveling through the construction zones.

For the first time in Wisconsin, computer operated message signs were strategically positioned in and near the construction zones. Messages were formulated on a personal computer in the communications center and sent to the signs by cellular telephone. This allowed dispatch personnel to continually update the message on each sign to match the changing conditions and provide the motorist with the most current information. In one instance, an emergency message was displayed on a sign requesting that a motorist immediately contact the State Patrol. The motorist viewed the message and contacted a trooper in the area.

The new road report equipment was installed in the communications center in the month of March. It was used during the summer to report detours and construction areas around the state. On November 15 it began reporting the "Winter Road Report." The previous system did not provide the number of calls received. The new equipment recorded 34,137 calls for information during the month of November and 46,810 calls during December, the first real test of the system.

In addition, the road report is now being transmitted via computer and satellite to the National Weather Service in Green Bay. From there, reports are sent via a satellite uplink station to the Contel satellite earth station in California and re-broadcast over the satellite network to all stations programmed to receive Wisconsin reports.

After many months of planning and overcoming technical problems, a pilot project was initiated in District one to test the feasibility of operating mobile data terminals in cruisers. A MDT was installed in a cruiser, and it is currently being operated around the clock testing various applications.

The District continued its support to the University of Wisconsin Platteville, Criminal Justice Internship Program. Two young men from the college spent eight weeks working with inspectors engaged in motor carrier size and weight enforcement, and the Motor Carrier Safety Assistance Program. We are the only agency within the state that can provide experience to students in these two important law enforcement categories.

An offer was extended to local law enforcement agencies to provide district personnel trained in accident reconstruction and the Motor Carrier Safety Assistance Program to assist them when needed during investigations of very serious accidents. This offer has been readily accepted and requests for this assistance continue to increase. The use of the MCSAP inspector provides local agencies with expertise that is not available to them from any other source within the state.

District personnel were also saddened with the sudden passing away while off duty of Trooper Edward Kirkeng. He had served District 1 for many years and will be missed.

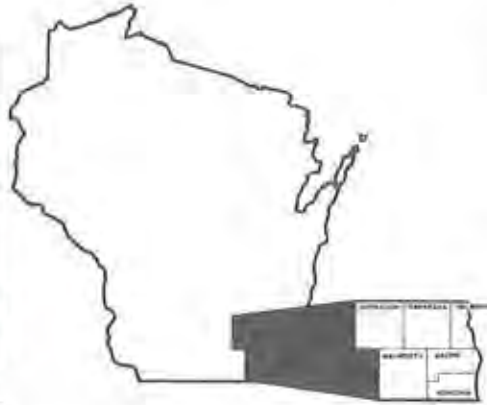
Two distinguished awards were received by district personnel. Police Communications supervisor Tyrone M. Paulson received the "Outstanding Veteran Award" from the Wisconsin State Council of Vietnam Veterans of America and Trooper James L. Genrich, the International Chiefs of Police Dupont Kevlar Survivors Club Award.



STATE PATROL DISTRICT TWO



**Captain
Roger F. Hlavacka**



District two was heavily involved in many ancillary services in addition to extensive traffic enforcement in 1989. These services included 143 special details including truck expos, and 69 safety talks to students, businesses, and organizations. We had 11 ride-alongs involving 19 graduate students in a Driver's Education Instructor Class at the University of Wisconsin Whitewater (this does not include several Ride-Alongs by the media prior to holidays); 49 Governor details involving 75 troopers and sergeants; and participation along with the Waukesha Sheriff's Department in the National Police/Transportation Week at Brookfield Square. In this detail, the Wisconsin State Patrol displayed a cruiser along with a radar, Intoxilyzer, and many handouts were provided, including state maps. The 1939 Ford cruiser was of special interest to our citizens. This is an extremely important annual detail for District No. 2 in that it gives thousands of citizens an opportunity to talk with troopers and inspectors in a situation that is a pleasant experience for all involved.

The Wisconsin State Fair is always a large event for it provides education to the public, on a first-hand basis, on the topic of traffic enforcement as well as getting an opportunity to meet our personnel and see how friendly they really are. The 1989 Fair booth included a cruiser, motorcycle, and the 1939 Ford cruiser. Troopers took pictures of citizens on the cycle, provided demonstrations

with the Intoxilyzer, and much information was handed out. A total of 26,500 Junior Trooper Badges were handed out.

The 1939 cruiser was used in the annual Circus Day Parade and was a huge success; the cruiser also received TV coverage simulating a traffic stop to publicize our 50 years of service to the public.

A total of five (5) District two personnel received awards during the year; two troopers were awarded Meritorious Service Awards for performance "Above and Beyond the Call of Duty." Three (3) personnel were presented Exceptional Performance Awards.

District two participated in the Saved by the Belt, Survivor of the Year, and Teddy Bear Programs. Six (6) certificates of appreciation were sent to travelers for reporting dangerous driver behavior on our highways. Twelve (12) District two employees received letters of appreciation from citizens for "humane" and excellent services provided.

District two participated in the MPS/DOT Internship Program from June 19th through August 11th. This annual program is worked out in conjunction with the Milwaukee Public School System through which high school students receive experience with office personnel, troopers, inspectors, and PCOs to gain a better understanding of the Wisconsin State Patrol as well as to gain practical work experience on a full-time job.

Eight (8) District two personnel participated in the 1989 Torch Run for the Special Olympics on June 8th.



STATE PATROL DISTRICT THREE



**Captain
Bill DeGuire**



Increased involvement with our communities was our goal in 1989. New programs such as the resident liaison officer and chaplaincy programs were initiated, and our continued involvement in the many special details kept our personnel at the heart of the community involvement.

In our newest program, a resident liaison officer contacts new businesses in the area and explains how the patrol can assist them with registration problems or offer other information on services available. Other responsibilities of the program include contact with the local schools to arrange safety talks and introductions to the local media. The response to this program has been very positive, and demonstrates a great enthusiasm in positive public relations.

The chaplaincy program involves contact with local chaplains in the area. The chaplains have attended work unit meetings and ridden with troopers on occasion to develop a further understanding of our operations. In turn, they offer their services during emergency situations, such as accident scenes, distraught or emotionally disturbed persons, or domestic abuse situations.

We continue to be involved in many special details throughout the district. Over 800 hours were spent on approximately 113 special details from safety talks at local schools to traffic direction at the various parades and festivals throughout the year. We were called on to assist Door County for their 4th of July celebration by directing traffic during the day and helping them to increase enforcement at night.

District three's commitment to assist Oshkosh with the Experimental Aircraft Association Fly-in from July 28-August 3, 1989, was significant. This year's convention drew approximately 800,000 people with the majority attending the first three days. A total of 43 district personnel were assigned and provided 900 hours of assistance. This year's convention was a true success for the Oshkosh area and the many personnel who assisted in a professional, courteous, and cooperative manner.

The Salvation Army was called upon 13 times for assistance. The Salvation Army came to the rescue and provided \$459 for food and lodging to stranded motorists. On a cold April 5, 1989, they, along with a dedicated trooper and inspector, were able to put smiles on the faces of 19 small children and 3 adults that will never be forgotten. On that day, Inspector Catherine Lessmiller stopped a school bus, loaded with small children on a church outing, for a registration violation. The driver did not have the proper license to operate the bus. Trooper Burzynski responded to assist with the situation, and between these two district personnel they were able to arrange for other transportation and entertain the children for over an hour by sharing information about the patrol, demonstrating how their various equipment, such as radar, Vascar, first responder kits, and portable scales, are used. The Salvation Army provided the refreshments for the children making what could have been an unpleasant situation into a definite plus for the Wisconsin State Patrol.

In working toward our goal of community involvement, we ended 1989 by visiting three Green Bay hospitals on Christmas Day. Troopers Charles Sanders and Brad Seymour visited children's wards and provided stuffed animals, Junior Trooper badges, and Highway Safety coloring books to children who had to spend Christmas Day in the hospital. The stuffed animals were given to the district by Girl Scout Troops from the Hortonville/Greenville area.

In 1989 we were at the heart of community involvement to make our communities a better place to visit and a safer place to live.



STATE PATROL DISTRICT FOUR



**Captain
William A. Harvey**



1989 was a busy year for District four personnel. Our new program of inspecting salvage vehicles resulted in 290 detailed inspections of previously salvaged vehicles being conducted by district personnel. This number far exceeded the original program estimates. The Motor Carrier Safety Inspection Program (MCSAP) continued to produce desirable results and 2488 inspections were conducted. This program was expanded to include inspection of Hazardous Material Carriers and on site audits of interstate trucking company records to assure compliance with new laws. In 1989, 78 hazardous material carriers were inspected and 66 audits were performed on interstate trucking companies. The value of the MCSAP inspections program was highlighted by the number of requests for MCSAP inspections to be conducted on vehicles at serious accidents. Inspections were requested at 15 accidents, of which 7 involved fatalities. In November 1989 Inspector Darrell Bender was honored by the Federal Highway Administration for his work in connection with a fatal accident investigation which resulted in a conviction for negligent homicide.

There are few services we perform that are as valuable as the service provided in accident investigation. In 1989 the district investigated 812 accidents, a 16% increase over the previous year. Highway 51 which travels the length of the District continued to grow as a major artery to the north. In 1989 the district assisted 3,940 motorists needing help on the highway.

Annual inspections were performed on 1,565 school buses. In addition, spot check inspections and presale inspections were conducted on 1,155 school busses.

Communications is the key to any success and the District four Communications Center was the key to our success. The communication center handled an average of 14,500 mobile transmissions and 24,600 teletype messages per month. 226 warrants for 66 different agencies were served and 292 confirmed reports on wanted persons or stolen property were received through the Communication Center. District four's new communication center continues to attract visitors. Twenty-three tours were conducted for 147 people in the past year.

An improved and expanded highway system has increased the desirability of Northern Wisconsin as a vacation area. County and regional fairs, Farm Progress days, Iola Car Show, Eagle River Snowmobile races, Winter Badger State games, Mole Lake Bluegrass festival and Crandon Brusch Run, were just some of the many events in the district which personnel were assigned to assist local agencies in traffic and crowd control duties.

District four is proud of the training it receives, however, it also provides training. In 1989, 1047 hours were spent as instructors in Divisional Training Programs. In addition numerous personnel taught at regional colleges and institutions throughout the District.

The Wausau District Office provides many services to the citizens of the area. Registration assistance provided during normal office hours accounted for over \$200,000 in fees being collected. The large meeting room in the facility was a favorite meeting place for state and local organizations with over 300 reservations being logged in 1989.

1989, the 50th Anniversary year for the State Patrol, was a year of service to the public by the men and women of District four.



STATE PATROL DISTRICT FIVE



**Captain
Michael A. Moore**



District five has been involved in a wide variety of public safety services in the past year.

In addition to an increase of over 880% of school bus spot inspections, Trooper McCoy received his second Meritorious Service Award for providing emergency lifesaving procedures to a person who attempted suicide with a knife.

Troopers John LeGault and Charles Tester applied CPR to an accident victim whose heart had stopped beating, saving his life, and Trooper Singleton, while on patrol, observed a building on fire, climbed over the interstate fence, woke up the occupants and escorted them to safety.

Trooper Jeffrey Radtke has been actively involved in an interesting program entitled "Law of the Month." Trooper Radtke is the host of the monthly program aired on a La Crosse television stations and he features some aspect of public safety in conjunction with various local law enforcement agencies. The program is designed to relate a selected law or topic to fit the area and its viewing audience. The involvement of other agencies increases interdepartmental relations and helps to maintain the interest to the public by not overemphasizing the Patrol. The segments are up to four minutes in duration and are viewed by approximately 50,000 people in an 80-mile radius, including portions of Minnesota and Iowa. Since its inception the program has dealt with seatbelt laws, operating a boat while intoxicated, penalties for failure to pay forfeitures, disabled parking violations, yielding to emergency vehicles, transportation of firearms, stopping for school buses and what to expect if stopped by a police officer.

In addition to the above program, Trooper Radtke organized the Police Memorial Day services that have been held in La Crosse the past several years, which were almost eliminated for lack of an organizer. Police Memorial Day is an excellent public relations event that brings to the public's attention the high degree of risk police officers are subjected to in performing the myriad of public safety duties. This program is open to the general public, involves other local agencies and is highly covered by the local news media. This year Trooper Radtke arranged for officers from other agencies, including the Minnesota State Patrol and the Department of Natural Resources, to participate in the color guard and gun salute ceremonies.

We again provided assistance to the La Crosse Police Department for their annual Oktoberfest days which meant a commitment to increased traffic patrol and assistance in maintaining public order and safety in La Crosse. We committed 10 troopers and 2 sergeants for this detail which covered the first two nights of the celebration. This has traditionally been the most volatile and active time of the week long celebration.

Our personnel also assisted the Provost Marshall's Office at Fort McCoy by providing instruction in Improved Sobriety Field Testing Procedures. At their request Trooper Jerry Schroeder provided extensive instruction in the proper methods and use of Horizontal Gaze Nystagmus.

District five presented the "Nothing to Lose" program at high schools throughout the District five area. We also participated in many area county fairs by setting up displays, answering questions and providing assistance to local law enforcement agencies. Trooper Bruce Holsclaw arranged for the use of the Convincer from the Office of Transportation Safety at the Juneau County Fair.



STATE PATROL DISTRICT SIX



**Captain
Sterling J. Standiford**



During our 50th anniversary year District six expanded and improved services to the citizens of Wisconsin. Whether it be improvements in equipment, additional training or changes in programs, our efforts were geared to providing better service in a more efficient and effective manner. We believe we were quite successful in this respect.

Spreading the message of highway safety has always been a priority in District six. While we are an enforcement agency, we feel education is a key in highway safety. With that in mind, District six personnel contacted over 3,000 students and over 1,000 adults via safety talks and career days. District six troopers and inspectors also served as judges at a State Championship Truck Rodeo held in Eau Claire. Several thousand more public contacts were made as District six personnel manned booths at the Dunn County Fair and the Northern Wisconsin State Fair in Chippewa Falls. Highlights of the fair were the 1939 Ford, the Mustang cruiser, the Intoxilyzer 5000 on which 550 tests were run and the motorcycle. Polaroid pictures were taken of the children on the motorcycle. One thousand pictures were given away. Brewer baseball cards and Junior Trooper Badges were also a big hit. We also assigned troopers to Interstate waysides for short periods of time during Memorial Day, July 4 and Labor Day weekends. Troopers basically visited with motorists and had on hand several handout materials for adults and an assortment of goodies for the children.

District six, in cooperation with the Salvation Army, assisted 37 individuals who would have otherwise been left stranded due to lack of funds. Assistance was given for food, lodging, fuel and minor vehicle repairs. On other occasions troopers and inspectors were privileged to assist over 4,700 motorists during 1989 for vehicles out of gas, stalled vehicles, tire changes, etc.

During the past year District six inducted 18 new members into the "Saved by the Belt" Club. We have received excellent press coverage from local news media as we honored those who have been spared from serious injury or death through use of safety belts.

Providing high quality service can only be accomplished by having dedicated people who are properly trained. Since training is one of the keys, District six began providing training on a quarterly basis in 1989. Training was provided in CPR, Standardized Field Testing, Size Weight and Load, Use of Force, Drug Enforcement, Employee Assistance, Civil Disturbance and Firearms. We have two accident reconstructionists in the District who in turn have provided training to all troopers to upgrade the quality of our accident investigations. We now, as a matter of practice, include post accident MCSAP inspections of serious accidents involving motor carriers. Along the same line, we have instituted a program whereby school bus fleets in the District are spot checked by troopers and inspectors.

In Memorium



It was also during 1989 that we experienced the tragic death of Trooper Deborah McMenamin. She made the ultimate sacrifice in service to the citizens of Wisconsin. Deborah exemplified all that is good within the State Patrol. She will truly

be missed by all as we move into the 1990's. She is gone, but we will remember her always.



STATE PATROL DISTRICT SEVEN



Captain
Richard C. Fankhauser



District seven has seen many changes in 1989.

The early retirement bill enabled four District seven members to retire. Troopers Raymond Schwochert and Leon Long, Inspector Robert Zach, and Communications Technician Norman Walker together dedicated 106 years of their lives to service to the State of Wisconsin.

Another milestone of time was marked as the Wisconsin State Patrol reached their 50th year of service to the Wisconsin public. District seven members were active in the celebration in several ways. Ten volunteers shared their time and energy by participating in the Special Olympic's Law Enforcement Torch Run. Also, a 50th Anniversary picnic was held with past and present Patrol members and their families, as well as area politicians being invited, and 120 people taking part. In addition, the 1939 Ford was enjoyed by many people throughout the 11 county, District seven area.

District seven's service to the public has come in many forms. In 1989, we participated in 70 special details, involving 317 hours. Personnel talked with the public through safety presentations to persons from pre-school age to senior citizen age. Explanations of the law, workings of radar, the seat belt law, motor carrier information, as well as involvement in mock disaster trainings, health fairs, live talk shows, and high school career days involved our personnel with other state agencies, law enforcement officers, work group employees, local organizations, and the general public.

To reinforce a feeling of good will and friendship between members of law enforcement and children, we were a part of the Bike Rodeo held at the Spooner Civic Center with 175 children participating in exercises and contests involving the maneuvering and proper use of their bicycles.

The National Transportation Week display in the Rice Lake Mall was viewed by at least 1,500 people during the 35-hour display. This display was only the first as the District personnel were involved in three of the largest northwestern Wisconsin fairs also. Booths were set up and operated by our personnel in Rice Lake at the Barron County Fair; in Superior at the Head 'O the Lakes Fair; and in Siren at the Burnett County Fair.

To continue to provide our best service to the public, our personnel received training on new procedures for accident investigation, arrest and incident reporting, juvenile alcohol prosecution, and completing the new citation form as well as refreshing our training on CPR, civil disturbance, and firearms. Also, Sergeants Robert Bereiter and Eric Erickson took part in the Northwestern University advanced training program.

Eight teddy bears were given to distraught children under the Telephone Pioneer's program and 30 needy motorists received \$459 in aid provided through the Salvation Army when our personnel extended the service to them this year.

In reviewing our 1989 public safety services extended throughout 1989 to citizens of Wisconsin and to our visitors, the members of District seven feel proud of our efforts.



AWARDS

The Division is proud of our employees who demonstrate outstanding service to the general public. These eighteen individuals have been recognized for their high degree of professionalism and their commitment to the citizens of Wisconsin.

Trooper James Trussler
Meritorious Service Award

Trooper Trussler stopped a speeder and was in the process of citing him. Suddenly he saw the young man's father advancing with a raised four-foot steel pipe, verbally threatening the trooper. Trussler drew his revolver, but with the aid of the son was able to disarm the attacker. Composure under attack helped diffuse the situation without using deadly force.

Trooper Philip McCoy
Meritorious Service Award

Trooper McCoy plunged into deep water to rescue a drowning victim with the assistance of a local police officer. Trooper McCoy administered cardio-pulmonary resuscitation to the victim, helped place the victim on a backboard and carried him to the ambulance.

Trooper Martin Morris
Meritorious Service Award

Trooper Morris found a pedestrian along I-94. Unaware that the man was suicidal, Trooper Morris determined that the man was an inmate from a halfway house. While waiting for Valley View facility to come get him, the man darted into traffic in an apparent suicide attempt. Trooper Morris tackled him and knocked him into the median to avert a tragedy.

Lt. Arnold King
Meritorious Service Award

Lt. King gave cardio-pulmonary resuscitation to a victim of a serious traffic accident and kept her breathing on her own until medical personnel arrived, while managing the accident scene.

Trooper Kersten Rocksvold
Meritorious Service Award

Trooper Rocksvold learned from a citizen that a man had just stolen a gun from her store. He drove immediately toward the place where the subject was last sighted. The man fired shots in

the air and the trooper's cruiser. Rocksvold remained calm and displayed great courage in capturing the individual unharmed.

Trooper Charles Tester
Meritorious Service Award

Trooper Tester, while assisting at an airplane accident, tried to save the two victims without regard to his own safety. Two people were trapped in the downed plane, which had landed on its back. Surrounded by fuel which had spilled all over the ground, Trooper Tester, with the help of a bystander, used bolt cutters to extract one victim, and assisted the fire department with the Jaws of Life to extract the second victim.

Trooper David Catalano
Meritorious Service Award

Trooper Catalano was the first officer on the scene when a high wind blew down a circus tent during a performance. Catalano quickly moved bystanders from the area and administered first aid to 10-15 individuals until the ambulances finally arrived. Trooper Catalano helped transport the less seriously injured to nearby hospitals.

Trooper David Catalano
Certificate of Achievement

Trooper Catalano stopped a motor vehicle and noted furtive movement from the driver and passengers. Upon further investigation found a paper bag containing marijuana and drug-related paraphernalia. The trooper worked with the county sheriff's department to execute a warrant which uncovered 22 pounds of marijuana, marijuana-growing equipment and \$8,300 in cash.

Trooper Keith Young
Meritorious Service Award

Trooper Young received a report of a personal injury accident on I-94. He responded along with the units from Menomonie Police Department and found a female victim who had a faint pulse but was not breathing. Trooper Young and the Menomonie officers immediately began CPR and continued until relieved by the Emergency Medical Technicians. Emergency Room personnel attribute her survival to Trooper Young and the Menomonie officer.



Trooper Gerald Kappmeyer
Meritorious Service Award

Trooper Kappmeyer, along with his Sergeant, monitored a call on the county frequency telling of a woman choking at the Nelson Cafe. Trooper Kappmeyer responded and found a female on the floor. He lifted the woman into position and performed the Heimlich maneuver. One piece of meat was dislodged, but the victim still wasn't breathing. Trooper Kappmeyer and a nurse who was present began CPR until the ambulance arrived. The victim was transported to the Wabash Hospital.

Trooper William Trayner
Meritorious Service Award

Trooper Trayner observed a vehicle traveling at a high rate of speed. As he was attempting to catch up to the vehicle he saw the vehicle swerve, then roll and come to rest against a guard rail. The vehicle burst into flames. A lone, disoriented driver was still in the vehicle. The trooper grabbed him by the shirt and pulled him from the burning vehicle. The driver of the vehicle did not sustain any significant injury.

Trooper Mark Jacobsen
Meritorious Service Award

Trooper Jacobsen observed a car up against the right-of-way fence on I-90. He found the driver slumped down in the front seat, apparently unconscious and the front interior of the car heavily bloodstained. Trooper Jacobsen checked the pulse and started CPR. The driver eventually began breathing on his own, was stabilized and transported to the Mauston hospital.

PCO Nancy Eith
Administrator's Exceptional Performance Award

PCO Eith was working alone when a trooper was involved in an injury accident. She handled the situation in a totally professional manner. Her voice was calm and direct in dispatching backup. PCO Eith showed only a straightforward professional attitude and demeanor during the entire incident.

Trooper Christopher Neuman
Meritorious Service Award

Trooper Neuman was summoned by Outagamie Sheriff's Department to assist in an emergency. An infant was having convulsions. Upon his arrival, Trooper Neuman found 11-month-old baby

breathing in a labored fashion. Trooper Neuman cleared the mouth, thereby clearing the airway and establishing a better breathing pattern. The trooper stabilized the baby's condition until emergency medical technicians arrived.

Trooper Glen Jones
Meritorious Service Award

Trooper James Brown
Meritorious Service Award

Trooper Jones and Trooper Brown responded to Racine County sheriff's department's request for an officer to go to a serious personal injury car-versus-pedestrian accident. Upon arrival, they found that a male pedestrian had sustained critical injuries and had gone into full cardiac and respiratory arrest. Trooper Jones and Trooper Brown began CPR until the ambulance arrived. The troopers assisted with the transportation of the victim through major intersections en route to the medical facility.

Trooper Robert Olson
Meritorious Service Award

Trooper Olson and another trooper responded to a house fire. Upon arrival they were informed that people were possibly inside the burning structure. Trooper Olson immediately entered the building to conduct a search. Flames turned back the other troopers attempt to enter. Trooper Olson found no one in the building. Moments after his exit, the building exploded entirely into flames.

Trooper Philip McCoy
Meritorious Service Award

Trooper McCoy was advised by radio of a pedestrian on I-94. The pedestrian reportedly was covered with blood, wielding a knife, and making obscene gestures to passing traffic. Trooper McCoy found the pedestrian. As the trooper was exiting his cruiser, the pedestrian came toward him, and the trooper drew his weapon. The subject eventually complied with the trooper's order to drop the knife. The young pedestrian had inflicted numerous stab wounds to his chest and abdominal areas, cut both wrists and cut his throat. The trooper handcuffed the subject and conveyed him to a local hospital. Trooper McCoy demonstrated poise and restraint, maintaining control and defusing a potentially hazardous situation.



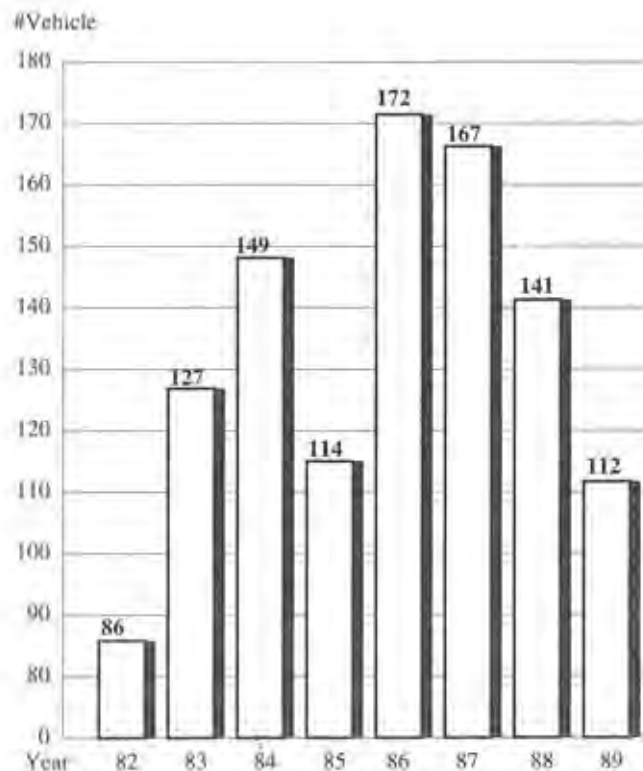
STATISTICS

VEHICLE INSTALL PROGRAM

The Division of State Patrol trades approximately one third of its fleet each year, depending on need and budgetary restraints. The guidelines are that the trade-in vehicle must be three years old and have a minimum of 70,000 miles at the time of trade.

The trade-in vehicles are delivered to the Madison Radio Shop where all emergency, speed and communications equipment is removed. The equipment is inspected and renovated and then installed in a new vehicle.

The annual vehicle install/exchange program takes from 4 to 6 months, depending on the number of trades. Most of the installation of wires, cables, antennas, lights, etc. is accomplished with limited term employees; that is those employees who are not classified as permanent civil service.

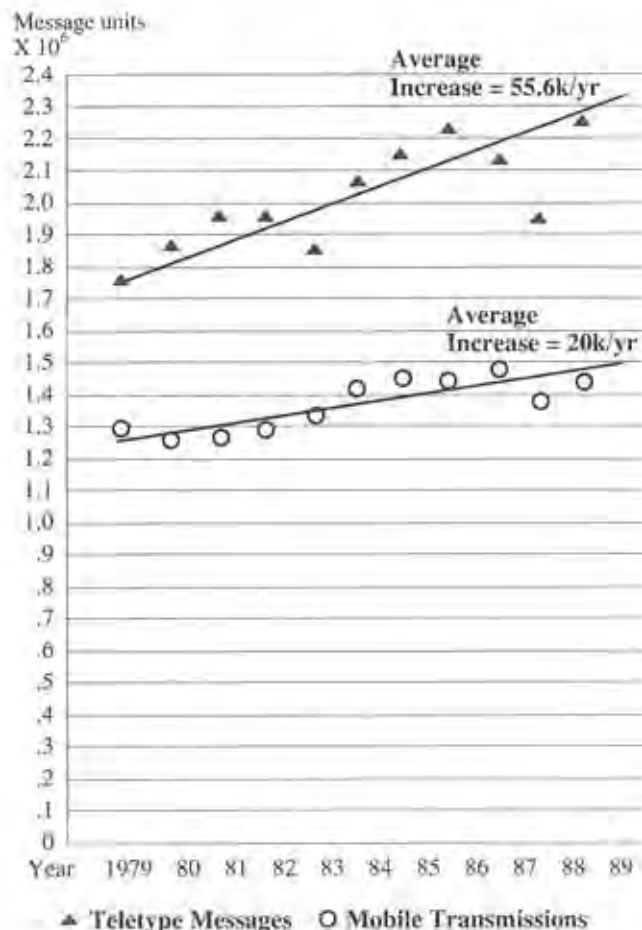


COMMUNICATION CENTER TRAFFIC

The graph shows the total teletype and mobile radio transactions for the seven communication centers in the given year.

The two curves generally go together as the teletype messages are usually a result of requests from a mobile unit. More units are shown for the teletype because the queries go to several different record files.

Anomalies in the curves are caused by a number of items such as a trucker strike, Conservation Wardens new radios, DSP improved radios, DOT PC for record file queries, TIME System changes, communications control console changes and installations, to name a few. All items tend to have a temporary effect on the dispatching operation. The overall trend is for increasing traffic each year as shown by the curves. This presents a problem for the future which is being addressed.





WISCONSIN STATE PATROL DISTRICTS

DISTRICT NO. 7

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
5005 Hy. 53 South
(Hwy. 53 at I-94)
Eau Claire, Wisconsin 54701-8846
715 839-3800

WISCONSIN STATE PATROL ACADEMY

Capt. David L. Schumacher
Bldg. 1256, Fort McCoy
Sparta, Wisconsin 54656-5000
608 388-2942

DISTRICT NO. 5

Capt. Michael A. Moore
Route 3, Box 242
(I-90, Tomah Exit, Hy. 131)
Tomah, Wisconsin 54660-9449
608 372-5998

DISTRICT NO. 3

Capt. Bill DeGuire
Box 984
(Junction Hwys. 151 & 41)
Fond du Lac, Wisconsin 54935-0984
414 929-3700

DISTRICT NO. 2

Capt. Roger F. Hlavacka
21115 Highway 18
Waukesha, Wisconsin 53186-2985
414 785-4700

DISTRICT NO. 1

Capt. William L. Singletary
P.O. Box 7879
4845 E. Washington Avenue
Madison, Wisconsin 53702-7879
608 246-3220

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