

*fifty years
of service
and integrity*



1939-1989

A history of the Wisconsin State Patrol on its 50th Anniversary
Division of State Patrol

Wisconsin Department of Transportation

May 3, 1989—Madison, WI



Office of the Governor
State of Wisconsin
May 3, 1989

To the State Patrol:

Congratulations on 50 years of dedicated service from both your uniformed officers and your civilian staff. In all kinds of weather, at all hours of the day and night, they have protected our citizens and watched over our highways.

All of us are justly proud of the perseverance and high level of integrity evidenced by your people. Having traveled with the Patrol throughout the state, I can vouch first-hand for their efforts to improve highway safety in the State of Wisconsin.

Tommy G. Thompson
Governor

Office of the Secretary
Department of Transportation
State of Wisconsin
May 3, 1989

Dear Administrator Van Sistine:

In my interactions with members of the State Patrol over the past two years, I have gained great respect for their professional approach. The Academy you have established puts Wisconsin at the forefront of national police training.

The Patrol has met the challenge of constantly changing demands of society without losing sight of your mission: To serve the people of Wisconsin.

I am proud of my association with your organization. Your distinguished record is the foundation for the next 50 years of fine tradition. Keep up your outstanding work!

Ronald R. Fiedler
Secretary

FOUNDING OF THE STATE PATROL

They wore a variety of uniforms. Some were armed, some were not. They were expected to enforce motor carrier and traffic laws throughout the entire state with fewer than one man per county and with no official training program. They had no communications system, computers or data banks to back up their investigations of motorists or motor carriers. They relied on their own ingenuity and training they had received from whichever agency they had previously worked for. Yet they served the citizens of Wisconsin well-and in the process, established a reputation for fairness, service and integrity that still represents the State Patrol of today.

On September 1, 1939, the nucleus of the Wisconsin State Patrol was formed when the Wisconsin Legislature created Chapter 110 of the Wisconsin Statutes. This law created the Motor Vehicle Department, consisting of three divisions: Registration and Licensing, Highway Safety Promotion, and Inspection and Enforcement, which would eventually evolve into the Wisconsin State Patrol.

Governor Julius Heil appointed Colonel George Rickeman as the first Motor Vehicle Commissioner, who named Homer G. Bell, an investigator for the Secretary of State, as first Director of Enforcement in November 1939.

This new division incorporated 46 inspectors from 5 small agencies that had previously existed in other departments: 33 Public Service Commission transportation inspectors, 8 Inspection Bureau inspectors and 5 investigators from the Secretary of State's office. The law limited the Enforcement Division to only those persons employed as inspectors of various kinds of enforcement immediately prior to the effective date of the law. These 46 inspectors were authorized to enforce Chapter 85, which was then the state motor vehicle code, and Chapter 194, which regulated motor carriers.

The enforcement agencies prior to the State Patrol had a long history in the state: In 1917 the Secretary of State was authorized to ask the Dairy and Food Department and the Oil Inspection Department to make reasonable investigations of the licensing and vehicle sales laws and to appoint additional inspectors. In 1930 he appointed five additional inspectors, including H.G. Bell, G. S. Cook, A.M. Haanstad and G. K. Woodworth, who later formed the nucleus of the Wisconsin State Patrol.

During this same period, the Highway Commission was authorized to name up to ten employees to enforce Chapters 85 and 194 of the Statutes. By 1931 the State Highway Engineer E. J. O'Meara had organized four men, William J. Philip, A. C. Hartman, Armor R. Gunnison and Linus Gould, to check truck weights and traffic. They also tried to encourage county boards to establish county patrols outside the sheriff's departments which had been authorized by a 1927 law.

Simultaneously, in 1931, the Public Service Commission (formerly the Railroad Commission) was authorized to appoint agents to investigate violations of Chapter 194 relating to the ton-mile tax.

In 1933, to coordinate some of these scattered efforts, the State Inspection Bureau was created in the state Treasurer's office, consolidating the motor vehicle enforcement duties of the Dairy and Food Department, the Oil Inspection Department, the Secretary of State's office and the Traffic Division of the Highway Commission. Only the PSC inspectors

remained independent. This new agency also enforced Chapters 85 and 194. They used portable weighing devices and were authorized to unload overweight vehicles.

Five years later Gov. Philip F. LaFollette made a second attempt to streamline the enforcement duties of the state, when he created the State Inspection and Enforcement Bureau, combining enforcement officers from several state agencies including the Public Service Commission. When he was replaced six months later in 1939 by the new governor, Julius Heil, the bureau was abolished and the personnel returned to their original departments. However, within a few months after Heil took office, the Legislature voted to create the Motor Vehicle Department with an Inspection and Enforcement agency, and the Patrol was born.

The officers of 1939 purchased their own patrol cars and received \$30 reimbursement per month from the state plus gas, oil, and grease. Each officer received a siren, flashing red light, and police license plates to display on his car while on duty. When using the car for personal reasons, the officer displayed his own license plates.

There were drawbacks to owning and using personal cars, of course. The official shield on the side of the car was always visible whether they were on or off duty. Even on Sunday picnics with the family, a trooper could be pressed into service if his car bore the shield. So, some of the more ingenious officers had special clips bolted to the door so they could snap on a canvas cover to hide the official shield while they were off duty. Of course, the troopers had to carry prescribed equipment at all times for emergencies in the small trunks of those cars--and that made it even harder to fit in the picnic baskets.

The first uniforms issued to the troopers consisted of cadet gray trousers with a navy blue stripe on the outside seam, a navy blue blouse with stripes on the sleeves, a navy blue shirt for summer and a blue reefer for winter. Caps were a military style with a bill. The shoulder patch read "State Traffic Patrol." Each man was required to purchase his own uniform.

While some of the predecessor agencies issued firearms to their agents, the State Patrol did not initially supply them with weapons. Those who had weapons from their previous service continued to use them, but other officers waited until the State Patrol Academy was founded in 1955 to receive a firearm and training in its use.

When asked if he felt unprotected during those early years, one of the original troopers [Meilahn] said, "No, I always believed that if you had to draw your gun you had 'blown' the contact. You shouldn't need to use a gun."

The duties of the State Patrol were essentially the same as they are today: traffic control, truck regulation enforcement and motor vehicle department duties. The emphasis, however, was different. For instance, traffic enforcement occupied only about 10% of the officers' time, usually on Labor Day, Fourth of July, Memorial Day and New Year's Eve; there was little traffic enforcement outside of those days.

THE WAR YEARS

During World War II and the years immediately following, the fledgling organization added more duties while the small force was reduced even further by the number of officers who joined the services.

In 1939, there was no statutory limit on the size of the Inspection and Enforcement Division. In 1941 state legislation placed a limit of 55 men on the Division and called them "traffic officers" for the first time. The state traffic patrol was not to be used in strikes and was now responsible for enforcing the itinerant merchant law. Because the force was so small, they could not be concentrated in areas needing accident prevention service.

In 1940, an unseasonal October "killer" blizzard stranded hundreds of unprepared motorists in their stalled cars in snow; for two solid days, Patrol officers and county officers performed life-saving services without resting, as they rescued travelers who were only prepared for early fall weather.

Within a county the assigned officer embodied the Motor Vehicle Department; a large part of his time was devoted to such non-enforcement duties as giving driver license tests, taking registration applications and collecting fees on the spot, answering the thousand and one questions on motor vehicle law, and weighing and inspecting trucks. "Out on the road, we *were* the Motor Vehicle Department," said one retiree from the original officers.

There were 1,246,000 drivers licensed in Wisconsin in 1941 and legislation required that new drivers had to pass a qualifying exam; there was a new driver's license fee of \$1, with 75¢ returned to the local unit of government employing the officer who conducted the examination.

Equipment and training were primitive by today's standards. There was no communication equipment in the original vehicles--if a trooper wanted to contact his headquarters, he would have to find a convenient telephone. In emergencies, radio station WIZR at Badger Ordnance would occasionally broadcast an alert when a specific officer needed to contact headquarters during the war. The officers would keep their car radios tuned to that station--then go find the nearest phone to receive their instructions.

The onset of war in 1941 created new duties and regulations for the State Patrol to enforce. For example, in 1941 the national Office of Defense Transportation endorsed a speed limit of 40 mph to conserve the tire and rubber supply; it was later dropped to 35 mph. When the principal rubber-producing areas of the world fell into the hands of the Japanese, the U.S. had a total of 631,000 tons of crude rubber. This was 210,000 tons short of the estimated military and essential civilian demands, with nothing available for the manufacture of new tires for the 9 million passenger cars. This affected not only the motoring public, but the Patrol's ability to keep its cars on the road.

The Wisconsin State Patrol did its part in the war effort. A number of its men were called to serve in the armed forces. One member of the Patrol, Officer John Brown, gave his life for his country in the fighting in Burma.

While many State Patrol officers enlisted, those who remained also helped the war effort by keeping the heavy traffic moving smoothly and safely in the vicinity of the Baraboo

munitions plant and Camp McCoy. They escorted military convoys and caravans of celebrities selling war bonds, and they enforced traffic laws created to help the war effort. In fact, so much of their duties involved activity around the war effort, that the World War II field headquarters of the Patrol were moved to the Badger Ordnance Works in Baraboo.

In 1943 the State Patrol finally improved its communications system when it put its radio signal on the air for the first time. Station WIZR operated on a frequency of 31.5 MHz with AM transmission from a ground plane antenna on top of a windmill tower located on a bluff at an altitude above sea level of over 1,400 feet. The station, located on the property of the Ski-Hi Orchards north of the Badger Ordnance Plant and five miles south of Baraboo, communicated with the Patrol's mobile unit and most of the municipal and county law enforcement shortwave stations. A private telephone line to the Motor Vehicle Department provided a 24-hour link between the field headquarters and Madison to complete driver license and motor vehicle registration checks.

By 1944, the condition of the highways was becoming a critical problem. Roads in bad repair were making travel unsafe. There had been virtually no new roads built and road repair schedules were drastically restricted during the '30s due to the depression. With the coming of the war, these repairs and new roads were again postponed to help with the war effort. So, national and state highway engineers, looking ahead to a time when the war would be over and business and tourists would again need improved roads, proposed a national network of Interstate highways which eventually became part of the Patrol's responsibility.

Patrol officers dealt not only with traffic law enforcement and motor carrier rules, but also were often the first to arrive at the scene of an accident. Their duties included accident investigation and ticketing for failure to observe traffic laws, which resulted in those accidents. In 1945 a Safety Responsibility Law was enacted; it required drivers to file a written report of any accident involving injury or property damage of \$50 or more. It also required the operator to show evidence of public liability insurance or required settlement with the other parties or the operator would lose operating privileges.

In 1945, the fledgling communications system for the Patrol took another step forward when additional FM receivers were installed at the control center that allowed headquarters to communicate with adjacent counties and municipal police stations in the area. A home-made radio telegraph, called a CW station, was installed, and CW operators were hired to communicate with the city of Milwaukee and surrounding states. These CW operators checked drivers' licenses by telephone and relayed the information by radio to mobile units and base stations.

The end of World War II brought organizational changes to the Patrol. When the Badger Ordnance Plant closed, the Patrol's headquarters were moved to the new headquarters in Madison. The communications equipment was controlled with telephone lines. Four new stations were added in 1946-Delafield, Hayward, Irma and Waukesha. That same year, motor vehicle registrations in Wisconsin reached one million.

In 1947, the state trunk highway system was enlarged by 1,000 miles. And another improvement in the communications system occurred: an FM radio station called WWCF east of Baraboo allowed the Patrol to use the station's 600-foot tower for a communications center. Because of problems with the telephone lines, controlling various remote communications stations during storms and inclement weather, radio transmitters were

installed between Baraboo and Delafield, Black River Falls, Menomonie and Highland. Although this was an improvement over using telephone circuits, the frequency interfered with some local television sets, and a new microwave system was planned to control all stations. This allowed the Patrol to move their dispatching headquarters to Madison and reduce the required staff.

Finally, in 1949 the Patrol received authority to expand in number. In addition to the 55 original traffic officers, legislation added another 15 men to enforce truck weight restrictions.

EXPANDING THE PATROL

During the 1950s, the Patrol underwent major changes. The Legislature expanded the Patrol from 70 uniformed officers to 250. Faced with this large influx of untrained recruits with no previous inspection or law enforcement experience, they established an Academy on the grounds of Camp McCoy to train all officers.

One innovation that grew out of the war industries was the adaptation of radar to speed checking in the 1950s. In 1952 the Patrol set up a speed check experiment near Tomah using a radar unit borrowed from the Highway Commission. They recorded 56 drivers in two hours. Although the officers only intended to give warning citations, they couldn't resist giving a real one to the driver of a Packard who roared past them at 84 mph. Testing the equipment and demonstrating its use was not enough, however; they needed authority to use it as evidence in court against speeders. They got that authority in 1953, when the Attorney General agreed that radar evidence was admissible in court.

During the early 1950s, the Patrol had several directors: In April 1952, Dan F. Schutz was appointed director of the Division of Enforcement. From April to September 1954, Alvin E. Boelter served as director, and after September 1954, Lawrence E. Beier was appointed to lead the division and steer it through an important era of growth.

Prior to 1955, when the Patrol was expanded, the officers' duties included:

- * primarily enforcement of motor carrier laws, such as weights and size
- * administrative investigation for the Department of Motor Vehicles
- * handling registration problems
- * checking licenses of motor vehicle dealers, showmen and peddlers
- * in their "spare" time, they appeared in court to testify in disputed citation cases and they gave public service talks to civic organizations and schools
- * over the years, they have been called upon to respond during natural disasters such as tornados and snow storms
- * and still only 10% of their time was spent on traffic law enforcement such as speeding or drunk driving.

1955 was a turning point: Wisconsin traffic accidents reached an all-time high of 932 deaths for the year. Governor Kohler and the state Legislature took several measures to reduce the toll. They established a driver licensing point system and authorized state driver examiners to test all applicants for driver licenses. A study by the Northwestern University Traffic Institute and the International Association of Police Chiefs recommended that the Patrol be increased to 609 officers to meet the state's needs. A compromise was reached by increasing the Patrol from 70 officers to 250. And as a result, the Patrol's focus changed from primarily truck law enforcement to traffic law enforcement.

To meet the need to train these new recruits quickly, an academy was established at Camp McCoy near Tomah. The State Patrol Academy trained not only the 180 new recruits but also the original 70 officers. In later years, training was also extended to interested county and local law enforcement officers. The 1955 classes were run back to back until all Patrol members were completely trained. Although the course took 12 weeks, they were able to set up the curriculum and begin the program so quickly that the first class of 48 experienced and new officers was ready to graduate on December 29, 1955.

The curriculum was designed to give officers the latest legal and technical information available. Courses included accident investigation, first aid, traffic law enforcement procedures, patrol techniques, psychology, chemical tests to determine intoxication, human relations, fire arms, laws of arrest, rules of evidence, state traffic code, judo, photography, emergency childbirth and other related subjects.

The Northwestern University Traffic Institute had an initial contract to run the Academy for two years. In 1957 that contract ran out, and the Patrol took over responsibility for training new recruits and providing annual in-service training for all members.

With the large influx of officers, uniforms were issued for the first time to officers. In 1956 traditional campaign-style hats replaced the military-style billed cap worn since 1939.

Their patrol cars after the expansion were gray with a black roof and trunk, with 10% of the cars unmarked. The black and gray cruisers remained in use until the mid-'60s when they switched to blue and white cruisers, which in turn remained in use until the early '80s when the division switched again to solid blue cruisers in an economy move.

In 1956 the Patrol acquired Harley-Davidson motorcycles for their fleet. These gave the officers more mobility—they could ride around traffic jams to reach the scene of an accident more quickly, since they could ride on the shoulder with a cycle. The Patrol still uses motorcycles in the 80s.

This new emphasis on highway safety and traffic accident reduction, of course, affected their duty assignments after 1955. When the force tripled, the duties of the officers shifted from serving as resident representative of the Department of Motor Vehicles to performing selective traffic law enforcement based on accident experience. Although they still could handle registrations on the spot, collect fines and answer questions on motor carrier or traffic laws, they focused a greater percentage of their time on checking the flow of traffic and removing dangerous drivers from the roads.

A new kind of employee was added to the Patrol in the mid-'50s to help troopers take care of routine duties. Called Traffic Control Assistants, these non-uniformed employees were trained to help the officers operate weigh stations and portable scales and handled some of

the paperwork involved in truck inspections. When inspectors were added to the Patrol, some of these TCAs became the first inspectors on the force.

Technology helped the Patrol make the transition to primarily enforcing traffic laws: In 1956 the first Breathalyzers were purchased. These mechanical devices helped identify the level of intoxication of drivers and served as evidence in court that someone was operating under the influence of alcohol. The Patrol eventually assumed the responsibility for monitoring, testing and certifying operators for all such equipment in the state, whether with the Patrol or in local law enforcement offices.

To keep their special police speedometers accurate, the Patrol purchased a special "fifth wheel" Trackmeter, a large bicycle-type wheel which attached to the bumper of a cruiser and measured accurately the speed the car was traveling. The measuring device allowed officers to check their own speedometers and is still in use in the 1980s.

Communications equipment was slowly being upgraded to keep pace with the changing duties. In 1957 the Wisconsin Law Enforcement Teletype System was inaugurated to connect Milwaukee with the communications center in Madison.

The increase in the accident rate and the size of the Patrol paralleled another important expansion. In 1955 the federal government authorized construction of a national system of Interstate and defense highways and agreed to finance 90% of the project. The Patrol was slated to monitor the traffic on this expanded highway system. When Wisconsin opened the first 7.5 miles of I-94 in Waukesha County, State Patrol officers were assigned to the Interstate system 24 hours a day, 7 days a week, and each man patrolled one sector.

Because of the increased traffic enforcement patrols, in 1957 the Legislature authorized an additional group of 70 motor carrier inspectors to relieve uniformed officers from duties at the stationary scales and to assist in administrative investigations. These inspectors had separate training and handled weight and size checks on motor carriers and safety inspections on school buses. In their first six months on the job, these inspectors weighed 201,939 vehicles, a 252% increase over the previous year, and issued 16,304 citations for equipment violations, an increase of 182%~putting that many more safe vehicles on the road again.

As an outgrowth of their defense duties during the war, the Patrol assumed several civil defense duties during the 1950s, which included monitoring for radioactive fallout. Detection devices were carried in the cruisers to help with monitoring. Under the defense plan, State Patrol officers would also provide escort for evacuation of key state officers and the movement of emergency supplies and equipment. Patrol officers were even trained to identify various aircraft and received ratings to evacuate injured victims from various types of downed aircraft during their training.

Communications Operators

Communications operators were generally invisible to the public. They were usually a voice on the car radio helping the officer find out about a car registration or a driver's license, or dispatching a cruiser to an accident scene. On one Fourth of July weekend in the '50s, the operators in the radio room handled the following calls between midnight July 4 and

midnight July 6:

- * Checked in or out 3,060 cars, for an average of one car every 1.43 minutes.
- * Handled 927 driver or registration checks, or one every 4.66 minutes.
- * Handled 105 formal items, or one every 41.14 minutes

All in a Day's Work

Officers do not spend eight hours a day handing out citations. Some of the more unusual public contacts in the 1950s:

- * Two officers helped a mother give birth in the back seat of her car
- * One trooper rescued a pilot who bailed out of his disabled military jet plane after taking off from Truax Field (he "totaled" the \$2.5 million jet). After this incident, all Madison-area officers received pilot rescue training.
- * One officer swerved to avoid a motorist who pulled out in front of his cruiser without warning, sending the trooper's cruiser end over end in the ditch.
- * One motorist apprehended for an expired license swore that his license wasn't expired for the past two years-his planetary calendar indicated that he was paid up for two years ahead. And the streets of Rhinelander were his private driveways. He was sent to a hospital for observation and the officers are probably still trying to figure out how to write out the citation.
- * One officer was investigating a two-car accident scene when a passing black bear decided to get into the act-and tried to attack the humans at the accident scene. After dispatching the bear, the trooper completed his investigation.

THE PATROL'S DUTIES GROW

When the additional officers were added to the Patrol, their mission was clearly to help improve safety on the highways. A major emphasis of the '60s was to reduce traffic fatalities. Unfortunately, although the number of Patrol officers on the highway was increased, their duties expanded just as fast. Along with heavier traffic and additional traffic laws to enforce, the technological demands on the officers increased, as well.

The death toll in 1960 on Wisconsin streets and highways was 927-106 more deaths than in 1959. Yet there were fewer deaths on state and federal highways under line patrol (selective enforcement) by the State Patrol than there were on the same roads in 1959, proving the effectiveness of this action. Deaths on other state and federal highways and town and county roads were up.

One major cause of traffic accident deaths was failure to be properly restrained in a vehicle; only automobiles manufactured after 1962 were required to be equipped with seat belts, and there no laws requiring drivers or passengers to wear them. The Patrol established a

policy in 1967 that all officers had to use their seat belts while on duty; it was not until 1987 that a safety belt law covering all occupants of motor vehicles was passed.

Until 1961 troopers could not arrest a citizen for committing crimes other than those related to traffic laws, even if the criminal act was committed in their presence. An officer would have to call for a county or municipal law enforcement officer to perform the arrest. That year, the Legislature gave State Patrol officers authority to handle non-traffic crimes committed in their presence on the highways.

Another important area for the Patrol was the truck inspection unit, which had only 70 inspectors covering 14 permanent scales and performing spot checks with portable scales throughout the state. Distinctive uniforms were issued in 1961, and two years later an additional 13 inspectors were authorized to increase the hours spent at state scales and handling school bus inspections.

There were three kinds of inspectors: the uniformed Inspector I enforced truck weight, equipment, registration and licensing regulations and operated the permanent and portable truck weighing scales. The Inspector II was non-uniformed and handled investigative duties for the department. If, for example, a person was required to give up his vehicle registration plates or his driver's license and refused to do so, an Inspector II would contact the driver and pick up the plates or license. They also inspected new and used car and salvage dealers to check for compliance with state regulations. The supervisors over the inspectors were classified as Inspector IIIs. With the addition of these new officers, the Patrol strength was up to 300.

That same year, the Patrol initiated aerial enforcement. Flying rented airplanes, Officer-pilots William Plendl and William Walker began the service. One-eighth mile segments were measured and marked with airplane silhouettes on high-accident highways. By timing cars with a stopwatch, officers in the plane were able to determine accurately the speed of cars on the highways. Radio communication with the officers on the highway connected the enforcement team. Airplanes are effective in locating disabled motorists, dispatching assistance, spotting and rerouting heavy traffic and sighting accidents as well as detecting other violations.

With the expansion of the Patrol, it needed to find larger quarters. In 1964, as the Patrol celebrated its first 25 years of service, it moved to the Hill Farms State Office Building. Central dispatching was broken into two communication centers: one at Wausau for the northern half of the state and one at the Madison office for the southern half of the state. In the new Wausau communications center, several operators were assigned to the unit to keep the microwave system on the air 24 hours a day, seven days week. To keep the new equipment running even during rough weather, the technicians installing the equipment had to prepare slabs to take the installations of gasoline tanks for the auxiliary power plants. Most of the rigging of the towers and installation of equipment was handled by the in-house technicians, and much of the work was completed at remote sites under rugged weather conditions.

The accomplishments of the Communications staff over the past 50 years have gone largely unnoticed by the public. The Patrol began with no equipment, no network, no ability to keep track of officers in the field. Radio equipment in the early '40s relied on vacuum tubes, and the FM system hadn't been perfected yet. Microwave towers were far in the future.

By 1969, they had converted the Patrol to more sophisticated electronic equipment, they had set up two broadcasting centers to blanket the upper and lower halves of the state, and they had given the dispatchers computer files to look up driver records and motor vehicle registrations. It might still take an hour or two for a communications operator to complete a record search among their many other duties, but it was done much faster than the original day or two it used to take.

In coming decades, these same technicians would upgrade the communications system to take advantage of full-scale computerized control consoles. Officers would have an emergency network that would connect them not only to the State Patrol network, but also with local law enforcement agencies who used different radio bands.

The small group of dedicated technicians had to develop, build and install the network; they had to equip all cruisers with receivers and transmitters, and they had to be available 24 hours a day, 365 days a year for emergency troubleshooting. Their sectors were hundreds of miles wide, and the standing joke was that "the trouble is at the *other* end of the line."

Of course, when the equipment was in place, there had to be knowledgeable, calm dispatchers to keep the Patrol in constant contact. Police Communications Operators were responsible not only for their own Patrol members, but also for game wardens and other government agencies during emergencies. Their job was demanding and required snap decisions—who should be put on hold and who should be given priority; looking up a number of important pieces of information while monitoring as many as 10 to 20 cruisers at a time; keeping all the emergencies straight while answering the phone calls from the public if they were on night duty.

While the communications staff worked behind the scenes, the troopers on the road in the mid-'60s got a new image, when the official color of the Patrol's cruisers was changed from gray and black to dark blue with white roof, trunk, and door with a red, white and blue Patrol shield.

In 1967, Lewis V. Versnik was appointed Director of the Enforcement Bureau by the Motor Vehicle Department's Commissioner, James L. Karns, who was himself a former State Patrol captain.

That same year, a Uniform Traffic Citation and Complaint form was created, to be used by all law enforcement agencies in the state when issuing citations for traffic violations. Intended to unify how citations are written for identical violations throughout the state, it was slated to go in effect by 1969. Once a uniform citation and complaint form was in effect, the Department could collect and compare statistics on violations and traffic accidents to prepare statistical information for law enforcement and highway engineers. 1967 was a bad year for motorcyclists. That year there were 34 motorcycle fatalities, so legislation was passed requiring cyclists to use headlights during daytime hours and to wear helmets and goggles. In other legislation that year, motorists were required to pass vision tests every two years to renew their licenses. And legislation also created the random motor vehicle inspection program. The Highway Department wanted to help reduce traffic fatalities, too, so in 1967 Wisconsin began installing "break-away" signs.

During the late '60s, a reorganization of state government consolidated the state's 84 agencies into 28 departments. The Departments of Highways, Motor Vehicles (which

included the State Patrol) and Aeronautics were merged to form the Department of Transportation, to be housed at the Hill Farms State Office Building in Madison.

At the district level, each headquarters was finally to be housed in a permanent structure. The first state-owned Patrol headquarters buildings were constructed in Districts 1, 2, 4, and 6, followed by Dist. 8 in 1969, Dist. 5 in 1972 and Dist. 3 in 1973. The state was originally to be divided into 8 districts, but Dist. 7 was never established. In 1989, the name of Dist. 8 was changed to Dist. 7 for the sake of uniformity.

In 1968 the Patrol was increased to 375 uniformed positions and was given the authority to participate in the control of civil disturbances. The increase was based on a comprehensive study and formula intended to provide an optimal level of service in relation to the needs of the time. There were 357 miles of Interstate and Wisconsin received an additional 100-mile Interstate allocation to connect Green Bay and Milwaukee. By the end of the decade Wisconsin had completed the original rural Interstate highway system with the exception of the Hudson Bridge.

In the late '60s, computerization revolutionized Wisconsin's driver license records. Coupled with the implementation in 1969 of the Uniform Traffic Citation and Complaint form, the troopers had a powerful new tool ready to serve them. A driver license search took less time, and the files were more accurate. In 1969, the Patrol was assigned computer inquiry terminals so they could check driver and registration files directly.

The 1960s were a time of turmoil for most of the U.S., and Wisconsin was no exception. There were a number of civil disobedience disturbances which required the Patrol. In the late '60s, Old Main at UW-Whitewater burned down, and the Patrol was there to protect the area while residents were relocated. During the Viet Nam era, students at UW-Madison rioted against U.S. military involvement, and the Patrol along with the National Guard helped defuse the confrontations.

At the end of the '50s, highway deaths had reached an all-time high. In 1968 highway deaths reached another new high: 1,162; although motorcycle fatalities had dropped from 34 to 18, clearly, reducing the number of highway accidents was still a priority for the Wisconsin State Patrol trooper.

All in a Day's Work

Officers need to know more than the law sometimes:

* The inspectors lost one round with a trucking company in 1960. A Dodgeville transfer company was charged with overloading the rear axle on one of its trucks. A representative of the truck company told the judge that the truck was filled with pigs, that the truck's total load did not exceed the legal limit, but that the rear axle weight was too high because the cargo got up and moved from the front to the rear of the trailer. "Judge," the man said, "you just can't tell pigs where to sit."

The judge noted that he appreciated the difficulty in restraining the action of pigs in a moving trailer and dismissed the case upon payment of \$5 in court costs.

* One motorist protested the fine imposed for failing to stop for a stop sign. "Is there any reason you feel the penalty is too great?" asked the judge.

"Yes, I went through the stop sign slow," the defendant replied, "and I don't believe I should be fined."

"Do you mean to say that if you stabbed a man slowly, I should let you go?"

The defendant paid his fine with no further comment.

* Patrol officers often performed spot inspections on cars, which tended to make some drivers nervous. One driver tried unsuccessfully to dim the car lights four times, but couldn't find the dimmer switch.

"What do you do when you have your bright lights on and meet an oncoming car at night?" queried the trooper.

"Blow the horn?" came the reply.

* Troopers spend most of their time on the road, exposed to numerous potential traffic accidents, dangerous high speed chases, and bad-weather road conditions that keep many drivers safe at home by the fire. They have their share of unavoidable accidents because of their high exposure to traffic.

One officer in the '60s had an accident, however, when he wasn't even in the car. Having just stopped a speeder, the officer was standing with the driver between their cars at the side of the road when they noticed a semi truck bearing down on them. The officer grabbed the driver he was citing, and leapt for safety as the truck smashed into the patrol car and the sedan the driver had just rented. The truck driver, who had apparently dozed off at the wheel, and his relief driver were uninjured, but both cars were totaled.

Communications

There are two important parts of the communications team--the dispatchers, now called the Police Communications Operators, and the technicians who keep the network of broadcast equipment on the air. These technicians are called out to make repairs, of course, in the worst weather, and usually at the most remote, most inaccessible towers in the dark of the night.

One poor technician had a bad month in the '60s: one officer's radio went out of commission and he arranged to meet the technician at one of the towers, where he found the technician--you guessed it--mired up to his hubcaps. The trooper convinced a nearby farm wife that he knew from childhood experience how to run a tractor and further convinced her to lend him one to remove the car from the muck. The radio got fixed and they went on their way.

Not long after, a second officer had a dead radio, arranged to rendezvous somewhere between Kenosha and Lake Geneva, and--you guessed it--they passed each other on the road. The technician made a u-turn to head back to the trooper, and--you guessed it--got mired in the ditch. The trooper pulled him out, then got his radio fixed, and they went on their way.

Not long after, a third officer's radio went out of order. The technician was at one of the

remote towers, so the trooper drove over for his repairs, and-you guessed it-the technician was up to his hubcaps in mire. Suggestions floating around headquarters at the time: "Get a winch!" "Stay on the main roads!" and "Legislate that the radios aren't allowed to break down."

And for the officers on the road, sometimes communications could be a confusing event: Often under the right atmospheric conditions, they would hear, loud and clear, officers from distant states. Radio signals can bounce off low-lying clouds and travel long distances across the surface of the earth. In Washington County, officers could hear transmissions from as far away as North Dakota, Missouri and Kansas. It took a while to sort out which state was talking, since their cars had the same call numbers as Wisconsin's officers.

THE PATROL'S SECOND QUARTER CENTURY

From an original force of 70 men to one of 375 men and women, the Patrol expanded to meet the increasing technological needs of a changing society. The introduction of computers, increasing sophistication of the equipment they used to track speeders and identify intoxicated drivers, and the changing nature of the public they dealt with called for increased training and new alignment of priorities for the Patrol.

In 1970 a driver improvement section was established to counsel drivers with bad driving records. Troopers on the road were finding drivers traveling at speeds exceeding 100 mph, who were driving under revocation of their license, who were driving with a blood alcohol content sometimes as high as .35% (when .10% was legal proof of intoxication), and who were driving recklessly in high-powered cars which were like lethal weapons.

That same year, a law was passed requiring vision tests for every licensed driver every four years prior to renewal of the driver's license.

The Law Enforcement Telecommunications System was completed and reduced response time for all law enforcement inquiries into Motor Vehicle files. In 1972 the Patrol was linked with law enforcement agencies throughout the state through the TIME (Transaction Information for Management of Enforcement) system.

Motor vehicle deaths continued to rise. In 1972 the annual motor vehicle death rate in the U.S. reached an all-time high of 54,589. By comparison, motor vehicle traffic deaths in the U.S. from 1900 to 1977 was a total of about 2,200,000. In comparison, deaths of U.S. military personnel in all wars has totaled 1,186,654.

To help improve the driving skills of errant Wisconsin drivers, the legislators authorized point reduction for participation in Traffic Safety Schools in 1972.

The following year, the Patrol was given broader powers of arrest under the criminal code. Previously, a trooper could pull a traffic offender over, run a license check and discover that the person was wanted for felony. His only recourse, however, was to issue the traffic offense citation and call in the local law enforcement agent to make an arrest on the felony charge. The trooper could not legally arrest anyone for violations other than traffic offenses.

A new element was added to the equation of highway safety in December 1973--and this time the help came in the form of the national economy. That month the maximum speed

limit on all rural roads in Wisconsin was reduced from 65-70 mph to 55 mph to conserve energy and save lives. This change was mandated federally when the U.S. Secretary of Transportation was prohibited by legislation from approving federal-aid highway projects in any state having a maximum speed limit in excess of 55 mph. Within two months all 50 states were in compliance with the law.

In 1970 oil imports had cost the U.S. \$2.7 billion. In early 1974 the cost rose to \$23.6 billion as the U.S. imported 37% of its needed petroleum. When foreign oil-producing nations stopped oil shipments to the U.S. in 1973 as part of a boycott, the federal government stepped in to reduce its impact. In the attempt, a number of lives were saved.

Other legislation on the state level had an impact on the Patrol's duties in 1973 when the random motor vehicle inspection program was discontinued; 38 motor vehicle inspector positions were eliminated by the Legislature. That year, it was estimated that speed enforcement accounted for only 60% of the Patrol's citations for hazardous-moving violations. Drivers were cited for inattentive driving, improper passing, and other moving violations 40% of the time.

1974 was a year of innovation, as the Patrol was the first in the nation to accept credit cards for traffic violation deposits for courts. That year troopers also were able to issue driving receipts in the field and instant status reports for enforcement.

In 1975 the Governor called up the Wisconsin National Guard and the State Patrol to replace the mutual aid officers during the takeover of the Alexian Brothers Novitiate in rural Gresham. The takeover by the Menominee Warrior Society which was protesting the sale of the facility by the Alexian Brothers. The protestors wanted it sold back to the Indians for tribal use. Their protest lasted 37 days.

In 1975, the formerly all-male State Patrol hired its first women. Advanced planning was necessary to supply properly fitting uniforms and housing accommodations at the open barracks used at the State Patrol Academy. By 1989, not only were female troopers common, but they had risen up through the ranks to the levels of sergeant, lieutenant and captain.

The Wisconsin Department of Transportation entered a new era in 1976 when it shifted to a new policy of concentrating on preserving existing roads, rather than building new ones. The impact of this move meant that many popular routes in Wisconsin would be under construction during the busy summer tourist seasons, and troopers would have to patrol ever growing lines of slow traffic trying to negotiate construction zones.

In 1977 a computer program allowed district communications centers to run Vehicle Identification Number (VIN) inquiries through a terminal. In the process of computerization, they reduced a file of 7 million inactive records to fewer than 2 million.

In 1977 storm clouds hung over the Patrol as the Wisconsin Legislative Joint Committee for the Review of Administrative Rules (JCRAR) was asked to investigate a number of claims that originated in a series of articles which appeared in the Appleton Post-Crescent. The investigative series cited a number of problem areas in the 375 member Patrol, including low morale, low pay, dissension between management and line troopers, inadequate training facilities, a double standard in enforcing work rules and regulations, and a quota system covering some types of arrests. The investigation was dropped with no

action taken against the Patrol. A subsequent reorganization of the Division tightened the handling of these issues and the problem of training was to be addressed in 1979.

The Inspection Section was given responsibility for ambulance inspection in 1978. This duty was transferred to the Division of Enforcement and Inspection from the Division of Health and Social Services. The increase in workload meant that 450 ambulances which were inspected and certified in 1977 would now be added to the assignment of inspectors who manned the permanent and portable scales around the state. Division personnel prepared rules to be effective in 1980 for ambulance equipment and medical supply requirements for ambulances. They also inspected over 11,000 school buses semi-annually along with all new school buses.

In the same year, all Inspector IIs returned to uniformed Inspector status or became troopers.

The Bureau of Communications was still working on improving its statewide coverage. It added to two-way mobile radio coverage in three important population centers (Ashland, La Crosse, Racine-Kenosha) and made provisions for extending the coverage in a fourth center (Sheboygan and Ozaukee counties).

During the '70s the communications network was further expanded when a large federal grant helped the Patrol purchase 33 new transmitting sites for the network. Two new commercial radio control consoles were also added to the system—one each in Districts 3 and 5. New base stations were added to the system for the Wisconsin Police Emergency Radio Network (WISPERN) and Emergency Medical Services (EMS), which were purchased with Highway Safety federal money.

New high-band mobile radios were purchased with the aid of more Highway Safety federal money. The 475 units were to augment the Patrol's low-band system and help it communicate on the WISPERN channel. This police emergency channel may be used by all law enforcement mobile units in the state, and is also the channel that may be used by law enforcement officers nationwide.

A 10-year replacement schedule was developed and implemented for microwave equipment. It was a milestone in that it recognized the need for a microwave system, but funding was not yet provided in the base budget.

A new district frequency system was designed and frequencies were obtained so that adjacent districts were separated with different frequencies. This helped prevent overlap of transmissions from one district's cruisers to another district's.

In the late '70s, the Communications Bureau was established in the division to coordinate the technological development of the Patrol's equipment in the '80s.

The '70s saw a change in the way breath tests and blood alcohol tests were handled in the state. Until 1968, all troopers knew how to operate the Breathalyzer equipment which was a chemical testing device to determine blood alcohol levels; however, most officers did not know how to calibrate or perform routine maintenance on the equipment. In 1968 the Chemical Testing unit was formed with a supervisor and four service technicians who were assigned to calibrate and service Breathalyzer equipment for the Patrol and other law

enforcement agencies, as requested. In the early 1970s, the Chemical Testing Unit extended its service to local agencies and the staff was expanded to eight technicians. In 1979, the Office of Highway Safety helped the Patrol purchase 1800 Pre-arrest Breath Testers to screen motorists. If they tested positive on the smaller units (which could not be used as evidence in court), they were taken to headquarters where a Breathalyzer test was run.

In 1978, the Patrol almost doubled its supply of Breathalyzer equipment when it purchased 100 extra units. This major investment reflected a disturbing trend in the late '70s when the drunk driver arrests in the state peaked. The increase in equipment and the staff to keep it in top working order was only one point of attack that the Patrol aimed at this statewide problem. Enforcement of drunk driving laws and offering service to the equipment in local law enforcement offices were two other important tactics in the fight against intoxicated driving.

In the early 1980s, the Patrol also began looking to replacement of its aging equipment. Seeking equipment that would be faster, more user friendly, more electronically sophisticated and easily tapped into the motor vehicles computer files to register data, it selected the Intoxilyzer for its breath testing equipment. This machine uses infrared light to measure the amount of light being absorbed by the alcohol molecules in the suspect's breath, and evidence from this equipment is acceptable in court.

Today, over 200 units are located throughout the state in Patrol District headquarters, sheriffs' departments and local police departments. Two counties are hooked directly into the Division of Motor Vehicles' computer as the division tests their ability to transmit test data to the Patrol for analysis and to DMV for entry into driver records, to allow them to determine if a driver needs an alcohol assessment or driver evaluation. Eventually, Patrol and local law enforcement officers across the state will be hooked into the system.

A once-in-a-lifetime opportunity came to the Patrol in 1978 when the New York State Supreme Court approved the transfer of the American Geographical Society Collection from New York City to the University of Wisconsin-Milwaukee. The Patrol provided security for the historic move of 600,000 rare books, maps, photographs and manuscripts, insured for over \$15 million (although many of the items were priceless), in sixteen trailer trucks over the 1,000-mile route of the move. Officers who helped at the scene reported that the neighborhood in which the original museum was housed had become so dangerous that they could only move materials out in the daylight-even with the obvious presence of armed troopers!

The move was complicated by the sheer bulk of the materials and by the special handling these priceless items required. A six-color coding system was developed to keep the contents in some semblance of order for the unloading. But the biggest headache was protecting the contents of the collection when clearance was given to UW-Milwaukee to move it.

The unmarked Patrol cruisers and the moving trucks had contingency plans to cover hijacking, theft, fires, accidents, drunk drivers and terrorist attacks. Police escorts were provided border to border by the highway patrols of Pennsylvania, Ohio and Indiana. The New York City Police Department provided security during the truck loading and escorted the first trucks across the George Washington bridge to New Jersey. The entire move was accomplished in 23 hours and 55 minutes.

Training received an important boost in the '70s: Over most of the years, the Patrol had

rented facilities from Camp McCoy outside Tomah for its Academy (except for a brief period when they trained at UW-Whitewater). All troopers and inspectors underwent basic training and annual in-service training at the former World War II barracks-which were drafty, coal-fired, dusty and not air-conditioned. While the instructors were of the highest caliber, the facilities were designed (unintentionally) to test the mettle of those who attended the classes. In 1979 the Patrol set in motion a background planning program to establish a new State Patrol Academy. In the initial steps, a feasibility study and site selection were budgeted.

That same year, an innovative technique for speed enforcement was developed and perfected; a Vascar unit was installed in the Patrol's airplane. Using natural landmarks and permanent highway structures as targets for speed measurement, the pilot is freed from the limitation of having to fly back and forth over the original airplane silhouettes painted on the pavement. The pilot could judge the speed of a vehicle while flying in a straight line, then radio the description and location to a car waiting below.

A second innovation in 1979 was the technique of using the aircraft in speed enforcement near one of the permanent scales, allowing the pilot to spot trucks which attempted to bypass the scale. This information was again radioed to the trooper on the ground who apprehended the drivers.

In 1977 the Department of Transportation underwent a major reorganization. The Enforcement and Inspection Bureau, which had previously been under the Division of Motor Vehicles, became a Division of Enforcement and Inspection in its own right. William Harvey was appointed the first Administrator of this newly formed Division. Then in 1979 this division underwent further reorganization into four bureaus, each serving under a Director. The bureaus were responsible for the areas of Inspection, District Operations, Support Services and Communications.

THE PATROL COMPLETES 50 YEARS

Between 1980 and 1989, the Patrol has succeeded in upgrading its electronic communications equipment, improving the safety equipment on its cruisers, and completing a state-of-the-art Academy facility for its training at Fort McCoy. Wisconsin's State Patrol has the latest management skills, stresses the latest theories and practices in law enforcement techniques and uses highly sophisticated computer equipment as it enters its second half century.

At the beginning of the decade, the Division of Enforcement and Inspection changed its name to Division of State Patrol, which better identified its mission, function and activities.

In 1980, Congress passed the Motor Carrier Act, which deregulated truck transportation, allowing much greater competition. While a majority of trucking companies maintained their high standards, there were numerous marginal companies who slighted truck safety or tried to circumvent weight and length rules in their drive for trucking business. The safety quality of many trucks traveling our highways came under scrutiny, and the Patrol's inspectors had their work cut out for them.

Driver licensing changed that year, as well. State law redefined motor bicycles, motorcycles, and motor-driven cycles, establishing many new registration and driver licensing

requirements. That year, licensed drivers in the state numbered 3,014,715.

As an aid to police officers across the state, photographs were required on all operator's licenses in 1982. That same year, Wisconsin adopted child passenger restraint law for children under age four. Specially approved restraints were required for all children three and under.

But the efforts of traffic safety experts, legislators and officers in the state were having some effect: in 1982 traffic deaths totaled 775, the lowest toll in 33 years.

In 1983 the Surface Transportation Assistance Act passed by Congress permitted trucks up to 80,000 lb. in weight and 102 inches in width to travel on federal and state highways. Single trailers could be as long as 48 feet in length. These increased dimensions put a strain on Wisconsin's highways, and made the role of inspectors even more important. A 2,000-lb overload would have an even greater impact if the legal limit was higher!

This US-DOT rule preempted Wisconsin's and other states' laws regulating truck length and weight, and permitted twin trailers on some 4,000 miles of two-lane highways.

At the Division level in 1983, James Van Sistine was appointed Administrator.

Meanwhile, in 1983 the highway death toll dropped even further, down to 735, the lowest in 37 years.

Five years of advance planning came to fruition in 1984 when the Patrol broke ground for new Academy at Fort McCoy. The building was original in design and featured a state-of-the-art contemporary design. The "village-like" buildings used an all-electric energy concept that includes solar energy for passive heating. Solar attics are important elements in the contemporary appearance. And the technology of instruction was not neglected, either. There are outlets in each dormitory room for computers to be added at a later date. The communications training room features a state-of-the-art console, and recruits have access to weight training equipment and a firing range on the premises.

The initial phase was finished in 1986, when the dormitory sections were completed. In 1987, the classrooms and administrative sections were finished, and Governor Tommy Thompson dedicated the facility before DOT Secretary Ronald Fiedler, Deputy Secretary Don Jorgensen, Administrator James Van Sistine, local officials and dignitaries from the Fort.

The facilities are used year-round to train new recruits, provide in-service training for all members of the Patrol, for various staff from the Division of Motor Vehicles, for DNR game wardens, local and municipal law enforcement officers, and other state and federal groups upon request.

Ten additional troopers were authorized in 1984, bringing the total of traffic officers up to 385.

The Communications Bureau kept pace with the technology of the '80s. The high-band radio system was completed, and for the first time each district could listen to its own radio traffic without interference from another district. Automatic receiver select, which selects the geographically closest receiver to transfer the signal from a trooper's car, was introduced

to the Patrol for the first time; both systems were first installed at what has recently been renamed Dist. 7 in the northern corner of the state. A computer-controlled radio console was purchased for Dist. 1 in 1985, giving the operators the most up-to-date technology for tracking their officers and monitoring incoming calls. A fourth major innovation for the Patrol was added to their equipment when portable radios became standard equipment. Previously, troopers had contact with their PCOs only when they were in their cruiser using the car's transmitter. The new portable radios clip onto their uniforms and transmit a signal even when they are away from their vehicles. The signal is transmitted to the cruiser's equipment which amplifies it and sends it on the regular transmitting band to headquarters. To complete the communications system, there are now 50 sites for communications towers, which send signals throughout all areas of the state.

Staff was increased in the Communications Bureau by adding an electrical engineer, two electronic field supervisors, and two electronic technicians and a stock clerk at the Madison Radio Shop.

The Legislature's concern for the high rate of death by drunk drivers among the 18-21 age group led to the adoption in 1984 of a 19-year-old drinking age. For under-age drivers, the new law required a .00% blood alcohol content (absolute sobriety). In 1985 a change in the laws permitted all enforcement officers to require "not a drop" violators to take a breath test. The "implied consent" law applies if they refuse, and they are assumed to be intoxicated. Then, in 1986, the drinking age was raised again from 19-21; but the absolute sobriety provision still applied to only those 19 and under.

In the ongoing battle against drunk drivers of all ages, the Patrol also began the switch in 1984 from Breathalyzers to Intoxilyzers.

For years troopers and inspectors were under orders to wear safety belts while on duty in their vehicles. In 1984 the Patrol went a step further when 75 cruisers were equipped with driver-side air bags as part of a pilot test under a National Highway Traffic Safety Association grant.

In 1985 the Patrol not only completed its switch to Intoxilyzer equipment in its own ranks, but it also supplied the equipment to all counties in the state. These Intoxilyzers were connected to Transportation Department computers in Madison for instant blood alcohol content reporting. The division's Chemical Testing unit is responsible for calibrating all 250 machines in the state, certifying all operators, and retraining the operators annually.

The inspectors absorbed a new program in 1984 when they got a development grant from the federal Motor Carrier Safety Assistance Program (MCSAP) to make commercial vehicle safety, driver and hazardous materials inspections. Previously, these inspections were done only as a particular inspector noted they needed attention. Under the grant, the inspections would be performed on a more consistent basis. From 1984 to 1989, the program has grown to cover from 6 to 26 positions. Inspections have risen from 3,000 annually to 24,000 annually in those five years. During a MCSAP inspection, the inspectors look for

- * commercial drivers who have spent too many hours behind the wheel at one stretch,
- * up-to-date registration of the vehicle and the driver's license,
- * the qualifications of the driver (they are required to have a physical every two years),

* proper handling of hazardous materials

* well-maintained safety equipment such as brakes, lights, suspension parts and steering components.

A new aspect of MCSAP involves 11 inspectors trained to do safety audits in the headquarters of trucking companies. By checking maintenance records, driver logs, driver qualifications and their records for hazardous materials, the inspectors are able to determine if the company meets federal standards. This record keeping process helps trucking companies ensure that their drivers, trucks and materials handling procedures are safe.

The division acquired a state-of-the art scale in 1985. The Coloma scale, which is located in the median strip between north- and south-bound lanes on HWY 51, weighs trucks while they're still in motion~speeding up the flow of traffic in both directions at once. The information is fed into a computer automatically and recorded in Madison.

Major changes are in the works for how driver and motor vehicles records will be handled by the year 2000. For instance, in 1986 the Division of Motor Vehicles hooked up their computer banks with the National Driver Register files. A driver license can be matched with problem drivers in the files of the national registry, and the local law enforcement officer can determine if there are outstanding warrants in other states. This move was enhanced when the federal commercial driver license program went into effect in 1987, making it illegal for drivers to have licenses from more than one state.

A second major step for commercial drivers also happened in 1988: Wisconsin served as one of several pilot states to test new examinations for commercial drivers' licenses and a new manual to help them pass the test. Previously, many drivers of commercial vehicles were not tested in the vehicle they would drive on the road, and the new tests are designed to prove competency in the rig's handling and knowledge of the proper ways to handle hazardous materials.

Wisconsin's lawmakers went on record in 1987 with a mandatory seat belt law that was valid for one year, unless additional legislation made the law permanent. To prepare drivers for the new law, the Patrol announced a 2-month "educational" program before citations were to be issued.

And the legal speed limit was changed again in 1987. On rural Interstates, outside the major metropolitan areas, the speed limit rose from 55 to 65 mph.

In the mid- and late-'80s, the Patrol was called upon several times to help calm confrontations between sports fishermen and tribal spear fishermen in the central part of the state. Treaty rights came into play as the Chippewa tribe claimed the right to use spear fishing to earn its living; while sports fishermen claimed their tactics threatened recreational fishing supplies. Negotiations continue between the government and the tribal leaders to resolve this issue.

Since the '60s, the Patrol has assumed responsibility for guarding the Governor and providing his escort throughout the state. Other important duties during the decade included covering Presidential candidates while they were campaigning in the state and providing escort service for such unusual events as the Magna Carta exhibit that traveled

through the state in 1987.

1987 was a difficult year for Wisconsin's economy. Summer droughts severely affected the farmers, who received offers of help from as far away as Alabama. Loads of hay were trucked into the state to relieve desperate dairy farmers in the north. The Patrol helped to escort "haylifts"-convoys of trucks delivering needed supplies.

In January 1988 an administrative suspension law for drunk drivers went into effect. This allows law enforcement officers to take a driver's license "on the spot." However, right before the Christmas holidays, a court test of the law caused a judge to question the legality of some of the provisions. An emergency rule was promulgated, putting the law temporarily back into effect by Dec. 30; the law, by early 1989 was revised by the legislature.

A typical citizen's conception of the job of a State Patrol trooper would probably go no further than "they issue tickets for speeding." But the Patrol provides much more. A high percentage of a trooper's public contact involves accident investigation, helping stranded motorists, speaking before citizen groups or high school students, or promoting highway safety.

Some of the programs developed in the late '80s include the agreement with the Salvation Army to provide temporary shelter or food for stranded, indigent motorists who are temporarily without transportation. Formerly, troopers would donate the necessary funds whenever possible; now the Salvation Army reimburses them for their expenses of meals and lodging. The program proved so successful in Wisconsin that all the surrounding states followed suit and began similar programs in their jurisdictions.

The Wisconsin Bell and AT&T Telephone Pioneers, a service organization of retirees and interested employees, has provided troopers with teddy bears to carry in their cars. The bears are available whenever the trooper finds a young child involved in a traumatic situation. Following a serious accident or if an injured child must be transported to a hospital, these bears help calm their fears, and make it possible for the adults to attend to the situation.

In 1988, the Patrol and local law enforcement organizations began the "Saved by the Belt Club" which recognizes drivers and passengers who survived serious accidents because they were wearing their safety belts.

What lies ahead?

The federal government is slowly changing the emphasis of its highway programs from one of constant growth to protecting and preserving the system that is already in place.

To keep this investment in top shape with a minimum of cost to the taxpayers, the Patrol will continue to enforce federal restrictions on the commercial vehicles that travel our roads. They will also continue to enforce truck safety inspection laws to maintain the second goal of the government-highway safety. And the third area of our highway safety program falls within the responsibility of the trooper on the road-keeping unsafe drivers off the road, whether they are commercial drivers, reckless drivers or intoxicated drivers.

However, the State Patrol recognizes that to perform its duty, it will have to learn

increasingly sophisticated methods for doing its job:

* The speed-detecting equipment of the future may be able to feed into mobile terminals installed in the cruisers of the 21st century.

* The communications system may be even more computerized; and it may cover more corners of the state and more jurisdictions in the state more easily than the evolving system of today.

* Traffic patterns may become more congested in more areas of the state.

* Inspectors may operate more computerized scales~they may even have the same bar-code reading equipment prevalent in grocery stores to read bar codes on the cabs of commercial vehicles. These codes could be matched up through computers with registration files in Madison for instantaneous checks on a truck and its driver's record.

* Intoxication-testing equipment may become even more computerized and accurate.

Whatever the direction the Patrol takes in the next 50 years, however, it will still continue to serve people~the people of Wisconsin~and to perform its duties with a sense of service and integrity.

Inside back cover:

Letter from the Administrator:

To the Citizens of Wisconsin:

As you can see, the Wisconsin State Patrol has evolved over the past 50 years from a small group of officers, primarily involved in motor vehicle duties and inspections, to a force 385 strong, which enforces traffic rules, performs safety and weight inspections for motor carriers, and manages an ever-increasingly sophisticated communications network that links the entire state to headquarters in Madison.

We ask much of our Patrol. The troopers and inspectors must know traffic laws and accident investigations. They must be ready at a moment's notice to handle any emergency. They must deal with both our most fragile citizens~our children~and with hardened criminals; and they must treat them all evenhandedly.

They are expected to know how complicated communications and speed-tracking equipment works and how to look up license information in computer data banks. They must know how to handle their cruiser in the worst of road conditions and during aggravating traffic jams.

They need to know what makes a safe commercial vehicle and whether a load is overweight or over length.

And always above all else, they must know the people they serve.

We started out as a small organization with a largely rural population. Today we deal with a mobile national citizenry as we open our borders to tourists, students, and businessmen and women from all states and countries.

But it still all boils down to our single charge—we must make the highways safe for our motorists. As we head into the 21st century and our second 50 years, we plan to do just that—with our motto of service and integrity firmly in mind.

Sincerely,

James Van Sistine
Administrator

CAPTIONS

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

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

Six of the original officers demonstrated their uniforms. Note the cross-draw holsters, which were worn on the left if the officer was right-handed. Pictured here are officers Woodworth, Wilson, Hartman, Adams, Esser and Philip.

Weighing stations have never been elaborate facilities. This is the Kenosha scale near the Illinois border in 1941.

Outside a weighing station, two inspectors check over a 1948 truck, looking for safety violations and length-weight violations.

Inside the scale, officers Winfred Griebing and Robert Cromey check the weight of a truck and prepare the forms after their inspection.

Officers in the early years provided their own vehicles. Here Officer Glen Kissinger displays his car.

The Patrol used motorcycles even in the '40s.

Allied Supreme Commander, General "Ike" Eisenhower, came to Minocqua for a fishing trip after World War II. His escort included members of the State Patrol.

The predecessor to radar was the Speed Meter. Two tubes laid across the road at a set distance let the meter record a vehicle's speed when passing over them. Here Capt. Loren Briese (left) and Officer L. J. Genge (right) demonstrate a Speed Meter in their cruiser.

Original radar equipment required the first officer to remain stationary by the box containing the radar unit which was set up on the side of the road. A wire connected the unit to a recording device set on the dashboard. The officer would then radio ahead the car's description and speed to a second cruiser which would apprehend the speeder.

By the end of the '50s, the Patrol had purchased several radar units for use in its cruisers. The black box on the dash recorded the speed. The round dial to the right of the steering wheel was the specially calibrated police speedometer which was also used to time speeders.

Cadets from the first recruit class to be trained at the Academy at Fort McCoy were lined up for roll call on one fine fall day.

They stood review and marched to class in quasi-military training.

And they ate meals in the Camp McCoy mess halls after a full day of classroom instruction, calisthenics and drill.

The required equipment for a cruiser included a blanket, axe, first aid kit, flares, jack, crowbar, shovel, fire extinguisher, warning flags and a camera kit for accident investigation.

A slow driver being warned of the hazards of impeding the normal flow of traffic.

The Patrol's Chemical Testing Section is responsible for calibrating, maintaining and training operators who use equipment that measures blood alcohol content. Here, two local law enforcement officers are learning to operate Breathalyzers which were the precursors of the current Intoxilyzers.

Breathalyzers were placed in local law enforcement departments, but the Patrol staff calibrated and serviced the equipment. The first Breathalyzers were purchased in 1956; a few troopers were trained to calibrate them at that time. In 1968 the Chemical Testing Section was formed, and it took over their maintenance.

The Trackmeter

The communications equipment that kept the Radio Room operating 24 hours a day in the Wilson St. State Office Building in Madison.

Communications operator receiving a message for transmittal to another agency.

Teletype tapes provided information from the National Law Enforcement Teletype System and Wisconsin Motor Vehicle Department's Driver License and Registration Sections

which could then be sent to Wisconsin law enforcement agencies. Communications operators in the Enforcement Division had to transfer the data tapes physically from the source machine to the sending machine.

When accident data came in, operators had to transfer coded data onto cards, using key punch machines. The machines also enabled the operators to print some additional information on the cards. Shown here in 1958 are Gert Wells and Irene Cole.

An accident data report was then processed by Glen Long as keypunch cards were run through sorting machines.

An officer safety checks one of the oldest cars passing through the check lanes during the May 1958 safety inspection drive. It was a 1925 Model T Ford Coupe driven by F. W. Zitlow, Beaver Dam. Despite being 33 years old, the auto proved to be in better condition than some of the high-powered, streamlined, later-model cars.

A state-of-the-art weighing station and modern cruiser in the '50s. The interior of the weigh station was dominated by a Fairbanks-Morse springless scale. The small buildings weren't air conditioned, and most of the inspectors worked in close quarters in one-room buildings.

Inspectors Gerald Ebert, left, and Richard Chandler, right were unloading their portable scales when this shot was taken. They were setting up a check point for weighing trucks. Newly designated as a unit in February 1958, they made their mark within six months.

Communications towers were simple structures placed in remote areas for the best signal transmission.

When overweight or oversize loads traverse the state, they often require police escort to alert passing traffic. Here, a Patrol cruiser with distinctive tail fins escorts an oversize load of girders.

A mid-March snowstorm in 1959 left 27 Madison Boy Scouts and their leaders snow bound for two days at Camp Tichora on Green Lake. A Green Lake county snow plow, accompanied by State Patrol Officer Frantz Heise and Sheriff Frank Lieske eventually rescued the hungry Scouts.

Shown grinning with relief were several Scout leaders and their rescuers. After the picture was taken, a Truax-based plane from Madison dropped six packages of food and medical supplies to the Scouts. No one, fortunately, became sick or injured. From left to right, John Courchane, Chuck Keilhofer, Gene Mills, Tom Thompson, State Traffic Officer Frantz Heise, Henry Hroh, Green Lake Co. Sheriff Frank Lieske and Earl Liedt.

Troopers and inspectors joined forces to do random motor vehicle inspections which checked for safety equipment violations.

For the first time in 1961, inspectors were given distinctive uniforms. Here an inspector checks over a school bus. And Inspector Carroll Schief showed off his van in 1965.

Teletype messages, informational tapes, and numbered magnets were some of the tools used by the Police Radio Dispatchers to keep track of their officers and what duties they were performing.

Communications technician Bob Henry checked over microwave antennas before they were installed on a communications tower.

During a period in the '60s, the Patrol joined forces with the National Guard to improve traffic coverage on summer holidays. Called "The Governor's Traffic Safety Patrol," a Guardsman would team up with a trooper to provide traffic direction and motorist assistance. A Guard plane could spot pending traffic jams and dispatch assistance more quickly than cruisers could. State Patrol Major Bruce Bishop is pictured here with a National Guard pilot, observing traffic from one of the Guard planes.

Some of the many speed limit signs that officers were familiar with in the '60s.

Motorcycles continued to be effective for maneuvering in traffic. They had, however, become more powerful and more sophisticated. And the cycles carried much the same emergency equipment that a full-size cruiser carried.

Cadets at the Academy covered a variety of subjects in the classroom while they lived under somewhat Spartan conditions. The cadets in this classroom would have been studying accident investigation, arrest procedures or traffic laws.

Hands-on practice included:

Self-defense tactics

Measuring skid marks as part of accident investigation

Breathalyzer techniques

Proper use of fire extinguishers

Radiological monitoring as part of their civil defense training

And proper inspection procedures for school buses.

During their off hours, cadets kept their bunk areas ready for inspection, or swabbed the floors which quickly became dusty from the coal furnaces.

In Memoriam

The first member of the patrol killed in the line of duty was Trooper Donald Pederson, age 31, from Dist. 3. He was shot and killed in 1972 by a 16-year-old boy from an ambush near Princeton in Green Lake County. The boy was convicted and sentenced to serve a term in prison.

In 1980, a second officer was killed in the line of duty. Trooper Gary Powless was killed in a car-truck crash while patrolling the Interstate System in Dist. 5.

A communications system relies on its technicians to keep on the air. Here one of the technicians assigned to the Radio Shop near state headquarters prepares a radio unit for installation in a cruiser. Not all technicians work 9 to 5 in heated quarters. These technicians are near the top of a transmitting tower following what was obviously a long, cold climb.

Inspectors check first to see if a truck is too long, too wide or too heavily loaded, then they check for improper driver registration, too many hours behind the wheel or improper hazardous materials handling.

This truck is obviously over-loaded.

A "gooseneck" portable scale in its closed position and two scales being used to check the weight of a truck.

A typical cruiser and inspector's station wagon of the '70s.

While radio equipment became smaller in bulk, it also became more sophisticated, as demonstrated by Trooper John Bruns.

On a typical weekend, traffic can become heavy in Wisconsin during the tourist season.

When accidents occur, the State Patrol can now call in medical helicopters which can transport high-risk, seriously injured accident victims to the hospital more quickly than traditional ambulances can.

The aerial observation plane required markers on the highway to help the pilot measure speed over a set distance. Originally, white airplanes were painted on the roads, and later large white strips were painted across the centerline.

Since Patrol officers are expected to serve as "first responders" when they come on the scene of an accident, resuscitation techniques are taught to cadets and reviewed during in-service training.

Self-defense tactics were still an important part of Academy training.

In the early '70s, crowd control training was added to the Academy program in response to requests to handle student protests.

The new State Patrol Academy on Fort McCoy grounds provides modern facilities for recruit and in-service training.

Compared to the open barracks of their former facilities, the double rooms are comfortable and conducive to study.

When the Professional Supervisory Development Program was held at Fort McCoy in 1981, the Academy for the first time trained a sergeant from the Kansas Highway Patrol and a corporal and trooper from the Minnesota State Patrol along with the newly promoted Wisconsin sergeants.

When Governor Tommy Thompson visited the Department of Transportation during his first year in office, he stopped by the State Patrol headquarters. Chemist Mary McMurray demonstrated the Intoxilyzer 5000 for him.

Four troopers and officers model the standard uniform: Trooper John Bruns, Sergeant Bernard Muschinski, Captain Ivan Anders and Trooper Marsha Wiley.

Wisconsin State Patrol, Past and Present. The 1939 Ford or Ford Sedan which was fitted up just like the one driven by Officer Glen Kissinger at the beginning of this history, and used for the 50th anniversary activities in 1989. Facing it is a 1980s Ford LTD cruiser.

Enforcement Division Directors

Director Homer G. Bell

November 1939-March 1950

Director Dan F. Schutz
April 1952-October 1953

Director Alvin E. Boelter
April 1954-September 1954

Director Lawrence A. Beier
September 1954-December 1967

Director Lewis V. Versnik
December 1967-March 1978

Division of State Patrol Administrators

Administrator William A. Harvey
March 1978-January 1983

Administrator James W. Van Sistine
January 1983 to present

Col. Howard N. Goetsch
Deputy Administrator
October 1978-July 1987

Col. Jerome J. Blied
Deputy Administrator
October 1987 to present

State Patrol Bureau Directors, 1989

Major George Wenzel
District Operations Bureau

Robert Bennett
Communications Bureau

Michael Moschkau
Support Services Bureau

DATEHEAD = 1930s
DATE = 1930
TIMELINE = Teapot Dome Scandal
TIMELINE = One in every 4 Americans owned an automobile
DATE = 1931
TIMELINE = US repealed Prohibition
TIMELINE = US scientists made discoveries that would lead to the atom bomb
TIMELINE = Stellar radio emissions from Milky Way first detected
DATE = 1932
TIMELINE = Lindbergh baby kidnapping
TIMELINE = Amelia Earhart was the first woman to solo across the Atlantic
DATE = 1933
TIMELINE = Philo Farnsworth developed electronic television
TIMELINE = First Jewish concentration camps set up in Europe
TIMELINE = Average life expectancy 59 years, a gain of 10 years since 1900
TIMELINE = Five-day work week becoming established
DATE = 1934
TIMELINE = Nylon first produced
DATE = 1935
TIMELINE = Social Security Act passed
DATE = 1936
TIMELINE = Radar invented
TIMELINE = Green Bay Packers won NFL Championship
DATE = 1937
TIMELINE = Hindenberg blimp crash was the first coast-to-coast radio broadcast reporting a disaster
TIMELINE = First world-wide radio broadcast reported coronation of King George VI of England
TIMELINE = Golden Gate Bridge dedicated
DATE = 1938
TIMELINE = US auto-related deaths for 1938 were over 32,000; one third of the fatalities involved pedestrians; almost 9,000 deaths involved collisions between motor vehicles
TIMELINE = Orson Welles broadcast his "War of the Worlds"
TIMELINE = Civil Aeronautics Act brought all civilian air transportation under federal control
DATE = 1939
TIMELINE = Edwin Armstrong, who had developed the AM radio during WWI, was working on a new concept-FM radio-but he was virtually unfunded and ignored by the business world and the FCC
TIMELINE = The Rh factor in human blood was discovered
TIMELINE = The NFL Champions were the Green Bay Packers
TIMELINE = Chocolate-chip toll house cookies invented
TIMELINE = Chapter 410 of the Wisconsin State Statutes created a Motor Vehicle Department with a Division of Enforcement to enforce motor carrier laws and traffic laws
TIMELINE = Gov. Phil LaFollette left office, the last LaFollette to serve as Governor of Wisconsin
TIMELINE = The new Governor, Julius Heil, was renowned for setting up a milk bar in the Capitol for citizens who needed refreshment. He was also photographed during a parade in Milwaukee, riding on a float on which he was milking a cow. He regaled the parade on-lookers by squirting them with Grade-A Guernsey milk.
TIMELINE = A Wisconsin law was passed requiring "America's Dairyland" to be on all

license plates

TIMELINE = There were 865,000 vehicles registered in the state of Wisconsin, compared to 1988's 3.68 million

DATEHEAD = 1940s

DATE = 1940

TIMELINE = Germany launched Battle of Britain, a brutal air assault attempting to destroy the Royal Air Force

TIMELINE = 30 million homes had radios

TIMELINE = Average life expectancy was 64 years

TIMELINE = Penicillin developed

TIMELINE = Selective service started for home defense

TIMELINE = First successful helicopter flight was made

DATE = 1941

TIMELINE = House of Commons was destroyed in a German air raid

TIMELINE = Lend Lease bill was signed

TIMELINE = Germany and Italy declared war on U.S., invaded Russia

TIMELINE = Japan bombed Pearl Harbor on December 7, drawing America into a war on two fronts

TIMELINE = Lou Gehrig died of ALS

TIMELINE = Rationing put into effect to help the war effort

DATE = 1942

TIMELINE = Nuclear reactor invented, and first sustained nuclear reaction demonstrated

TIMELINE = A series of losses in the Pacific battered American military pride; the tide finally turned in the battle of the Coral Sea when American forces inflicted heavy losses on the Japanese fleet

TIMELINE = First electronic computer made in the U.S.

TIMELINE = First American jet plane was tested

TIMELINE = WACS and WAVES organized

TIMELINE = Millions of young men went off to war; women took up war jobs; rationing was introduced to control consumption and preserve resources for war production; crime rates rose as social scientists guessed it was one last "fling" of youth before they went in the army

DATE = 1943

TIMELINE = Mussolini fell; seesaw battles on all fronts made outcome of war uncertain

TIMELINE = Aqualung invented

TIMELINE = Streptomycin invented

TIMELINE = Chicago's first subway opened

DATE = 1944

TIMELINE = FDR reelected to unprecedented fourth term

TIMELINE = Penicillin proved effective and sulfa and DDT used to control and wipe out typhus which is carried by lice

TIMELINE = Kidney machine invented

TIMELINE = American war successes left US poised at year's end to bring surrender on both fronts

TIMELINE = 110,000 of the 145,000 men who had been enrolled in the nation's colleges were in active service

TIMELINE = Circus fire in Connecticut destroyed the main tent of Ringling Brothers and Barnum and Bailey Circus-165 killed, 175 injured

TIMELINE = Salvage efforts for the war garnered 7,000,000 tons of waste paper, 84,807

tons of fat, 18,500,000 tons scrap iron and steel, 185,676 tons of tin cans, and 544,739 tons of rags.

TIMELINE = Black market squeezed \$1,200,000,000 from American consumers in 1943

TIMELINE = First eye bank established

TIMELINE = Paris liberated

DATE = 1945

TIMELINE = Yalta conference

TIMELINE = Atomic Bomb dropped on Nagasaki and Hiroshima

TIMELINE = War came to an end when Japan surrendered

TIMELINE = Roosevelt died, and Harry Truman took over as President

TIMELINE = FCC allocated 13 channels for commercial television and brought the nation one step closer to reality of television

TIMELINE = Rationing gradually ended as nation returned to civilian economy

DATE = 1946

TIMELINE = Spiraling inflation, acute housing shortages, bitter labor disputes and the rumblings of the cold war mark the post-war years

TIMELINE = US assumed non-isolationist stance as it helped war-torn Europe and Japan return to normality

TIMELINE = First electronic digital computer developed, using 18,000 vacuum tubes, weighing 30 tons and contained in a room 30' x 60'

TIMELINE = First mobile telephone service was placed in commercial use in St. Louis, Mo.

DATE = 1947

TIMELINE = Dead Sea scrolls discovered

TIMELINE = First supersonic aircraft flight

TIMELINE = Cold War deepened

TIMELINE = Housing shortages continued

TIMELINE = GI Bill of Rights sent over 1 million servicemen back to school

TIMELINE = Jackie Robinson signed with the Brooklyn Dodgers

TIMELINE = Bell Laboratories invented the transistor

DATE = 1948

TIMELINE = Israel became a nation

TIMELINE = Mahatma Ghandi murdered

TIMELINE = Truman reelected

TIMELINE = Alger Hiss indicted on spying charges

TIMELINE = World Health Organization established

TIMELINE = Long-playing records invented

TIMELINE = Polaroid Land camera first marketed

TIMELINE = Largest reflector telescope in the world dedicated

DATE = 1949

TIMELINE = Cortisone and neomycin discovered

TIMELINE = USSR disclosed it also had atomic weapons

TIMELINE = NATO formed

TIMELINE = First non-stop around-the-world flight completed, as the plane refueled in the air four times

DATEHEAD = 1950s

DATE = 1950

TIMELINE = Communist China recognized

TIMELINE = US troops landed in Korea

TIMELINE = French troops engaged in Vietnam

TIMELINE = US Atomic Energy Commission ordered by President Truman to construct hydrogen bomb

TIMELINE = Wisconsin's Sen. Joseph McCarthy campaigned from 1950 to 1954 against alleged communists

TIMELINE = US population began its move to the suburbs

DATE = 1951

TIMELINE = General Douglas MacArthur relieved of his command in Korea because he advocated attacking within Chinese territory

TIMELINE = Presidents limited by 22nd Amendment to two terms

TIMELINE = Electricity first produced by atomic power in US.

TIMELINE = Female employment reached an all-time high in the US

TIMELINE = UNIVAC<196>the first commercial electronic digital computer-was designed

TIMELINE = First commercial color television broadcast made, although there were no sets built yet to receive it

TIMELINE = First transcontinental direct dial telephone service installed

DATE = 1952

TIMELINE = Queen Elizabeth assumed the throne on the death of her father, King George VI

TIMELINE = General Batista seized power in Cuba

TIMELINE = First U.S. atomic submarine keel laid

TIMELINE = President Eisenhower elected

TIMELINE = Archeological finds began to be tested by radio-carbon 14

TIMELINE = The "pill" first made

TIMELINE = Sightings of flying saucers were reported throughout the US

DATE = 1953

TIMELINE = Stalin dies, Khrushchev becomes Secretary General of the Communist Party

TIMELINE = First atomic bomb exploded in the US

TIMELINE = Korean War begun

DATE = 1954

TIMELINE = St. Lawrence Seaway Act passed which provided for a canal connecting the St. Lawrence River with the Great Lakes

TIMELINE = Racial segregation in schools declared unconstitutional by Supreme Court

TIMELINE = Alan Ameche of UW-Madison voted Heisman trophy winner

TIMELINE = Sen. McCarthy condemned by US Senate after televised Army-McCarthy hearings

TIMELINE = American troops first landed in Vietnam

TIMELINE = Baby boom started to overcrowd public schools

TIMELINE = Four-point highway modernization program proposed by Eisenhower

DATE = 1955

TIMELINE = Blacks in Alabama boycotted buses in Montgomery, Ala.

TIMELINE = Traffic fatalities over Christmas weekend reached a new record-609

TIMELINE = Polio vaccine first made

TIMELINE = US began foreign aid to S. Vietnam, Cambodia and Laos following the French defeat

TIMELINE = Davy Crockett and rock and roll reigned with American youth

DATE = 1956

TIMELINE = US Supreme Court ruled segregation on buses violates 14th Amendment; court order led to U. of Alabama admitting black students; riots followed

TIMELINE = Transatlantic cable telephone service inaugurated

DATE = 1957

TIMELINE = European Common Market formed

TIMELINE = Eisenhower signed Civil Rights Act and 9 black students admitted to Central H.S. in Little Rock, Ala.

TIMELINE = Arkansas Governor Faubus sent his National Guard to exclude the black students, and President Eisenhower sent federal troops to enforce his order to withdraw the National Guard

TIMELINE = USSR launched Sputnik I, the first unmanned spacecraft

TIMELINE = NBC broadcast nationally the first videotaped program

TIMELINE = Maj. John Glenn set a transcontinental speed record in a Navy F8U-1P jet

TIMELINE = Milwaukee Braves won the 54th World Series

DATE = 1958

TIMELINE = Alaska became 49th state

TIMELINE = First US submarine passed under the North Pole

TIMELINE = Hovercraft invented

TIMELINE = US launched Vanguard and Explorer satellites

DATE = 1959

TIMELINE = Russia sent space craft carrying monkeys and dogs aloft; photographed hidden side of the moon

TIMELINE = Hawaii became the 50th state

TIMELINE = Last Civil War veteran, Walter Williams, died at age 117

DATEHEAD = 1960s

DATE = 1960

TIMELINE = Lasers discovered

TIMELINE = John F. Kennedy elected President

TIMELINE = Francis Gary Powers' U-2 plane downed over USSR on a spy mission and he is sentenced to 10 years in prison

DATE = 1961

TIMELINE = Bay of Pigs invasion failed in Cuba

TIMELINE = Maj. Yuri Gagarin, USSR, was the first man to travel in space around the earth

TIMELINE = Berlin Wall erected

TIMELINE = Family fallout shelters recommended by President Kennedy

TIMELINE = Peace Corps begun

TIMELINE = Alan Shepherd and Virgil "Gus" Grissom were first Americans in space

TIMELINE = Green Bay won NFL championship

DATE = 1962

TIMELINE = School prayer ruled unconstitutional in U.S. schools

TIMELINE = Kennedy faced down Khrushchev in Cuban Missile crisis

TIMELINE = First international communications satellite (Telstar) rocketed in to orbit

TIMELINE = U-2 pilot Frances Gary Powers traded for Soviet spy Rudolf Abel

TIMELINE = Lt. Col. John Glenn was first American to orbit earth

TIMELINE = James Meredith was the first black to enter the University of Mississippi

TIMELINE = Green Bay won the NFL Championship

DATE = 1963

TIMELINE = First woman to enter space was USSR's Valentina Tereschkova

TIMELINE = Blacks began campaign against segregation at Birmingham, Ala.

TIMELINE = President Kennedy assassinated; Vice President Lyndon B. Johnson sworn in as President

DATE = 1964

TIMELINE = U.S. Civil Rights Act passed

TIMELINE = Martin Luther King, Jr., awarded Nobel Peace Prize

TIMELINE = Summer race riots were frequent in New York

TIMELINE = Lyndon Johnson elected president
 DATE = 1965
 TIMELINE = War in Vietnam heated up
 TIMELINE = U.S. spacecraft landed on moon
 TIMELINE = U.S. anti-war demonstrations held against Vietnam War
 TIMELINE = Edward White was first U.S. man to walk in space
 DATE = 1966
 TIMELINE = Congress gave government a major role in determining highway and auto safety standards
 TIMELINE = President Johnson signed Department of Transportation bill, creating the 12th Cabinet level department
 TIMELINE = Cultural revolution began in China
 TIMELINE = Rise of drug use in U.S. noted
 DATE = 1967
 TIMELINE = First human heart transplant performed
 TIMELINE = Series of race riots held across the country
 TIMELINE = 3 astronauts died in fire in their Apollo spacecraft
 DATE = 1968
 TIMELINE = Martin Luther King, Jr., assassinated
 TIMELINE = Sen. Robert Kennedy assassinated
 TIMELINE = Richard Nixon elected President
 TIMELINE = N. Korea seized Pueblo
 DATE = 1969
 TIMELINE = Neil Armstrong first man to step on the moon
 TIMELINE = Harvard researchers isolated a single gene for the first time
 TIMELINE = An art and music festival was held at Woodstock, N.Y.
 DATEHEAD = Damages
 DATE = In 1960, an officer could determine if a ticket should be issued for property damage based on the following list:
 DATE = Marker Post \$5.00 each
 DATE = Plate Beam
 DATE = Guard Rail \$3.00 per foot
 DATE = Cable Guard
 DATE = Fence 2.50 per foot
 DATE = Wood or Metal Signs except aluminum extrusion signs on Interstate Highways \$2.75
 DATE = Wood Sign Posts 15.00 each
 DATE = Steel Sign
 DATE = Posts 10.00 each
 DATE = Delineators 4.25
 DATEHEAD = 1970s
 DATE = 1970
 TIMELINE = Kent State riot set off strikes in other schools
 TIMELINE = Supreme Court ruled 18-year-olds allowed to vote
 TIMELINE = Nixon signed bill banning cigarette ads on radio and television
 TIMELINE = For the first time since record-keeping began in 1955, no polio deaths were recorded for the year
 TIMELINE = Corning Glass Works developed optical fiber suitable for long-range communication
 DATE = 1971
 TIMELINE = 200,000 people marched peacefully in D.C. to demand an end to the

Vietnam War

TIMELINE = President Nixon announced end of US offensives in Vietnam

TIMELINE = Relations between China and the US began to relax when the US table tennis team visited China

TIMELINE = Attica prison riot led to the death of 43 people when 1,500 state police and other law enforcement officers staged air and ground assaults to end the riot

TIMELINE = Largest recall in history took place when GM recalled 6,700,000 cars

TIMELINE = Amtrak began operation

DATE = 1972

TIMELINE = Berlin Wall opened after 6 years

TIMELINE = Palestinian guerrillas killed 2 and took 9 Israeli Olympic team members hostage at Munich

TIMELINE = President Nixon reelected

TIMELINE = First women FBI agents signed on

TIMELINE = Watergate arrests led to eventual resignation of President Nixon

TIMELINE = State death penalties declared unconstitutional

TIMELINE = Rise in hijackings led to an international pilots' strike and tighter security and airport screening

DATE = 1973

TIMELINE = Watergate trial opens in Washington

TIMELINE = Vietnam hostilities suspended

TIMELINE = Vice President Spiro Agnew resigned because of tax evasion

TIMELINE = Gerald Ford nominated by President Nixon to replace Agnew

TIMELINE = Nixon's impeachment demanded

TIMELINE = Nixon called for energy self-sufficiency by 1980, reducing highway speeds to 55 mph, gasoline rationing measures and a ban on Sunday sales of gasoline

TIMELINE = Truckers responded to the Nixon plan by causing a traffic slowdown on major U.S. highways to protest rising fuel costs and slower speeds

DATE = 1974

TIMELINE = Nixon resigned before he could be impeached. Gerald Ford sworn in as President and subsequently pardoned Nixon

TIMELINE = Scientists began to alert public to dangers of ozone layer depletion and genetic experimentation

TIMELINE = Arab oil embargo against U.S. officially lifted

TIMELINE = Moving toward Nixon's goal of self-sufficiency in energy, the Federal Energy Administration called for 15-cent federal fuel tax and mandatory 20 mile-per-gal standard for autos

TIMELINE = President Ford proposed Whip Inflation Now (WIN) program to control inflation

DATE = 1975

TIMELINE = Vietnam War concluded

DATE = 1976

TIMELINE = Jimmy Carter elected President

DATE = 1977

TIMELINE = Most Vietnam War draft resisters were given Presidential pardon

TIMELINE = Diesel automobiles introduced by GM

TIMELINE = 799 mile-long trans-Alaska pipeline opened

TIMELINE = Polaroid introduced first instant color motion picture system

DATE = 1978

TIMELINE = Love Canal declared environmentally unfit for human habitation

TIMELINE = Jim Jones led 911 members of his cult to mass suicide at Guyana

TIMELINE = Worst mid-west blizzard since 1967 killed at least 100 people
DATE = 1979
TIMELINE = Ayatollah Khomeini set up dictatorship in Iran, seized the U.S. embassy in Teheran taking about 50 hostages
TIMELINE = Pennsylvania's Three-Mile Island nuclear power plant malfunctioned and was eventually flooded to avoid disaster
TIMELINE = Independent truckers started a strike that was most effective in the West and Midwest~violence erupted against non-striking truckers and the National Guard were called out in many states
DATEHEAD = 1980s
DATE = 1980
TIMELINE = Mt. St. Helens erupted on the West Coast
TIMELINE = 101,400 Cuban refugees fled to the U.S.
TIMELINE = Ronald Reagan was elected President
TIMELINE = Federal government took steps to deregulate the trucking industry and railroads; truckers were now given more freedom to raise and lower rates without ICC permission
TIMELINE = Prices on computers began to fall, making them more accessible to individual purchasers
TIMELINE = Firestone Tire and Rubber Company recalled 1,800,000 steel-belted radial tires; in 1978 they had recalled 10 million
DATE = 1981
TIMELINE = Iranian hostage crisis ended on the day of President Reagan's inauguration when Iran released 52 hostages
TIMELINE = President Reagan shot by John Hinckley who also shot Press Secretary James Brady in the head
TIMELINE = Sandra Day O'Connor nominated first female Supreme Court member
TIMELINE = GM announced recall of 6,400,000 mid-sized autos
TIMELINE = National air traffic controllers' strike led to firing of many of the highly-trained controllers
DATE = 1982
TIMELINE = Cyanide placed in Tylenol capsules killed 7 persons in the Chicago area; 264,000 bottles were withdrawn, but the killer was never found
TIMELINE = Reagan predicted that recession which had begun in 1981 would end quickly; by the end of 1982, signs showed improvement was ahead in the economy
TIMELINE = AT&T agreed to divest itself of 22 Bell Telephone operating systems
TIMELINE = Astronomers caught their first sight of Halley's comet, due to pass near the earth in 1985
DATE = 1983
TIMELINE = U.S. embassy in Beirut almost totally destroyed by a car-bomb explosion, killing 17 Americans
TIMELINE = Heat, cold and storms killed 700 across the nation, nearly twice the 1982 total
TIMELINE = U.S. forces invaded Grenada a week after pro-Cuban Marxist guerrillas overthrew the island government
TIMELINE = The worst drought since 1936 devastated the south and mid-west

TIMELINE = Auto accident deaths dropped to 43,028, the lowest since 20 years before, in part because of increased safety belt use and the growing campaign against drunk driving
TIMELINE = A band of Milwaukee youths age 17-22 broke into some 60 computers nationwide before they were caught

DATE = 1984

TIMELINE = Early 1984 winter storms tore through the Plains states

TIMELINE = President Reagan attempted to promote legal drinking age of 21 by threatening to cut federal highway funds 5% for states who failed to comply by October 1986

TIMELINE = The value of farmland dropped for the third year in a row, forcing many heavily indebted farmers into bankruptcy

TIMELINE = The first surrogate baby was born

TIMELINE = Federal researchers identified the virus thought to cause AIDS

DATE = 1985

TIMELINE = An unusual number of Americans (13) were charged with espionage.

Terrorist acts against U.S. citizens abroad seemed to be on the rise

TIMELINE = Record cold wave hit the U.S. in January

TIMELINE = The Supreme Court ruled law enforcement officers could not shoot fleeing criminal suspects who were not armed nor considered dangerous

TIMELINE = EPA ordered a virtual ban on leaded gasoline, requiring removal of 90% of lead in auto fuel by the end of 1985

TIMELINE = Coca-Cola announced it was doing away with its 99-year-old formula for its soft drink and offering a new one. Faithful Coke drinkers forced it to reinstate the original formula as Coca-Cola Classic

DATE = 1986

TIMELINE = A new gun control law, weakening the 1968 federal gun control law, was signed by President Reagan. Police organizations had lobbied against the bill

TIMELINE = The space shuttle Challenger exploded during lift-off, killing all 7 astronauts aboard including Christa McAuliffe, the first civilian chosen for a space shuttle flight.

TIMELINE = The Department of Agriculture approved the release into the environment of the first genetically altered virus

TIMELINE = The first outdoor test of genetically engineered plants began in a field of tobacco in Wisconsin