



The 1980s

Fuel conservation continued to be a major focus in the early 1980s. A study done in 1980 highlighted the years of effort already completed by the Division to conserve fuel. The study concluded that the average fleet miles-per-gallon increased 30 percent, and that the Patrol saved 9.5 million gallons of gasoline before 1980.

Another change for the better during Colonel Jack Walsh's tenure was in the number of fatal crashes on rural roads. When the speed limit decreased to 55 miles per hour in the 1970s, there was a dramatic drop in highway fatal crashes, but, at the same time, the number of fatal crashes on rural roads increased steadily. According to the 1981 Patrol Annual Report, rural fatalities increased by 75 people each year from 1975-1979. Walsh instigated selective enforcement, which placed patrolling troopers in specific places known to have significant traffic problems, and informed the public about the problem. From 1979 to 1986, fatal crashes on rural roads decreased by 25 percent.

Colonel Walsh, in his "Message from the Colonel" published in the October-

December 1981 issue of the Flying Wheel, said, "The Division made great strides in achieving a major objective to reduce rural fatalities by an additional five percent over the previous year's reduction goal of 10 percent. These statistics represent actual lives saved in rural traffic accidents and highway users can directly thank the troopers out on patrol for these results."

Effective in 1981 was a law that gave the Patrol the same right of search and seizure as local law enforcement within its jurisdiction, creating a new focus for the Division in the fight against crime. The law also extended full arrest powers anywhere in the state when officers were on protective detail and the person they guarded was in danger.

Personal benefits for troopers increased in November 1981 with additions to the state budget. Pay increased 15 percent for all officers over a 10-month period; officers promoted by Walsh received an additional nine percent pay increase; time-and-a-half pay for overtime was available; troopers received 50 percent of their salary's actual value upon separation for sick leave; and three personal days a

DX Alice Sica conducts a road test at the Summit County Driver Examination station. Photo courtesy of the Akron Beacon Journal.





Motorcycle testing is a key element in keeping drivers of that type of vehicle safer.

year. Governor James A. Rhodes soon thereafter signed an amended Senate bill that added a new minimum level of benefits; provided cost-of-living provisions; allowed members to become eligible for reduced pension benefits at age 48; raised the maximum possible pension; and allowed for a more favorable disability clause.

Training requirements changed; the cadet training course went from 16 to 18 weeks. The change began with the 110th Academy Class. Highlights of the new curriculum included improved emergency victim care. The overall time spent as a cadet lengthened greatly from the Camp Perry Class' one-month education in 1933; now cadets spent 18 weeks at the Academy; 12 weeks of officer-coach training, during which the officer rode with an experienced officer; and two more weeks at the Academy.

A standards committee, set up in early 1981, met to determine the overall fitness level of the force. Because of the re-examination of these standards, the committee decided to begin a totally new health and physical fitness regimen at the Academy. A program developed to track each officer medically from cadet to retirement in order to identify potential or existing medical problems. The officers benefited with better health maintenance and the Division ensured that officers were in top physical condition. Medical personnel also had a medical database from

which to implement future changes, if necessary.

Major Thomas Rice (later to become superintendent) talked about the new fitness program in a Flying Wheel article. "The key to its success is follow-up: follow-up from the physician to the officer; follow-up from the physiologist to the officer; and follow-up by the officer in terms of further testing and/or lifestyle changes," he said. "All of this research, effort, time, and resources have gone into trying to better the quality of our officers' lives when they are 21, 35, 48, 52, or 70 and retired. The key is in the officer's response – his or her ability to grasp the problem, find the solution, and have the discipline to effect change within their own lives."

To emphasize its fitness focus, the Patrol built a new fitness center at the Academy, continuing its dedication to the health and wellness of its personnel. The center, dedicated on July 22, 1986, was equipped with modern training and exercise equipment and dedicated to Dr. Norris E. Lenahan, Patrol physician for 29 years.

In 1981, officers surveyed motorists in stopped vehicles to ascertain information on safety belt usage. The information from those stops served as a strong foundation for upcoming mandatory safety belt legislation. Locally, 42,000 Ohio vehicle occupants surveyed indicated that only 22 percent of them used the safety belts at the time of the questioning. The biggest reason given for not using the safety belts was discomfort or movement restriction (Flying Wheel, October-December 1981). Other reasons cited by drivers included that they were fearful of entrap-



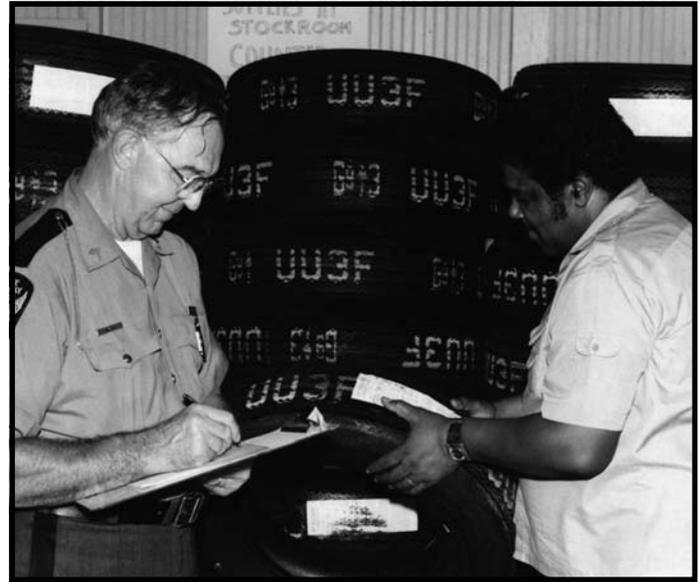
Emergency response personnel, including troopers, work to save a life.

ment; they would rather be thrown clear from the vehicle; they were fearful that seat belts cause injury; they believed they could brace for the collision and stay safe; and they believed themselves careful drivers and not likely to be in a crash.

Excuses (some humorous, some not) in the “other” category for not wearing the seat belt included:

- “Been sick all day.”
- “They will kill you.”
- “Late for work.”
- “Too young.”
- “I don’t have time to buckle up.”
- “Rather take chances.”
- “No idea.”
- “Can’t use arms when belts are on.”
- “Wrinkles skirt.”
- “Nine kids – pregnant too often.”
- “Don’t intend to have a wreck.”
- “Too windy.”
- “Too noisy.”
- “Too old to change habits.”
- “Allergic to pressure caused by belts.”
- “Does not fear death, even though belts are comfortable.”
- “Nothing will happen to me.” – This response came from an emergency room physician.

In 1982 and 1983, the study expanded and included an opinion survey, indicating that 56.5 percent of those



Management of the Patrol’s fleet includes details such as inspecting and taking inventory of tires.

inspected were in favor of a mandatory safety belt law. These surveys were important enough to be included in the Congressional Record by the National Highway Traffic Safety Administration to be used as a message for safety belt promotion. But it would be several years before safety belts would be mandatory by law, and, as of the printing of this book (2008), there is no mandatory safety belt law in Ohio that allows law enforcement to issue tickets solely



During the 1980s, female troopers achieved many “firsts” including promotions, specialty assignments, awards, and other recognition.

The following are the personal recollections of Trooper Stella (Doane) Gibson, the first woman to serve permanent assignment as a plainclothes officer in the early 1980s.

I was the first permanently assigned female officer to be selected for the Plainclothes Investigation Section of the OSHP. Although there were the occasional typical issues of being the first female officer assigned, most of my experiences were positive.

I was privileged to have the honor of working with men whom I both admired and respected. These fellow officers were supportive and generous of their time which allowed me to become a better investi-

based on the lack of safety belt use.

Meanwhile, state legislation made effective in March 1983 that children had to sit in a child restraint while riding in a vehicle. The law required kids to use a child restraint seat if four years old or younger, or 40 pounds or less. Along with public information advertising and a Department of Highway Safety program that assisted low-income families get child safety seats, the result was a substantial decrease in deaths and injuries among child passengers.

Stopping motorists from driving under the influence of alcohol or drugs was another vital key to the successful, continual decrease in rural fatality rates. Several programs emphasized and got the public involved in the fight against drunk driving. In 1982, a youth-oriented program launched just before prom and graduation season. Dubbed STOP (Spring Time OMVI Program), the campaign relied mainly on publicity.

Also highly visible was the REDDI (Report Every Dangerous Driver Immediately) program, encouraging motorists to call a toll-free number to report erratic drivers. Officers emphasized Citizens Band (CB) radio use as a quick way to report impaired drivers to law enforcement officials. Later, in the 1990s, this program changed into the "1-800-GRAB-DUI" campaign, advertised on highway signs and license plates. The line later extended to include use of cellular phones. In March 1983, a state law became effective that created mandatory penalties and pre-trial suspensions of impaired drivers.

To help seal convictions of law breakers of the new OMVI laws, the Division bought new Blood Alcohol (BAC) Verifiers to replace the intoxilizers, used since 1976. Improvements from the intoxilizer to the BAC Verifier were numerous – increased accuracy, a sample analyzer to reject breath samples that were too "short," one-button operation, a shut-down program to eliminate radio interference, and an acetone detector to assist in testing of diabetics. Officers also began using the horizontal gaze-nystagmus test, during which a suspect is directed to follow an object with only their eyes. This further enhanced the effectiveness of OMVI enforcement.

The year 1983 was a year to celebrate – the Division marked its 50th anniversary with a banquet at the Aladdin Shrine Temple in Columbus. More than 1,500 people attended, including officers, employees, retirees, and guests. Cruisers were painted silver to mark the anniversary, as gold did not allow the golden portions of the Patrol logo to show well on the vehicles.

According to the January – March 1983 issue of the Flying Wheel, troopers in selected districts worked overtime during a nationwide shutdown of truck traffic. The protest – against increased truck and fuel taxes – began January 31, 1983, and strike activity continued through February 13, 1983. Independent Truckers Association members blocked highways throughout Ohio, mostly on the Ohio Turnpike, but also on Interstates 75, and 70, and other major freeways linking Ohio with other states.

During the protests, Troopers recorded 124 shootings,

gator. I cannot begin to tell you the importance of people like Joe Hopkins, Ted VanScoy, Doug Wells, Phil Osborne, Dick Wilcox, Rick Thompson, Gordon Schaffer and others. I was extremely blessed to have been assigned to a section with such intelligent men who had integrity, wisdom and exceptional investigative skills.

At the time I was transferred to the section, there was a need for a female officer to assist with diverse cases, some of which involved women and/or children. Working at such places as the Women's Reformatory at Marysville, I found that some women were more likely to talk to another woman. Also at the Juvenile Detention Center, some of the incarcerated youth seemed to be able to talk to me openly. Probably because a woman was viewed as being less

threatening, I was able to conduct investigations with men, women, and children of all ethnic and socioeconomic backgrounds.

Along with the other plainclothes investigators, I was occasionally assigned to work with dignitaries. I worked with former Governor Richard Celeste and his wife, Dagmar, other elected officials, Bob and Dolores Hope, and others from the entertainment world.

I feel that I was given an exceptional honor in being selected as the first female plainclothes investigator, but without the support and training of my fellow officers, the job would have been much more difficult. The credit for any success I enjoyed goes to those men who accepted me and offered their expertise in training me.

228 incidents when objects were thrown, 483 trucks damaged and 51 arrests. There were injuries to Ohio truckers – 24 were recorded – “some of them very serious,” according to the Flying Wheel article. “Trucks were the specific targets in four of every five acts of violence and two-thirds of the incidents involved shots fired or objects thrown. No deaths were recorded in Ohio and injuries were kept to a minimum.”

On May 10, 1983, the Ohio Trucking Association, at its 60th annual convention in Dublin, awarded the Patrol its Distinguished Public Service Award for the assistance provided to the trucking industry during the shutdown. The Flying Wheel article (April – June 1983) states that, “the division was instrumental in helping to set up the OTA’s Shutdown Monitoring Center, a 24-hour per day rumor control program. The Highway Patrol checked out rumors and provided details of violence and harassment around the state. In this way, an efficient network of communication was set up which prevented fact distortion by using the media to get the truth out to the public.”

That same year, the Division was one of six states to take part in a test of passive restraint air bags coordinated by the National Highway Traffic Safety (NHTSA). There were 75 devices fitted onto cruisers for practical evaluation. Archived information states that an in-house demonstration also took place using a 1982 Plymouth patrol car with an air bag installed and crashed it into a block wall at 36 miles per hour. The information gathered from the test,



Computerized communications made the exchange of information faster, more accurate, and more efficient.

as well as the air bag program, eventually resulted in air bag installation in all Patrol cruisers.

Many safety belt-promoting campaigns further encouraged public safety awareness. The “Saved by the Belt” Award, begun in 1984, highlighted incidents when safety belts saved motorists’ lives or kept them from being seriously injured. Survivors were honored at news conferences and their stories told. Safety was a priority for troopers, too; passive restraint air bags began being used in cruisers in 1984.

As a result of Senate Bill 133, Ohio’s Collective Bargaining Bill for public employees (which became law in 1983), an agreement between troopers, dispatchers, and communication technicians resulted in the creation of a bargaining agent for themselves in 1985. An election to fill the position took place; turnout was high - 798 of 1,053 eligible votes were cast. The first contract vote, conducted in March 1986 with Bargaining Unit 1 employees (troopers, dispatchers, and radio technicians), resulted in favor of the agreement, but state legislature rejected the contract. The next month in April, the state and state workers settled and signed the Patrol’s first labor agreement, marking the official unionization of the division.

Troopers found a voice in the Ohio Troopers Coalition (OTC) in 1984. According to the OTC Web site, the purpose of the coalition is to give troopers a link to national groups and a way to educate the public and legislators about specific needs and concerns they want addressed.



Vince and Larry accompany a trooper on a speech detail to educate local youth on the importance of safety belt use.

But it would be the state labor council that stood up for troopers in negotiations, at least in the beginning. The history of the Ohio State Troopers Association (OSTA) states that, "The Ohio Labor Council represented Ohio Troopers from 1986 through the expiration of the 1997 labor agreement." Later, in the 1990s, the OSTA formed in order for troopers to band together to represent themselves.

Early in 1985, all scale operations, equipment, and facilities were moved to come under the Patrol's management. On July 7, 1985, 89 load limit inspectors transferred from the Ohio Department of Transportation (where they had been since 1974).

Awards in 1985 heralded many firsts. Tpr. Mary M. Hearn earned an Ace Award that year, making her the first female Ace in the Division's history. Tpr. Robert L. Matthews became the first state police or highway patrol candidate to be honored with the J. Stannard Baker Law Enforcement Traffic Safety Award. Matthews rescued two motorists from a burning vehicle; he won the 1984 O.W. Merrell Award for the same incident.

The Baker Award is given to only one person each year and is the national recognition of significant, lifetime contributions to highway safety. The International Association of Chiefs of Police (IACP), NHTSA, and the Northwestern University's Center for Public Safety sponsor it.

In September 1985, leaders dedicated Heritage Hall at the Patrol's Academy, a collection of Patrol memorabilia preserved for future cadets, officers, employees, and retirees to enjoy. Many people donated artifacts to the Patrol.

More than 250 people attended the dedication of Heritage Hall.

An unusually large vehicle rolled slowly down Interstate 71 and U.S. Highway 30 on Halloween, 1985. The Patrol assisted in the 83-mile move of enormous presses from Cleveland to the General Motors stamping plant in Ontario, Ohio, just west of Mansfield. The largest load moved in Ohio, weighing more than half a million pounds, traveled to its destination at 15 miles per hour. Traffic experienced minimal delay.

New awards developed to recognize Patrol personnel in 1986. The first winner of the annual Robert M. Chiaramonte Humanitarian Award (for distinguished and exemplary service, and assistance to motorists in need) was Tpr. David L. Dotson, of Cambridge, who helped more than 1,700 drivers in a year. The first Dispatcher of the Year Award went to Disp. Thomas C. Anderson, Chardon; and the first Outstanding Electronics Team Award winners were the Massillon District technicians' team – RT3 Virgil L. Dehoff, RT2 Steven W. Garwood, and RT1 Robert R. Shirley.

Also awarded in 1986 was Tpr. Susan M. Rance with the J. Stannard Baker Law Enforcement Traffic Safety Award. Rance received the commendation for her creation of an innovative safety belt program for children.

The Patrol tied with the Rhode Island State Police for first place in the 1986 Best Dressed Police Department competition, sponsored by the National Association of Uniform Manufacturers and Distributors. Judges never be-





Driver license examiners must master the many different aspects of the job, including research and paperwork.

The following article appeared in the Akron Beacon Journal on January 14, 1985. Written by staff writer Jim Carney, the article discusses the job of a driver examiner. Reprinted with permission of the Akron Beacon Journal and Ohio.com.

“Every driver is a test – Wild ones get no license”

Chris Tossell will never forget the worst driver he ever tested.

“On the first turn, we hit the curb on the opposite side of the street,” said Tossell, supervisor of the Massillon district headquarters of the Ohio Highway Patrol drivers’ license section. “At the next intersection, we blew the stop sign. At another intersection, we went up over the sidewalk.”

Finally, when the car returned to the examination station, the driver hit a parked car. “The driver said, ‘Did I pass?’ and I said, ‘No, you need a little more experience,’” Tossell said.

Tossell, of Cuyahoga Falls, has been testing drivers for more than two decades. His district covers Summit, Stark, Medina, Wayne, Holmes, Ashland, and Lorain counties and eight testing stations, including one in Cuyahoga Falls on Graham Road and a new one on Fifth Street Northeast in Barberton.

In Summit County alone, nearly 50,000 driver’s tests are given each year. Across the state, more than 1.1 million people are tested annually.

Tossell will not say whether the wild driver described earlier in the story was male or female. He did say he has found that while women drivers are more nervous than men during tests, “there’s no doubt about it, women are safer drivers than men.”

Tossell, 54, chuckled when he recalled the bizarre incidents that have occurred during drivers’ tests.

“I’ve had applicants drive into parked cars, go over lawns. One guy stopped about four feet from running into a house,” he said.

Angry drivers, mad about failing their tests, have kicked out the front doors of the testing office, Tossell said. He said one driver drove up a downed telephone pole and sailed his car on top of three parked cars on Arlington Street.

Another time, a truck driver with 25 years of over-the-road experience came in to be retested. He flunked the test. “He wasn’t too happy when I told him,” Tossell said.

Many drivers try for years to pass the driver’s test but fail. “Some people just don’t have the ability to drive,” he said.

Drivers also have excuses for their cars, and examiners often hear the same lines from different applicants.

Tossell’s favorites include:

- “I just lost the front plate on the way up.”
- “The muffler just fell off on my way over the railroad tracks on the drive up here.”
- “It’s not my car, I just borrowed it.”

In Tossell’s opinion, bad habits, such as pulling out from intersections without stopping or looking, or making turns too wide, cause most accidents.

“People are creatures of habit,” he said.

In spite of all the humorous incidents over the years, Tossell said there is a better caliber of motorist on the road today than when he first started testing drivers 21 years ago.

He said even though there are better drivers on the highways today and the public is more aware of the dangers of unsafe driving there always will be a need for testing.

“What we’re doing,” he said, “is just screening bad drivers off the road.”

The following article, written by Trooper Virginia L. Fogt, Circleville Post, appeared in the Ohio Troopers Coalition Magazine in 1988, soon after the death of Trooper Wendy Everett on August 5. Everett, who graduated with the 114th Academy Class in 1985, was struck by a hit-skip driver while completing a criminal investigation on I-270 at U.S. Route 62 in Franklin County.

Wendy Everett was always goal oriented

From the time she was in junior high school, Wendy was always goal oriented. Her physical stature was on the small side, and she grew up determined that her size would not be a liability.

She was one of the first female members of a boys' Little League softball team in her hometown. Her reputation for having a strong right arm helped her prepare for Boxing Week, as some of her classmates will testify. She was also at the top of her class in firearms.

Her passion to be a police officer was realized upon entering the Academy and graduation as a trooper. As her coach, I can remember the first time I met Wendy at the Academy, a few days before her graduation. She gave me the impression of one who knew what she wanted in life. Being soft spoken, shy or afraid to ask questions were not personal attributes that could be used to describe Wendy.

She gave the impression of being a seasoned veteran. She was a new trooper ready to protect Ohio

with her whole heart, body and soul. She was always a team player, and willing to help others. Wendy was one of the most aggressive female officers with whom I have ever come in contact. Her West Virginia accent became well known in District 6.

I came in contact with her family at graduation and on a few other occasions. After her death, her family told me of our "war stories," which Wendy had evidently related to them, some of which I had forgotten.

As troopers, we never really know the full effect – the lasting impression that we give to others – in our everyday contacts with people, whether they be subordinates, our peers or members of the public. Sometimes we need to be reminded. I am sorry it took such a tragedy to remind me.

It was apparent in the three years that Wendy was assigned to the Circleville Post that one of her goals was to lead the post in DUI (driving under the influence) arrests. This sparked a little competition with other troopers. As a result of her effort and drive, this not only affected the activity of others but also increased the total number of DUI arrests for the post by 100 in 1987.

Trooper Wendy Everett will always be remembered – not only for her short stature, but also for her determined, mighty spirit. There are many people in this world who are afraid of failure. It is of great consolation to know that Wendy had set a goal for herself and attained that goal.

That goal was to be an Ohio State Highway Patrol trooper. It was apparent that she really enjoyed what she was doing.

fore had voted to tie two organizations. In 1985, the Patrol had received the Outstanding Achievement Award in the competition.

In May 1986, safety belt usage again was a huge public focus because the long-awaited Mandatory Safety Belt Usage Law went into effect. The law stated that motorists only could be warned for infractions for the first 60 days, giving everyone the chance to change habits. After the 60 days, the secondary enforcement law for safety belts went into effect. In the second half of the year, troopers gave more than 60,000 warnings and 43,000 citations. Also 227

Saved by the Belt Awards were presented to citizens by troopers during that time.

In contrast to the success of safety programs of the time, state legislators raised the speed limit on more than 900 miles of Ohio interstate to 65 miles per hour in 1987. It was popular with drivers, but the increased speed concerned troopers, in that it might cost more lives, and also end the seven-year streak of highway death reduction in the state.

That same year, a new unit developed to curb the drug trafficking known to travel up and down some of Ohio's



Some dread seeing a trooper's face in the rear-view mirror, but safety programs abounded in the 1980s; many motorists saw this scene from their driver's seat as a result.

The following article, written by Staff Writer Margaret S. Welty, appeared in the Walbridge Sentinel-Tribune on February 26, 1988. It is reprinted here with permission from the Walbridge Sentinel - Tribune.

Four citizens come to aid of trooper

Four citizens risked their lives to help a Walbridge state trooper who was being attacked Monday afternoon just south of Bowling Green.

The incident occurred almost a month from the day a Dallas police officer was killed while a crowd of onlookers cheered his assailant.

"Someone might have gotten seriously hurt or killed had it not been for those citizens," said Sergeant Al Vargo of the Walbridge Post of the Ohio State Highway Patrol in describing the incident Tuesday.

Trooper Ray Pacheco had stopped to investigate a disabled auto along the U.S. 6 ramp leading to Interstate 75, shortly after noon. No one was in the vehicle, but Pacheco found a man walking southbound on the interstate nearby.

When he attempted to question the man, the man turned and began attacking the trooper, according to Vargo.

The two men fell to the ground and were struggling, with each man trying to get control of the trooper's handgun, when the four motorists stopped their vehicles in order to assist the officer, Vargo said.

While the four citizens helped the suspect, the trooper was able to handcuff him and the man was arrested.

The suspect, Joseph Collins, 42, Canton, was taken to Wood County Jail, where he was disorderly and rowdy with Wood County sheriff's deputies, ac-

highways. Operation CIN (Confiscate Illegal Narcotics) was created in 1986, shortly after President Ronald Reagan's signing of the \$1.7 billion Federal Drug Bill. Training in drug interdiction seemed to help – drug seizures increased at a rapid rate. The Patrol assembled a training curriculum with money from the Federal Drug Bill, which provided \$1.7 billion to law enforcement agencies throughout the country. Increases in drug offender contact also created other dangers; in 1987, officers were issued new weapons – the Smith and Wesson .357 caliber service revolver, and updated accessories (like new speed loaders)

were given to each trooper.

Since the beginning of the Division, the only time the Patrol was active at the Ohio State Fairgrounds was during the fair. But beginning in 1987 a new unit – the Patrol's Fairground Security (Post 96) - served as non-rotating, permanent security.

Also added was the rank of Radio Dispatcher 2. Only 10 dispatchers were assigned the new rank, and later it would be reserved for any dispatcher who completed two years of service. To assist post dispatchers, the position of clerical specialist opened up at 27 posts, and the rest of the

according to Chief Deputy Rod Goebel.

Collins then was taken to the Toledo Mental Health Clinic, rather than being held at the county jail.

The patrol filed a charge of felonious assault against Collins, but the sheriff's department elected not to file charges.

Pacheco was treated at Wood County Hospital and released for injuries to the head and face and a shoulder. No one else was injured, Vargo said.

The patrol was preparing to send commendation letters to the four citizens Tuesday afternoon, according to Vargo. The citizens are from Dublin, Ohio; Ida and Mount Clemens, Mich., and Ontario, Canada.

One of those citizens, Jeff Stroud, 33, Ida, still seemed "hepped up" as he talked about the incident Tuesday.

Stroud, a sales representative and father of three, was returning home from Louisville when he was alerted to the situation, ironically, by his radar detector sounding.

As usual upon hearing the sound, Stroud began looking for a police officer, and saw the patrol cruiser with its door open and two men standing nearby.

He then saw the suspect strike the trooper on the head and the two men fall to the ground as he was about 50 feet away from the men.

Stroud immediately pulled over his auto and ran to help, arriving at the scene just behind the Canadian man, who had stopped his vehicle on the other side of the interstate.

"He (the Canadian resident) jumped on the guy (the suspect) and pulled him off and I jumped on him to help hold him while the trooper handcuffed him. The other two guys arrived and also helped hold him (the suspect)," Stroud said.

Asked whether he had any qualms at any point about the potential danger, Stroud answered.

"Yes, Just before I got there I saw him (the suspect) reach for the holster."

But, Stroud didn't turn away because "someone needed help in a serious way and needed help immediately. It wasn't just that an officer needed help. I would have stopped even if it hadn't been a trooper."

Stroud said he had not heard of the situation in Dallas on January 24, but Vargo said he and some of the other troopers have talked about it often, including Monday.

He said the situation involving Pacheco "renews your faith in the people you are serving. It gives you a good feeling that the people are behind you."

He added, "I think it's very important that we thank the citizens for getting involved. What they did was dangerous."

Capt. Charles Ireland, who is head of District 1 of which the Walbridge Post is part, said he felt "good" Tuesday just thinking about the fact four citizens had become involved.

"Because of their quick response, serious injuries were avoided. I really want to thank these people. We appreciate the support of the community."

57 posts in 1988.

Another development at the Academy was the addition of the Northwestern University Traffic Institute's Police Staff and Command course. First convened at the Academy in the January 1987, the 10-week course contained a curriculum identical to that offered at Northwestern University. Ohio was only the second state to offer this course outside of Northwestern's campus.

Later in 1987, Tpr. Terri A. Marlin became a sergeant and served as assistant post commander at Granville Post. This promotion marked the first female promoted in the Highway Patrol.

The next year, the Division began building a series of new posts – in a cluster style, which proved more functionally efficient. They began showing up in communities like Wapakoneta, Norwalk, Defiance, New Philadelphia,



Dispatchers saw lots of change in the 1980s. The first Dispatcher of the Year was named in 1986 - Disp. Thomas C. Anderson, Chardon; the rank of Dispatcher 2 was added in 1987; and in 1985, they and other Patrol workers created their own bargaining agent.

The following article, written by journalist Betsy Bower, appeared in The Daily Record in Wooster on March 25, 1984. It is reprinted here with permission from The Daily Record.

“‘Mom’ Still Concerned About Her Troopers”

State highway patrol dispatcher Bertha Bunt

spent 18 years behind a radio keeping in touch with area troopers and worrying when they were out of touch.

“I love those people out there,” she said. “One of the biggest worries when you’re on desk is when a trooper stops someone and he (or she) is away from the radio. You worry because you don’t know what goes on and you never know what you’ll run into.”

During her last few days behind the radio before her retirement April 27, Bunt was at work during a high-speed chase which took “her” troopers and men from several other law enforcement agencies over roadways in four counties.

“I just sat there with nothing to do but worry and relay radio traffic,” she said.

“You have to be in law enforcement to know what goes on out there. I think if the public knew what troopers face they’d have more respect for them.”

From her observation point behind the desk, Bunt has seen many changes in the State Highway Patrol organization. Chief among them is the increase in the workload for dispatchers – and in the amount of equipment needed to keep the troopers on the road.

“When I started there was one phone and one radio with two frequencies,” she said. “I was one of two dispatchers and we worked eight-hour shifts. I worked days and had the same two days off each week.

“Now there are 16 troopers and four dispatchers,” she continued. “We have the patrol radio with multiple frequencies, the LEERN radio (for contacting other law enforcement agencies), plus the CB radio and the scanner to copy fire and rescue traffic.”

A computerized system for sending and receiving information about drivers and vehicles also was

and Marysville. Not only did the new posts have more than 5,500 square feet of space, but included office spaces, squad and breath testing rooms, 50-seat meeting rooms and garages.

In 1988, Trooper Wendy Everett was hit while attending a vehicle stopped on the side of the road. Everett's death marked the first female trooper death in Patrol history. Everett served three years at the Circleville Post.

Later that year, administrators developed the Bureau of Inspection and Standards to head up the bus safety and other inspection programs and to evaluate complaints against officers. The first leader of the new bureau was Major David D. Sturtz, who later (upon retiring from the Division) was the first Inspector General of Ohio.

On May 15, 1989, Colonel Jack Walsh retired with more than 31 years of service to the Patrol. The Patrol's

added during Bunt's tenure.

"We used to handle the radio checks through Massillon," she added. "We'd call them and they'd call back with the information. Now we have to get our own information and it's increased the workload."

Before the records were computerized, dispatchers logged accidents by hand, writing down the information pretty much the way it would appear in a newspaper write-up. The information was later transferred to a typed log.

Bunt added that she and the other dispatchers worked overtime on their own if they were behind.

There's even more paperwork now, she said. The dispatchers are charged with keeping all the files needed for court cases and filling out witness papers when Intoxilyzer tests are administered.

"There's an awful lot more telephone calls now and more people come into the post for information, too. You'd be surprised how many stop for directions...mostly to Loudonville," she said.

Bunt began her career Oct. 19, 1966, as one of the area's first female dispatchers. She got her job after teasing a trooper, "Don't you ever work? If they ever decide to hire women let me know - I'd like a job like that."

She began her radio career under the watchful eye of Corporal Mike Kijowski when the post was located on West Lincoln Way, and saw the post move several years later to its new location on U.S. 250 southwest of Wooster.

Bunt has worried for many years about the troopers and people on the highway, but two instances stand out in her memory.

She tells about the time right after she began her job when her daughter had gone to Rittman to visit a relative. At about the same time the girl would have

been driving home, Bunt received a call about a serious accident on Ohio 3.

"I sent the trooper out and then had to sit and wait until the registration came back and I knew it wasn't my daughter after all," she remembers.

Another time, a trooper radioed in asking for a name check. Bunt got the information back from the Massillon post and it turned out that the man was a wanted felon.

"I gave the trooper the information on the radio but what I didn't know was that the man was in the car beside the trooper hearing everything I said," she remembers. "It turned out it was someone else with the same name, but when the trooper came back and told me what I'd done, it shook me up."

Wednesday evening, members of Bertha Bunt's patrol "family" said an official goodbye with a retirement dinner at The Barn in Smithville.

Leading a roast of the dispatcher troopers call "Mom" was Lt. S.W. Senek, current post commander. Also speaking were Sgt. Paul Combs and Trooper Joe Arthur.

As members of Bunt's family, present and former Wooster patrol personnel, and friends looked on, Bunt received a framed certificate from her former boss, Lt. Ralph Lucas, now with Massillon district headquarters, and an engraved plaque from Senek.

Combs also presented Bunt with a number of gag gifts, including the worn-out chair cushion she used at the post for many years while "sitting desk."

Another former boss, (retired S/Lt.) Stanley Carmean, explained what many guests at Wednesday's dinner had known all along.

Said Carmean, "Bertha Bunt exemplified what a good employee was - she was always there, and she did her best to get the job done."

10th superintendent sworn in three days later was Major Thomas W. Rice, who served as commander of the Office of Personnel.

Colonel Rice's five-year span in charge of the Patrol resulted in several personnel changes, including the creation of a deputy superintendent of operations position. Rice selected Capt. Richard A. Curtis, Telecommunications and LEADS Section commander for the position. With this selection, Curtis went up in rank from captain to major. Later, however, Rice promoted Major Curtis to the rank of lieutenant colonel, and the Telecommunications/LEADS Section commander has remained at that rank since then.

Colonel Rice appointed the Division's first chaplain, as well. He selected Father Alan M. Sprenger of Cleveland to be the first to serve in that position.

Maintaining good standing with the Commission

on Accreditation for Law Enforcement Agencies Inc. (CALEA) was not an easy task. The Division underwent a 30-month process, led by accreditation manager Capt. Howard E. Shearer, to assure that the Patrol would be in compliance with all 909 standards; CALEA first stamped its approval of the Division in July 1989 at its national meeting in Columbus. CALEA accreditation proved valuable to the Patrol, as the standards ensured policies and procedures were updated to current law and technology. Voice recorders placed in Patrol posts was just one practical example of how CALEA marked improved effectiveness for the Patrol. But the Division achieved accreditation, thanks to the work put in by so many under the leadership of Colonel Walsh and Colonel Rice.

One positive result from the accreditation process was the development of a strategic plan for growth and development of the Division. Colonel Rice called in plan-



ning consultant, Sister Suzanne Donovan of the Sisters of Charity in Cincinnati. After months of study, a 59-member employee team spent three days developing a tentative five-year Strategic Plan. The plan, which went into effect in mid-1990, set up basic outlines of operation, defined economic, legislative personnel, training and operational assumptions. Specific goals then could grow from these definitions, and new programs and units developed as a direct result of the plan's implementation.

The plan's importance not only came from the many end results, or product, but from the process, according to Colonel Rice. Discovering what Patrol employees wanted for their organization created a unified mission. The core values, or what was important, to those at the strategic plan development meeting were determined and laid out. Every position in the Patrol was represented at the meeting.

After the tentative plan developed, Colonel Rice and others took it around to each district and discussed it with

field employees. The result was the final five-year plan that was put into place.

Another improvement that came in the late 1980s was the completion of a "weigh-in-motion" scale facility. Leaders located the building on Interstate 90 in Ashtabula County. The technology allowed officers to weigh trucks as they passed by up to 25 miles per hour over the scales, making it more efficient for both drivers and load limit inspectors.

New goals set within the five-year plan helped shape the new decade. Just in the early 1990s, Colonel Rice's efforts in coordinating the strategic plan resulted in: money confiscated from drug seizures would pay for a new mobile command unit; the purchase of dogs for a canine unit would prove invaluable in detecting illegal narcotics and bombs; and troopers once again would respond to a prison to control unrest.



Patrol Troopers and Ohio National Guardsmen hook up one of many trucks parked on a major Ohio roadway. Truckers protested higher fuel taxes in 1983 with a nationwide strike.