



The 1940s

Outside forces greatly changed the face of the Division during the 1940s. The Patrol's responsibilities increased dramatically. At the same time, Patrol personnel numbers dwindled to nearly nothing due to military obligations, while veterans filled in the gaps.

In 1941, the Patrol's scope of duties changed thanks to the Ohio Legislature and the U.S. Army. There was a host of requests and legislative measures that placed a huge burden on the Patrol as the country responded to the growing military conflict in Europe and prepared for the United States' eventual active participation in World War II.

In February, the U.S. Army's commanding general of the Fifth Corps Area asked the Patrol to coordinate military and civilian traffic movement in the state. He appointed Colonel Black "traffic liaison officer" and, under Black's leadership, Ohio was the first state to complete preparedness plans for the rapid mobilization of troops and equipment. Patrolmen moved 154 convoys that year alone.

Two years before, another federal agency delegated wartime duties to the

Patrol. In 1939, the Federal Bureau of Investigation (FBI) asked the Division to investigate un-American activities. FBI Director J. Edgar Hoover personally signed and sent a letter to the Patrol, which asked patrolmen to keep their eyes peeled for activities that he stated would become an even greater threat than the Germans, Japanese, or Italians. A voluminous number of requests came in and it took 31,000 hours to investigate 635 cases for the FBI. Most involved routine intelligence gathering of persons reported as "suspicious."

A 1941 Senate bill placed the responsibility of driver licensing exclusively in the hands of the Division by creating a Drivers License Examination Section under the Patrol's heading. The bill allowed the hiring of 75 examiners and as many clerks as needed. Because low manpower did not leave many people to help train examiners, authorities did not hire any examiners until 1942 and the final transfer of testing responsibility from local police to the Division was not final until 1943. At that time, Patrolmen in the Drivers License Examination Section took pro-

The Patrol Auxiliary often helped patrolmen by answering telephones and aiding in other projects, such as civil defense exercises, or road blocks, as pictured below.



fessional classes and passed it on to the hired examiners under their supervision.

Another piece of legislation proved to be a significant and positive change for patrolmen. On June 4, 1941, state government passed House Bill 523, known as the Pension Fund Bill. This covered all members of the uniform and radio divisions, and provided pensions for employees.

Yet another law approved that year was the uniform traffic code, which raised the state highway speed limit (outside cities and villages) to 50 miles per hour, leaving limits within municipalities to local authorities, with consent of the Director of Highways.

Also that year, Amended Senate Bill 248, approved May 9, gave the Patrol jurisdiction over all rural roads, and included the power to make felony arrests. This capability previously was limited only to state roads. Also included was a provision that the Division investigate all crashes outside municipal borders.

The same law prevented the Patrol from directly enforcing the law within municipalities, even on state highways. The bill also raised the cap to 300 on the maximum patrolmen allowed; lowered age limits to enter the Patrol from 24-40 to 21-35; and raised the superintendent's salary from \$4,000 to \$4,500 a year.

Several groups – local law enforcement, unions groups, etc. - contested giving the Patrol the power to arrest, but Governor John W. Bricker supported the measure. Foreseeing the impact of the war in Europe, Governor Bricker's biennial address to the legislature in 1941 noted that either the Highway Patrol should have full arresting powers, or an "Ohio State Guard" would be necessary. Bricker actually favored the first option, stating it would be less expensive.

"One patrolman," he said in his speech, "would be worth several guardsmen and could be mobilized faster." He also cited the possibility of training a guard force at great expense, only to be demobilized shortly afterwards, whereas a patrolman's training would benefit taxpayers for years.

Labor leaders immediately raised objections, stating the proposed expansion of powers was an attempt by supporters to take advantage of the temporary situation (the calling up of the National Guard). At a meeting of various union leaders held to formulate and present a united position on issues, spokesmen formally declared that they thought the increase in powers for the Patrol to be unnecessary, un-American, and called it a form of Gestapo. Shortly after, the heads of two sheriffs' organizations echoed union sentiments, and even included a call for the



Cadets learn to gather evidence in a crime during Academy training.

elimination of the Highway Patrol. Nevertheless, the end result was the increase to 300 men.

Starting out the decade was the first attempt to break the color barrier within the Division. Up to that time, there were only white males who trained as patrolmen. But in 1940, a black man named Sanford Roan applied and made it into the Academy. However, he did not graduate; he resigned early into the training. Patrol retirees who were there recall during interviews that Roan was asked to demonstrate much more often than average during boxing week, which resulted in his early resignation. It would be 15 years before another African-American was hired by the Patrol.

Given that the law now allowed up to 300 men on the force, Patrol officials looked forward to large numbers of new recruits. Because administrators expected a large manpower increase, district reorganization and post expansions followed. Officials designated Headquarters as district "G" and gave the new district three posts (previously referred to as substations) – Lancaster, Hebron, and Mt. Vernon, which transferred from district "B." New posts also opened in Fremont, Norwalk, Van Wert, Chagrin Falls, Wooster, Dayton, Coal Grove, and Gallipolis, while the Bellevue and Newark posts closed.

The reorganization at General Headquarters included the addition of the Plainclothes Division, the Records Bureau, and dispatchers (one sergeant, one corporal, and two patrolmen given command duties at Columbus). Admin-

istrators also added the ranks of Major-Inspector and First Lieutenant.

Before significant wartime manpower losses, each post consisted of a corporal and average of five or six patrolmen. A lieutenant, three or four sergeants, a corporal, and an average of nine patrolmen staffed district headquarters. Included in the district figures was a “stolen car specialist,” specially trained in identification work and fingerprinting. There were 12 Radio Division units at Columbus and four at each district headquarters (except Cambridge, which had two). By this time, cars outnumbered motorcycles 142 to 100, with 16 of the 100 cycles assigned as training vehicles.

Despite the increased cap on manpower, the looming conflicts overseas began plucking men one by one out of the Patrol force for military service. The first Patrol employee called into active military service in late 1940 was Gene Baumgarten, a civilian employed at General Headquarters since 1933. The first patrolman drafted was V.U. O’Dell in June 1941. From there, a steady stream of officers left for boot camp, and it became obvious that the Division was going to lose a substantial number of men. In late 1941, Colonel Black and Captain George Mingle (a Camp Perry man who later became colonel of the Patrol)

began to entertain thoughts of augmenting the force with an all-volunteer auxiliary group.

The American Legion seemed the logical choice from which to gather such a force. Most Legionnaires were war veterans, of good character, and anxious to serve their country - and at the same time would not be called into national service. Colonel Black placed Captain Mingle in charge of organizing the new force. Working closely with Joe Deutschle, state adjutant of the Ohio American Legion, and future auxiliary head William Konold, Mingle quickly assembled the auxiliary force.

The first official enrollment meeting was in Franklin County on February 8, 1942. By the first of April, 2,650 members were in training. Auxiliary officers received 40 hours of instruction in desk duty, patrol, disasters, and convoy movements. Ultimately, leaders assigned them to one of 362 mobilization points.

Upon activation, the auxiliary force immediately began establishing its worth. A good example occurred in the early morning hours of May 31, 1942, when a huge wave from Lake Erie crashed into North Madison, throwing boats as far as 300 feet beyond the usual high water mark. Officers at the Geneva post summoned the Lake County Auxiliary, and within an hour, 27 of the 31 members as-

Breaking the Race Barrier

It was 1955 when the Highway Patrol’s first black cadet – Patrolman Louis Sharp – completed Academy training and earned a Patrol commission. But he was not the first minority to join the force as a cadet.

Sanford Roan holds that distinction. Roan came into the Patrol as a cadet in 1940, according to personnel records. Unfortunately, little else is known about him, except that he did not graduate with the 11th Academy Class.

In a September 1974 issue of a publication called *The Black Elected Democrats of Ohio News*, Roan’s contribution is noted: “In 1940, the Ohio State Highway Patrol hired its first black officer, Sanford Roan. Not much is known about Mr. Roan. Lt. Colonel Frank Blackstone, presently the Assistant Superintendent of the Patrol, said that



Patrolman Louis Sharp

Roan was gone before he came.”

“According to Blackstone, after a number of years, personnel records are disposed of, thus, no pictures or record of Roan’s years with the Patrol

signed there were on the scene to aid in the rescue and recovery effort.

In April 1942, the Division hit a peak of 297 patrolmen, but from there the number steadily decreased. In four months, 50 employees, including 42 Patrol officers entered military service. Of these, 22 were officers in the military, including four “Flying Cadets.” The steady drain continued throughout the war, and by 1945 (despite an additional Academy class in 1943), there were only 139 uniformed officers in the Patrol’s ranks.

Not all patrolmen who left during this period went into the military. Toward the end of 1942, the Patrol held “Plant Protection Schools” to train factory and plant defense forces. Several officers later resigned to head such security forces.

Wartime military rules strictly regulated highway travel during the war to preserve scarce materials such as rubber and petroleum. Ohio imposed a 35 miles per hour “victory speed” and travel restrictions as a means to ration these items, but they required close enforcement. An example of such an action was a roadblock set up by the Office of Price Administration and the Patrol. Of more than 400 drivers stopped, more than 250 claimed to be ill and on their way to the doctor. In truth, they were violating



Crash investigation techniques remain an important part of Academy training.

travel restrictions, and were, like nearly 14,000 other violators, reported to the federal government.

Other wartime duties undertaken by the Patrol included: bridge protection, blackout trials, military airport

are available.” The article also points out that Roan opened the door for those after him, although it was another 15 years before Louis Sharp gained employment with the Patrol.

The late Lieutenant Colonel Floyd C. Moon, who graduated with the Second Academy Class in 1934 and spent 30 years with the Patrol, said in a 2006 interview that he only remembered Roan as a tremendous athlete and that he thought perhaps Roan quit during training because he was beaten up badly in boxing class.

Several Patrol retirees confirmed the fact that Roan was told to box for several rounds in a row without a break – a departure from normal procedure.

Moon also recalled Louis Sharp. He said Sharp was an “imposing” man of strength, easily completing all aspects of his training.

In 1955, Sharp graduated from the Academy with the 44th Class, and was assigned to the Findlay Post. Sharp, a Florida A&M graduate, decided after nine months with the Division to take a better paying job to be able to support his growing family. Later in his life, citizens of Urbancrest elected him as their mayor.

In 1966 African-Americans again joined the Patrol. Cadets Gilbert Jones and Lee Peters Jr. graduated with the 69th Academy Class. Jones, who graduated from Central High School in 1961 and served four years with the U.S. Air Force before joining the Patrol, retired from the Division in 1997; he moved up through each rank in the Patrol and ended his career as Lieutenant Colonel. With each rank earned, and even upon reaching retirement, Jones created history as the first African-American to achieve these milestones.

protection, fingerprinting of plant employees, and various surveys. The military rewarded the Patrol's efforts in 1943 when the Office of Civilian Defense awarded the Division a Citation of Merit - the first-ever issued to an organization not exclusively involved in civilian defense work.

On April 26, 1944, Colonel Black died from a kidney ailment worsened, physicians said, by a 12-year-old gunshot wound sustained during a shoot-out while he served with the Hamilton County Sheriff's Office. Funeral services were well attended and newspapers throughout the state ran commentaries on Black and his work to make the Patrol the excellent organization it had become.

In the memorial edition of the Flying Wheel, a statement published summed up the sentiment of the Division:

"The members of the Ohio State Highway Patrol were proud of their able leader, and mourn the passing of a fine friend. Colonel Black has started us on the right road. We must carry on in the traditions he has set for us so that his work will not have been in vain. It is consoling to know that his efforts have also been recognized and appreciated by those he served."

Black's tombstone, located in Sunset Cemetery in Columbus and purchased by the Patrol, has on it a Flying Wheel symbol with a small notch in the wheel, symbolizing the organization that would not be entirely complete without its beloved leader.

After Black's death, George Mingle became the second superintendent of the Highway Patrol on May 4, 1944.

Preparation was the focus of the country, and the Patrol as well. Inspections began to take place semi-annually, and many retirees remember these with dread. A huge amount of work was involved in getting ready for inspection: the military-style cleaning of the posts, maintenance work, and painting the vehicles - even the engines. The engines did not run well afterward, until the paint burned off. Officials phased out inspections in the late 1950s because preparation for an inspection took too much time away from patrolling duties. Patrolmen were glad; many who were there say they wanted to patrol, not clean.

The Patrol continued refining itself after the war. In 1945, Hartman Farms (just south of Columbus) served as the new, semi-permanent home of the Academy, and would



for another 20 years. Holding classes in the large farm house for all those years helped create a sense of permanence and tradition for cadets.

The Patrol also began, in the mid-1940s, a different effort posed to reduce defect-related crashes. Patrolmen joined with the Ohio Chiefs of Police to set up month-long traffic checks to reduce serious defects in Ohio vehicles. In the first three years, the program accomplished more than 750,000 checks – about 20 percent had some sort of safety defect. From then on, the number of defects declined as more auto parts and newer cars became available.

Another safety measure added during this time was the strategic placing of patrolmen and equipment during the busy time around holidays. During these times, officers parked the five mobile radio trailers in busy, high-crash areas and broadcast safety reminders over loudspeakers. Local media gave much attention to this, and the reminders reduced crashes in usually dangerous areas.

Officials hoped to fill empty officer positions quickly by beginning three schools per year. Unfortunately, the attrition rate was greater than the rate at which new officers could be trained. In 1946, there were 42 resignations from already limited ranks. One of the biggest reasons for such turnover was low pay. Colonel Mingle admitted low pay was a concern of top ranking officers and patrolmen alike. In an address to officers at an in-service school, Colonel Mingle promised to seek a substantial increase from the legislature. He previously fought to have Patrol personnel



Since the beginning of the Division, the Patrol has provided security and education at the Ohio State Fair.

treated differently than other state employees (in terms of pay raises), and though his request was refused in the legislature, he intended to renew the effort.

As if he did not have enough on his plate, Colonel Mingle saw that traffic deaths skyrocketed as wartime rationing and travel restrictions lifted. While the actual number of fatalities remained relatively stable, the large numbers of highway deaths were of great concern. Driver safety became a hot topic in newspaper editorials around the state, as well as calls for a larger and better-paid highway patrol. The increased attention to how “severely underpaid” patrolmen were did not help the recruitment process. It did, however, help push the General Assembly to grant a small pay raise to officers classified as “patrolmen.” It was not the raise Colonel Mingle sought, but it did offer slightly better pay to recruits.

Right after this pay raise came the next expansion of powers. House Bill 177, approved June 24, 1947, modified sections of the original founding law and dropped a six-year ban on enforcement activities on “roads and highways” within municipal limits. Patrolmen making an arrest in a municipality were simply required to bring charges in the local municipal court. In addition, it empowered patrolmen to enforce criminal laws on all state-owned and leased properties.

Coordination between aircraft, jeep and trailer units, posts, and patrolmen was essential, especially during the post-war period, when America focused on preparedness



A Patrol officer and a Patrol Auxiliary officer standing next to two items used introduced to the Patrol fleet in the 1940s – the Jeep and the airplane.



Back in the 1940s, Academy instructors taught the basics of law enforcement – crash investigation, self defense, and motorcycle operation. Now, classes also include more advanced subjects, like DNA forensics, human behavior, and civil disorders.

Expanding Duties

Although state legislature and others made it clear from the beginning that the Patrol should not get directly involved in labor disputes, there was work done, especially during the middle of the 1940s, that brought the Division as close to that line as possible.

The late Lieutenant Colonel Floyd C. Moon, who graduated with the Second Academy Class in 1934 and spent 30 years with the Patrol, recalled some of these labor issues in a 2002 interview.

“During Governor (Frank) Lausche’s early term in office (1945-47) there were considerable labor problems and some nasty strikes in Ohio. Two such incidents were the telephone strikes of southeastern Ohio and another involving the Teamsters Union – often referred to as the, “Truck Unloading Racket,” wherein the union demanded all commercial truck haulers to hire union men at all docks of truck terminals to do the unloading of their trucks.

“Probably some of the most violent situations in this regard were at Dayton. However, all major cities in Ohio had such problems at the time. Of course, the Patrol could not interfere in these labor disputes; nevertheless we exercised a function in keeping highways in and out of municipalities open and free from

trouble. Another function was that of intelligence finding and reporting daily to Governor Lausche on all facets of the problem. This led to Lt. Wilmer Vance and I preparing a format for reporting such incidents as to our findings.

“Joe Seryak, a sergeant at the time, assisted us greatly in this area. Of course, all officers assigned to GHQ Plainclothes Section handled the field assignments as we were just starting to expand our Plainclothes operation in the various districts. I recall that nearly every morning I had to report to Governor Lausche at the mansion on East Broad Street as to the status of all of our findings. At the same time, he had plainclothes officers from the Ohio National Guard doing the same thing.

“We did not exchange information with the Adjutant General’s Department, but Governor Lausche was able to evaluate the situation from two separate sources and then make his decision for contemplated action on his part. These meetings were held before he had breakfast each morning and it was a one-on-one meeting. He would be in his robe and housecoat. The National Guard would report at some other time. Our plainclothes officers sometimes had to mingle with the strikers, and on one occasion, at a truck terminal in Dayton, the National Guard had been called



Photography is another vital unit within the Division, both for preserving evidence and history.

into action to protect the loading facility, etc., and the guard was pushing the strikers back at bayonet point and I learned what it was like to be threatened by bayonet. I noticed that the National Guard Plainclothes officers among the strikers, as was I, and we both received the same treatment, even though we were not together. Those strikes did not take on the degree of action by the National Guard as was in evidence at the Kent State University situation later on, but they did accomplish their mission in protecting the truck terminals and their employees.

“The other situation I referred to – the telephone strike in southeastern Ohio – necessitated Colonel (George) Mingle assigning many of our officers to keep traffic open both in and out of principally Portsmouth. The strike extended further out into the countryside as strikers were severing telephone and transmission lines in numerous southeastern Ohio areas. Gas company pumping and relay stations were also endangered and necessitated Patrol observance. This detail was chiefly handled by our uniformed personnel on the highways. (General Headquarters) staff officers in uniform were alternated as on the scene

supervision in the Portsmouth area.

“Frequently Colonel Mingle and I met with the Portsmouth City Council to formulate plans after exchange of intelligence reporting. Quite naturally Colonel Mingle became acquainted with the top city officials of Portsmouth and they undoubtedly respected his counseling on the situation as sometime later when Colonel Mingle decided to retire from the Patrol, Portsmouth hired him as their city manager.”

In other plainclothes efforts, about 12 members of the Plainclothes Division were sent to Mahoning County in 1943 to assist in Attorney General Thomas Herbert’s attack on the massive gambling and corruption problem. After about a month, the detail was left in the hands of plainclothes detectives Floyd Moon and Julius “Joe” R. Lezak, who spent a year and a half documenting a variety of criminal organizations. The investigation uncovered such corruption that the report on the case notes, “The magnitude of the present conditions . . . would require more than just a quiet investigation, which would not even scratch the surface. Gambling places and bookmakers are about as abundant . . . as are drug stores.” In the end, the investigation led to 34 indictments.



Radio communication continued to improve throughout the 1940s.



An officer examines the scene of an aircraft crash. The Patrol was authorized by the state to investigate aircraft crashes in 1947.

plans on national, state, local and even personal, at-home levels.

In 1947, the state gave the Patrol the responsibility of enforcing aviation offenses and investigating all aircraft crashes. Aircraft also participated in civil defense efforts, supplemented by more than 1,800 Auxiliary members preparing controls on roadways and handling traffic re-routing. Communication trailers and jeeps aided in these efforts as well, making information go from post to patrolman easier because of increased mobility. These efforts paid off in other areas of Patrol responsibility – coordinated air and land searches made manhunts much more efficient, and eventually, served to enforce driving violations from the air.

First in the air for the Patrol was Ernie Webb. Webb, whose name happened to be called first in the graduation ceremonies of the Camp Perry Class, began his aviation career transporting passengers and barnstorming, and ended his career with the Patrol as a Captain in 1959. It was 13 years after joining the Division that Webb finally convinced Colonel Mingle and the state legislature to appropriate money for an airplane for use in law enforcement. Webb chose the Beechcraft Bonanza model 30, and in 1948 the Patrol secured funding for the \$7,800 aircraft.

In his book, “On Eagle’s Wings,” Webb describes the first time he flew and relayed what he saw to patrolmen on the ground.

“Soon after getting this airplane, we installed a transceiver patrol radio. Upon completion I was preparing to take off and test this equipment from the air when a Citizen-Journal reporter came up and asked me if he could go along. We took off on the southeast runway at Port Columbus. On crossing Highway 40 about one minute from the airport I looked down and saw a car skidding off of the road, ending up in a ditch in a cloud of dust. I immediately called the patrol. A car answered me and I gave him the location. He was only one mile away. The reporter timed his arrival in slightly over one minute. This of course hit the newspapers with quite a write-up and certainly was a boost to my theory that traffic could be controlled from an airplane. This reporter was a former military pilot and a good friend of mine, but for several years he good-naturedly accused me of having set the incident up.”

Aviation, in addition to preparedness plans, helped in the faster apprehension of criminals. The preparedness plans, designed to organize manpower and equipment quickly to thwart foreign enemy attacks, proved valuable in controlling local lawbreakers on many occasions.

In July 1948, former convicts Robert M. Daniels and John C. West murdered John E. Niebel, a farm manager at the Mansfield Reformatory, and his wife and daughter. Both Daniels and West already had other charges against them and were on the run from lawmen.

The duo stole a vehicle and fled to Cleveland, then decided the next day to escape to Indiana. They headed



Investigation wasn’t limited to aircraft – another legislative move in 1947 authorized the Patrol to enforce criminal laws on state-owned and state-leased properties.

west for a couple of days after the Niebel family murders, stealing another vehicle. This theft resulted in two more murders – a motorist and a truck driver.

Officials finally realized that West and Daniels still were near the Ohio-Indiana border and immediately put into effect the Patrol's blockade plan. All posts in District A were instructed by telephone to put blockade plans M16 (Maumee River) and M15 (Sandusky River) into effect. Patrol officials also alerted local police departments.

Van Wert County Sheriff Roy Shaffer, Van Wert City Police Department Sergeant L.D. Conn and a state conservation officer were at a checkpoint when West drove up in a stolen vehicle. Sheriff Shaffer became suspicious while questioning West. Shaffer climbed on top of the vehicle, discovered Daniels and ordered him out at gun point.

West tried to run and opened fire, wounding a Lima officer and the state conservation officer, but the Lima policeman returned fire and shot West, who died two hours later. Officials captured Daniels without incident. The wounded officers later recovered.

The state's confidence in the Patrol as a viable, permanent agency increased throughout the decade. Legislators showed their faith in the Patrol with a change in the

Division's pension plan. In July 1949, the state legislature approved a measure to improve the pension fund by: lowering the retirement age to 52; offering the purchase of credit for WWII service; allowing early (20-year) retirement; and basing the pension on the five highest paying years of service. Officer contribution to the pension fund raised from four to five percent of his salary.

A month later, First Lieutenant S.D. Augenstein became the first person to take retirement (disability). Augenstein was a graduate of the First Academy Class and was in a command position for more than 10 years before retiring.

While pension fund changes were deemed successful by organizers, the same cannot be said for the "10-for-1" plan, which called for 10 warnings or arrests for each crash investigated. Put in practical terms, if a patrolman investigated eight crashes, he had to accomplish 80 warnings or arrests. The program did not last for long, however. It imposed quotas and many were disgruntled at the policy because it often caused them to issue warnings or tickets they would not have done, if not for the "10-for-1." Authorities eliminated the program in the 1950s.

The Division rendered aid during several large-impact, emergency incidents in 1949 and 1950.



Hartman Farms

From December 1945 to October 1965, Patrol cadets trained weeks at a time to earn their commission at Hartman Farms, located about 20 miles south of Columbus.

Hartman Farms, known long in the Central Ohio area and beyond, once had cattle and horses and many buildings, most of which no longer stand. At the time the Patrol began training there, it had not served as a farm for several years.

Cadet training took place outdoors, for the most part. The first class to graduate from Hartman Farms was the 19th Academy Class, otherwise known as “The Fighting 19th,” because there were many World War II veterans in this group.

One of the men in the 21st Academy Class, G.E. “Tiny” Moore, said during an interview in 2002 that he owed much of his success on the job to the training he received at Hartman Farms.

But Moore said he had trouble with one subject – typing. “They were trying to teach us to type with two fingers if necessary. I didn’t know nothing about a typewriter and my wife was an expert typist for years. We (cadets) were in a room by ourselves with these typewriters and I couldn’t do it, these guys were laughing at me and I finally got mad and I picked it up and threw it on the floor.”

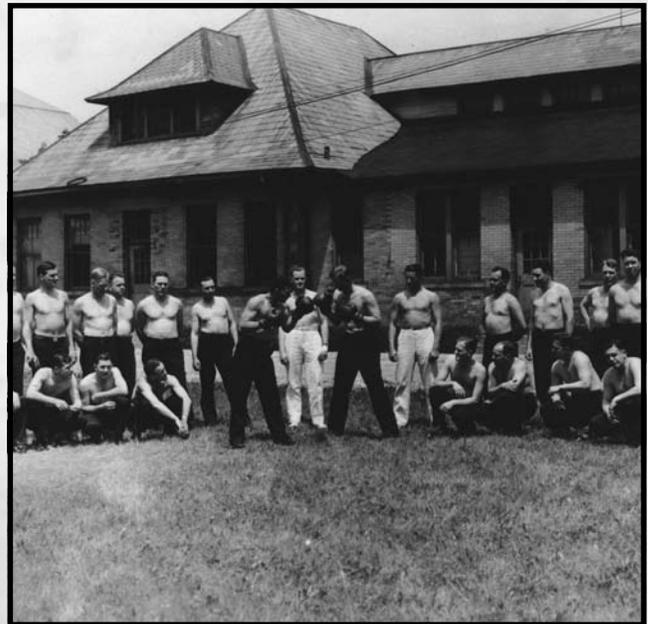
The commandant of the Academy, Lieutenant J.L. Hanley, chewed Moore out personally. He told Moore to learn to control his temper, or he wouldn’t be staying in the Patrol for long. “By golly, I learned how to do that and when I get into a situation, I think of that and so I completely changed my attitude and controlled my temper.”

Moore excelled in one class, but he said that was partially due to an unfair advantage gained through experience before entering Patrol training. Moore was an amateur and professional fighter before joining the force and won the Golden Gloves in Marion in 1935. He turned professional and his brother-in-law became his manager. “But I found out that there has to be a better way to make a living than that, so I knew that

was why they asked me to be in charge of boxing in my class.” He said also of the class’ boxing sessions, that seven men were sent home to the hospital on the first day. “That’s one broken nose and different injuries, you know, they didn’t have teeth guards or anything, of course there were big gloves but they knew that they had to produce or Lieutenant (later Captain) Hanley would stand in the doorway and if you didn’t look, like, you could handle yourself, you were gone.”

Boxing class wasn’t the only thing that was tough at Hartman Farms. Moore said the conditions at the barracks were less than comfortable, but created a close knit atmosphere.

“I remember that it gets doggone cold there and the wind would go right through the windows, right through the walls almost,” Moore said of the Hartman Farms barracks. “It was on a large plot of ground... the reason I remember is we had to run around that several times in the morning. There were four of us in a room – a small room – with bunk beds. We were



Boxing was part of cadets’ physical training for many years.



Hartman Farms, which was located just south of Columbus off of U.S. Route 23, was home to Academy classes from 1943 to 1966.

a very close knit group and a lot of camaraderie. I remember those inspections we had to stand every morning and our commanding officer, was a lieutenant at that time, James Hanley, who later was promoted to Captain before he retired. He had been an old Marine sergeant years before and he was tough but he was fair.”

Moore remembered learning how to shoot firearms at the training facility. “I had no firearms experience except for hunting with my father when I was a boy and that was a shotgun. I am left-handed and, at that time, we wore the gun on our right side, so I had to learn to shoot right-handed, as well as left-handed. It got so natural for me, I think I could do better right-handed than I could left-handed.”

Dr. Samuel B. Hartman – a well known, high-society member of Columbus’ Gilded Age - owned the farm complex at the turn of the 20th century. Although he had a successful bovine farm, he made his wealth and gained fame from developing a new cure-all elixir called “Peruna,” or, “Pe-ru-na,” according to The Federation of Historical Bottle Collectors.

Pharmacies sold Peruna as a cure-all tonic. Supposedly the liquid cured catarrh, which is another word for ailment. According to the Federation of Historical Bottle Collectors, Hartman defined catarrh “as the root cause of virtually all known diseases.” For instance, chronic indigestion was catarrh of the stomach; pneumonia was catarrh of the lungs, as was tuberculosis; mumps was catarrh of the glands; and so on.

Truth was, it mostly was made of alcohol. An October 28, 1905, article from Collier’s Weekly stated, “According to an authoritative statement given out in private circulation a few years ago by its proprietors, Peruna is a compound of seven drugs with cologne spirits. The formula, they assure me, has not been materially changed. None of the seven drugs is of any great potency. Their total is less than one-half of 1 percent of the product. Medicinally they are too inconsiderable, in this proportion, to produce any effect. There remains to Peruna only water and cologne spirits, roughly in the proportion of three to one. Cologne spirits is the commercial term of alcohol.”



Capt. Merrell A. “Pete” Mock with Academy instructors at Hartman Farms.

In late 1949 to 1950, coal trucks and non-union mines continued production – partly due to Patrol efforts - during a nationwide coal strike that affected 22 Ohio counties and 17,000 Ohio men. This incident did involve some violence, mainly due to union members’ frustration that non-union mines continued production. Authorities requested the Patrol come in and keep highways clear and eliminate violence. Regular indictments issued against the Division made it clear that angry union officials did not like the

Patrol escorting coal trucks. The escorts came after union members targeted trucks with violence when confronted by strikers. During the entire ordeal, Patrol officers were never required to enter private property, and the Patrol’s response showed another example of effective agency operations and cooperation.

A tragic fire at the end of the decade made known to the public the productive identification work of which the Patrol was capable.



The Auxiliary continues to prove its worth as a vital aid to the Patrol into the 21st century.

“Highway Patrol Calls For Additional Legionnaires To Serve In Auxiliary”

article by Jack C. York, from 1944, newspaper unknown

“TRONTON. Jan. 16 — So successful has become the auxiliary unit of private citizens to the Lawrence County subpost, Ohio Highway Patrol, during Its less-than-one - year’s existence, the local troopers will seek to increase Its membership to at least 25 and possibly as many as 50 American Legionnaires.

“This was announced here today by State Highway Patrolmen James L Cooper and Bruce School, the two officers who man the Lawrence County subpost, with assistance from their auxiliary unit, under command of the patrol’s Portsmouth barracks. Trooper (sic) Cooper is senior officer, locally and officer-instructor of auxiliary for this area.

“Applications for membership in the auxiliary unit will be received at a special meeting of the local

subpost with their auxiliary patrolmen Tuesday at the Chesapeake American Legion Hall, Trooper (sic) Cooper said today.

“ ‘The need for additional auxiliary patrolmen — who must be members in good standing of any Lawrence County American Legion post — is far in excess of present manpower,’ declared Patrolman Cooper.

“This need for more auxiliary men, the state officer said, is in accordance with the Ohio Highway Patrol’s statewide emergency operational plan, now being perfected in the Lawrence County area.

“Principally, this newly instituted plan is two-fold in its objectives:

“1 — It is a long-range project I designed for isolation of any stricken area in event of disaster, enemy attack or extreme emergency.

“2 — It is intended to make for better countywide traffic control at all times, particularly on one-day or extended holidays, and such times when there are

On February 27, 1949, the Mount Vernon Post got a call about a fire at Old Kenyon Hall, the men's dormitory at Kenyon College in Gambier. Thought to have started in an old fireplace flue, it was a massive fire that killed nine students, according to the college. Sergeants F.S. Van Allen and H.G. Bluemlein went to the fire and spent days working with college officials to remove debris and sift through bone fragments. Through their tireless cataloguing and photography of evidence at the scene, all nine victims were

identified.

By the end of the 1940s patrolmen would monitor activity on land, air, and water, and more technological changes were on the way – radar speed detectors, polygraph machines, television, highway systems and safety belts, to name a few - that would sharpen the efficiency of law enforcement communications, making emergency response time quicker and more information quickly given to officers on patrol.

large crowd-gathering events.

“Definite details of the overall statewide plan, as well as orders, issued to county posts via auxiliary units, are being held ‘top secret’ by headquarters of the State Highway Patrol until such time as it is deemed proper to generally inform the public. This is for the purpose of avoiding confusion and unnecessary snarls in the smooth operation of the plan, officers said.

“American Legionnaires, desirous of applying for membership in the State Highway Patrol's Auxiliary Unit, may do so by attending Tuesday night's meeting at Chesapeake's Legion headquarters, beginning at 7:30 p.m., the local subpost's patrolmen said.

“‘We need at least 25 new auxiliary patrolmen immediately, but would like to have more than 50 additional members,’ said Trooper (sic) Cooper.

“If a sufficient number of applicants are successful in meeting requirements of the State Highway Patrol's Auxiliary Unit, a 12- to 14-week school of training will begin about Feb. 1, the officers said. The patrolmen are particularly anxious to have more Irontonians enrolled in coming classes.

“Studies, in the form of lectures by Patrolman Cooper of the local subpost and other experienced officers from all over the state, along with practical demonstrations in highway patrol work, will make up the training school

“These will include classes in first aid, traffic control and direction, vehicular laws, establishment of road blocks, correct use of patrol weapons, courtesy and public relations and other items, said Patrolman Cooper.

“Requirements for application to the auxiliary unit demand that all applicants be members in good

standing of a county American Legion post, veterans of either World War II or the Korean conflict, and possess clean character ratings.

“The State Highway Patrol auxiliary men wear regulation patrol badges, Legion uniforms, and caps, patrol shoulder patches and cap badges, and each is issued a regulation patrol mace. Each auxiliary man comes under the Ohio State Industrial Insurance Benefit Plan when on duty.

“Duties of the auxiliary patrol unit membership consists of riding with state highway patrolmen in cruisers on regular patrol duty and the lending of assistance in all highway patrol investigations and other police activities.

“Lawrence was the last of Ohio's 88 counties to form an auxiliary unit. The local group will be one year old in June and will probably celebrate its birthday with appropriate ceremonies.

“In addition to receiving new applicants at Tuesday's Chesapeake meeting; the auxiliary unit will hold its annual election of officers then. It is very important that all auxiliary men attend the meeting, said Patrolman Cooper. Feb. 2 there will be an annual inspection of the Lawrence County auxiliary unit, conducted by ranking officers of the Portsmouth and Jackson State Highway Patrol barracks,

“The present auxiliary unit is composed of 27 American Legionnaires, consisting of 10 officers and 17 patrolmen. The officers are:

“Captain Norman Lay of Chesapeake; Lieutenants Fred Dennin of Ironton, William Jake Smith and Robert Huff of Chesapeake; Sergts. Norman Walker, John Gallagher, Leonard Barber, Otis Fulks and James Plumley, all of Chesapeake, and Max Fields of Ironton.”