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**IOWA
HIGHWAY
PATROL**

**ONLY
THE
BEST
CAN
QUALIFY**



IOWA HIGHWAY PATROL



QUALIFICATIONS

An Applicant To Be
Eligible For Appointment

"MUST"

1. Be not less than 22 and not have reached his 32nd birthday.
2. Be at least 5' - 9" tall without shoes, but not over 6' 4" without shoes.
3. Have a minimum vision of 20/30 in each eye which must be corrected to 20/20 and must not be color blind.
4. Be a high school graduate with a diploma.
5. Be a citizen of the United States.
6. Be of sound mind and body and of good moral character.
7. Not have a criminal record.
8. Be proficient in operating a motor vehicle.
9. Be able to pass satisfactory mental and physical examinations.

If you can meet "all" of the above minimum qualifications, and would like to apply for the Iowa Highway Patrol, contact the District Commander in the district in which you reside.

- | | |
|--------------|-------------------|
| 1 Des Moines | 8 Mason City |
| 2 Osceola | 9 Cedar Falls |
| 3 Atlantic | 10 Oelwein |
| 4 Denison | 11 Cedar Rapids |
| 5 Cherokee | 12 DeWitt |
| 6 Spencer | 13 Mount Pleasant |
| 7 Fort Dodge | 14 Ottumwa |



The Iowa Highway Patrol was established in 1935, with a total force of 50 patrolmen, a chief and two assistant chiefs.

Since its creation in 1935, the Iowa Highway Patrol has grown in stature and number and today enjoys one of the most progressive and enviable records of achievement for any law enforcement agency in the nation.

It takes a real man to do a man-sized job; therefore, the standards of the Iowa Highway Patrol are necessarily high. The Patrol takes pride in its personnel and wants only men of integrity, intelligence and physical fitness. You must have these qualities to become one of us. REMEMBER THIS: If you earn the right to wear the distinctive uniform of the State Patrol, your career as an officer is assured.

The Iowa Highway Patrol uses the merit system in the selection of patrol candidates. A patrol officer who completes his period of probationary status one year is protected in his position and cannot be removed without just cause.

The training program of the Iowa Highway Patrol is second to none. All candidates for the patrol must attend and successfully complete the required courses of instruction at the Iowa Highway Patrol Academy. Experienced Highway Patrolmen and other experts in various fields make up the staff of instructors for the Academy.

For members of the Iowa Highway Patrol, there is no ceiling for the ambitious. Advancement and recognition for outstanding performance are assured by an especially devised personnel evaluation system. All promotions are based on the merit system.

The Iowa Highway Patrol is a proud organization. This pride is shared not only by the members of the patrol, but by the citizens of Iowa. Prestige cannot be bought,—It is what others think of you. The uniform that you wear identifies you as a member of one of the nation's best law enforcement agencies and you are proud to carry out all of your duties for the benefit of the citizens of the State of Iowa.

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THE IOWA HIGHWAY SAFETY PATROL
Its History, Duties and Functions.

In the spring of 1935 a bill was passed by the 46th General Assembly which authorized a force of 53 men for a State Highway Patrol. This bill placed the Patrol in the Motor Vehicle Department under the Secretary of State. At that time Mrs. Alex Miller was Secretary of State and L. E. Wallace was head of the Motor Vehicle Department.

John R. Hattery who was serving as Sheriff of Story County was selected to serve as Chief of Patrol, Harry Nestle and E. A. Conley who were inspectors of the Motor Vehicle Department were selected as the Assistant Chiefs. After these appointments were made, arrangements were completed to hold a training school for Patrol candidates at Camp Dodge in the Summer of 1935. From several thousand applications on file, approximately 100 men were selected to attend the training school which lasted for a period of 7 weeks. Those candidates were all citizens of the State of Iowa, each had a high school education or the equivalent, were 5' 10" or more in height, all were 25 years or older, were given a rigid physical examination; and were investigated as to character and general standing in their home community. Instruction was given in the following subjects: Motor Vehicle Law, Court Procedure, Law of Evidence, First Aid to the Injured, Jui Jitsu, Use of Small Fire Arms, Accident Investigation and Patrol Tactics. When this school was finished 50 men were selected to serve as members of the Iowa Highway Safety Patrol.

In the spring of 1937 the 47th General Assembly passed Senate File 181 which authorized the Motor Vehicle Department to employ 75 additional men to supplement said patrol. In the Summer of 1937 another Patrol Candidate Training School was held at Camp Dodge for a period of 6 weeks, and a course of instruction similar to that of the school of 1935 was given.

Senate File 181 also provided that the Department could appoint persons from the Patrol for the purpose of examining applicants for Operators' and Chauffeurs' Licenses and on August 1, 1937 when the 75 new Patrolman went on duty 15 men were assigned to the job of examining applicants for Operators' and Chauffeurs' Licenses.

Senate File 181 further provided that the head of the Motor Vehicle Department could designate, not to exceed 14 men, from the Patrol as supervisory officers. With the addition of 75 men to the original 53, on August 1, 1937 the Patrol consisted of 128 men. With a force of this size, supervisory officers were needed and therefore on August 1, 1937 thirteen men were given the rank of Sergeant. The State of Iowa was divided into 10 Patrol Districts with a headquarter office in each District. A Sergeant was placed in charge of the men in each of these Districts, two Sergeants were assigned to supervise the work of the Patrolmen on Drivers' License Examining Duty, and the other Sergeant was placed in the office of the Chief to assist in various duties.

From the beginning of the Patrol in the summer of 1935 to January 1, 1939, the Patrol was under the direction of L. E. Wallace head of the Motor Vehicle Department, Chief John R. Hattery and his Assistant Chiefs Harry Nestle and E. A. Conley.

At the beginning of the year 1939, Earl G. Miller became Secretary of State, and appointed T. H. Vicker as head of the Motor Vehicle Department. Tom Pettit of the Des Moines Police Department was appointed Chief of Patrol, but Mr. Pettit did not accept the office, so Assistant Chief E. A. Conley was made Acting Chief and served in that capacity until January 21, 1939 when C. A. Knee, who was serving as Sheriff of Dallas County, was appointed as Chief of Patrol. E. A. Conley then resumed his duties as Assistant Chief. At the beginning of the year 1939, Assistant Chief Harry Nestle was not re-appointed, but did remain a member of the Patrol to serve as a Patrolman.

In the spring of 1939 the 48th General Assembly passed Senate File 379 which created a Department of Public Safety and provided for the centralizing of all State Peace Officers therein. This act placed the Department under the Governor of the State of Iowa. Governor George A. Wilson appointed Karl W. Fischer as Commissioner of Public Safety. Commissioner Fischer retained both Chief C. A. Knee and Assistant Chief E. A. Conley and on September 25, 1939, filled the vacancy of Assistant Chief by appointing Patrolman Clarence Shirer to the position.

In the summer of 1940 there were 13 vacancies in the Patrol and in order to secure men to fill these vacancies, another Patrol Candidate Training School was held at Camp Dodge for a period of 4 weeks. The men who attended this school, as well as the one held in 1937, were selected on the same basis and were required to meet the same qualifications as those who attended the school of 1935, with the exception of the minimum age requirement which was reduced from 25 to 22 by the 48th General Assembly in 1939.

Fifty-one men were selected to attend the school of 1940, and at the close of the course of instruction which was similar to that given in the previous schools, 13 men were selected and appointed to the Patrol to bring it up to full strength. The remainder of these men were placed on the reserve list and since then a number of them have been appointed to fill vacancies in the Patrol.

In November of 1940, Assistant Chief E. A. Conley entered the service of the United States. This vacancy was not filled until January 12th, 1942, when Sergeants Claude Shearer and C. B. Day were appointed as Assistant Chiefs to have the rank of Captains. At this time Clarence Shirer relinquished his duties as Assistant Chief and since that time has been in charge of the Drivers' License Division, having the rank of Superintendent. At the same time the Sergeant assigned to duty in the main office of the Patrol was given the rank of Lieutenant. The two District Sergeants' vacancies which occurred due to the promotion of Claude Shearer and C. B. Day, were filled by the men who had been supervising the Patrolmen on Drivers' License duty, and since that time the 10 District Patrol Sergeants have been supervising the work of the Drivers' License men in their Districts as well as the men on active Patrol duty.

From August 1, 1935 to July 4, 1937, the salaries of the Patrol were: Chief of Patrol \$200.00 per month, Assistant Chiefs \$165.00 per month, Patrolmen \$100.00 per month. After the first year of service the salary of a Patrolman was increased \$5.00 per month for each succeeding year until said salary reached \$125.00 per month. From July 4, 1937 to January 1, 1942

the salaries were as follows: Chief of Patrol \$250.00 per month, Assistant Chiefs \$165.00 per month, Sergeants \$135.00 per month, Patrolmen after one year of service \$125.00 per month, with less than one year of service \$100.00 per month. Since January 1, 1942 the salaries have been: Chief of Patrol \$236.66 per month, Captains \$183.33 per month, Lieutenant \$170.00 per month, Sergeants \$160.00 per month, Patrolmen after one year of service \$140.00 per month, with less than one year of service \$115.00 per month. Members of the Patrol are also allowed actual expenses incurred while on duty away from domicile or city in which they are stationed.

Uniforms, Patrol Cars, and all necessary supplies and materials are furnished by the State of Iowa. The summer uniform consists of the following items: black oxfords, grey trousers with black stripe on sides, black belt, black holster, 38 Colt special revolver, black handcuff holder, handcuffs, brown gabardine shirt, black necktie, brown cap with black visor, and white rain coat. For winter the same equipment is worn except tan cotton shirts are used instead of the brown gabardine used in the summer, and a chocolate brown blouse is worn with a black Sam Browne belt on which is attached the holster containing the service gun and the handcuff holder containing a set of handcuffs. A brown overcoat is also provided for winter use. The uniform has been essentially the same since the Patrol was organized except that prior to the fall of 1939, the Patrolmen wore breeches and boots, instead of oxfords and trousers which are now worn. Each man wears 2 serially numbered badges - 1 on the cap, the other on the shirt in the summer months and in the late fall, winter and spring months it is worn on the blouse.

A Patrol Car is furnished each man. It displays official license plates, and has a Patrol emblem on each side of the car. Each car has the following equipment: short wave Police radio receiver, siren, spotlight, red light in front, red light on the rear, red stop light mounted on right front fender, First Aid kit, tow chain, shovel, flares, fuses, fire extinguisher, and flashlight. During normal times the men drive approximately 60,000 miles per year. The Patrol has a few motorcycles that are used in the summer months for special occasions and at times when traffic is congested.

The main job of the Patrol is to enforce the Motor Vehicle Laws and to keep traffic accidents down to a minimum. Most of the Patrolmen's time and effort is spent in this line of work and in addition to this they perform other important duties. Inasmuch as each car is equipped with a Police radio receiver from which they obtain information about persons who are wanted by other authorities, they are on the lookout for these parties at all times when on Patrol duty. Patrolmen apprehend a considerable number of wanted persons each year without any appreciable loss of time from their Patrol duty, because most persons who are wanted use a motor vehicle for their transportation, and since the Patrol has a description of the person wanted, as well as the license number of the vehicle he drives, the Patrolmen can watch for these vehicles while on regular Patrol duty.

There is considerable danger in this kind of work. In the spring of 1936, Patrolman Oran Pape was killed by a Federal Parolee who was wanted for a number of crimes that he had committed after being paroled. In almost eight years of service only one man has been killed in the line of duty, and the Patrol considers itself very fortunate in not having had more killed or injured in doing this kind of work.

In addition to the training which these men receive before becoming Patrolmen, they are kept abreast of the times and changes in law enforcement tactics by being required to attend refresher schools for Patrolmen. Also one half of the force attends the Peace Officers Short Course held at the University of Iowa each summer for a period of one week. At this school a number of valuable courses are given for Peace Officers which help to raise the standard of law enforcement.

The following paragraphs explain or show the activity of the Patrol, but it should be remembered that in normal times with a full force, the figures for the various activities would be considerably higher.

The report of C. A. Knee, Chief of the Iowa Highway Safety Patrol, for 1942 shows that the Patrol issued 13,529 Summons tickets. These tickets were issued for driving without a driver's license, going through a stop-sign, reckless driving, speeding in a restricted zone, operating a motor vehicle while intoxicated, passing in a prohibited area, and other reasons. 11,338 resulted in convictions and the total amount of fines paid was \$165,503.19. This money went into the school funds in the counties in which the violations occurred. No part of the fines or court costs goes to the individual Patrolman or to the Patrol itself.

To aid in keeping equipment in efficient working order for safe use on the highways, 18,369 tickets were issued as Notifications of Illegal or Faulty Equipment. Faulty brakes, faulty head-lights or tail-lights, having no rear-view mirror, steering apparatus not adjusted, or vision obstructed were some of the conditions for which these tickets were issued. (The motorist is required to have this condition corrected as soon as possible and within 48 hours send a garage statement into the District Patrol Office verifying that the correction has been made. If this is not taken care of, the motorist is summoned to appear in court.)

For motorists who were a little out of line but the violations were not of a serious enough nature to warrant summons tickets, Memorandum of Traffic Violation tickets were issued. The number of these issued last year was 4,914.

Fifteen members of the Patrol are assigned to examine applicants for Operators' and Chauffeurs' Licenses. Last year 47,529 passed the examinations for an operator's license; 16,283 the examinations for a chauffeur's license; and in addition, the examiners renewed 50,386, 1942 chauffeurs' licenses.

Other interesting and important activities of the Patrol include 27 hit and run drivers apprehended, 58 missing persons located, 115 runaway children located, 195 wanted persons apprehended, and stolen property was recovered valued at \$74,148.00.

The Patrol was on active duty at any special event where there was a greatly increased flow of traffic such as athletic contests, fairs, and celebrations. They escorted troop convoys, and lines of army equipment moving on the highways. The Patrol cooperated with Federal, State, County and Community agencies, assisted in delivering Sugar and Gas Rationing Books, the Interstate Commerce Commission in the inspection of trucks, on several occasions the Iowa Bureau of Criminal Investigation, the County Sheriffs in locating stolen cars, and helping with Black-Outs and local Scrap-Iron Drives. They also assisted Police in handling traffic in local communities when the congestion was out of the ordinary.

The Patrol gave 269 talks over the radio, presented 507 movies to an estimated total audience of 60,000 in the interest of Safety Education. Property saved through the use of the fire extinguisher 58 times, was valued at \$29,050.00. To assist in the war effort 69 First Aid Classes were taught by Patrolmen.

Since the outbreak of war a considerable number of Patrolmen have left the force to be of service to the country in the war effort. On January 1, 1943 a total of 58 had entered the service of the United States. These men are in various branches of the service and some of them are on foreign soil. A few replacements have been made, but on the above date the total force consisted of only 79 men, compared to 128 which is the number the Patrol consists of when at full force.

~~PREFACE~~HISTORY OF THE IOWA HIGHWAY SAFETY PATROL

Population changes, increased industrialization and extension of transportation and communication facilities initially created the need for establishing state police and state highway patrols. Some type of governmental machinery was needed to provide three things: (1) a method of providing and maintaining a consistent policy of enforcement (2) effective guidance for local enforcement bodies, and (3) better recruitment and organization of personnel.

As early as 1915, an attempt was made to integrate some of the functions concerned with public safety in Iowa. The proposal to create a Department of Public Safety was withdrawn and it was not until April 3, 1925, that motor vehicle inspectors were given authority as peace officers over enforcement of certain specific laws. Two years later on April 2, 1927, this limitation in authority was partially removed and was extended to include any act "for the purpose of enforcing the law relating to motor vehicles." An unsuccessful attempt was made in 1927 to establish a Department of State Police but the bill did not attract serious legislative consideration.

Identical bills to establish a highway patrol were introduced in both houses of the State Legislature in January of 1931. The bill authorized the State Highway Commission to employ no more than 35 persons to enforce the law relating to traffic on primary roads and designated such persons as peace officers. The bill passed the Senate but was lost in the House Sifting Committee. A second set of companion bills was introduced in 1931. The bill included establishing a Department of Public Safety with general police power but this bill was also lost in the Senate Sifting Committee. A bill requiring a license to operate an automobile was adopted by both houses. The Forty-fourth General Assembly did appoint, prior to adjournment, an Interim Committee to study the problem of state law enforcement agencies. A bill was proposed subsequently but was never brought to a vote.

Interest in the creation of a highway patrol continued and yet another set of bills was introduced in both houses on March 6, 1933. This was a comprehensive plan creating a motorized state highway patrol of 210 members, creating patrol districts, providing for tests and examinations, instruction, etc. The bills were again shelved in sifting committees.

There was ever increasing evidence of favorable interest in the creation of a state highway patrol. The newspapers, reflecting public opinion, indicated that it was imperative to establish a state patrol.

In 1932, Mrs. Alex Miller was elected Iowa's first woman Secretary of State. Because of her intense interest in the ever increasing number of tragic highway accidents, she felt a strong duty to take remedial action.

PREFACE

At this time, there was a single detail of 15 men in the Motor Vehicle Department. Without special appropriation, authorization or other formal legislative encouragement, she created Iowa's first "Highway Safety Patrol" consisting of 15 men. Her instructions were, "From now on, save lives first, money afterwards."

After working about a month, the absence of uniforms and lack of special training caused some obvious problems. Mrs. Miller called in her little group of inspectors, gave them training in first-aid, provided them with uniforms for which they themselves paid, and returned the men to duty.

During the year 1934, there were 69 less deaths, 3,372 fewer accidents, and 3,731 fewer injuries than during the preceding year. Iowa showed about a 15 percent reduction while the nation's death and accident toll increased 17 percent. Undoubtedly, the enthusiasm of Mrs. Miller and the apparent success of her initial venture greatly influenced the Legislature and in 1935, a bill authorizing a 53 man patrol was passed. It was signed into law by Governor Clyde L. Herring on May 7, 1935. The Highway Safety Patrol was placed in the Motor Vehicle Department because the nature of the work fitted there and partly because of the influence of Mrs. Miller.

On February 18, 1935, Senate File 181 was introduced. It was approved by both houses and signed into law by Governor Nelson G. Kraschel. The authorized personnel of the Patrol was increased to a strength not to exceed 75 additional men. Senate File 181 also provided that the Department could appoint persons from the Patrol for the purpose of examining applicants for operators' and chauffeurs' licenses. On August 1, 1937, when the 75 new patrolmen were assigned to duty, 15 of them were assigned to the driver licensing function. It was further provided that the head of the Motor Vehicle Department could designate supervisory officers from the Patrol not to exceed 14 in number. Actually, 13 sergeants were appointed--10 to supervise the newly created districts, 2 assigned to driver licensing and 1 to Patrol headquarters.

From its inception in the summer of 1935 to January 1, 1939, the Patrol was under the direction of L. E. Wallace, head of the Motor Vehicle Department, Chief John R. Hattery, Assistant Chief Harry Nestle and E. A. Conley.

In the spring of 1939, the Forty-eighth General Assembly passed Senate File 379 which created the Department of Public Safety. This act placed the Department under the Governor. Perhaps, even more important, the basic essentials of the Motor Vehicle Code in Chapter 321 were adopted by this General Assembly.

Subsequent legislative sessions authorized enlarging the total complement as the need for additional enforcement became increasingly evident.

PREFACE

Increased activity in areas associated with enforcement such as public education, driver licensing and financial responsibility have further emphasized the need for additional personnel.

Dedicated to its motto of "Courtesy, Service and Protection", the Iowa Highway Safety Patrol, a far cry from the original 15 man task force of Mrs. Alex Miller, has continued as an effective and far-reaching enforcement division.

THE HISTORY OF THE AUTHORIZED COMPLEMENT

of

THE IOWA HIGHWAY SAFETY PATROL

| | | |
|------|-----|-----------|
| 1935 | 53 | Patrolmen |
| 1937 | 128 | Patrolmen |
| 1945 | 160 | Patrolmen |
| 1951 | 225 | Patrolmen |
| 1957 | 275 | Patrolmen |
| 1959 | 300 | Patrolmen |
| 1965 | 350 | Patrolmen |
| 1966 | 400 | Patrolmen |
| 1968 | 410 | Patrolmen |

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