



**MEMORANDUM**

**FROM THE DESK OF:**

Sergeant D. Trent

1-14-83

TO: TPR NAGEL Zone 3

FROM: SGT. TRENT.



THE CONCISE HISTORY  
OF  
ILLINOIS STATE POLICE  
DISTRICT 15

JANUARY 28, 1958 ~ DECEMBER 31, 1982



ACKNOWLEDGMENTS:

THE FOLLOWING PERSONNEL CONTRIBUTED TO THE  
COMPLETION OF THE CONCISE HISTORY OF ILLINOIS  
STATE POLICE DISTRICT FIFTEEN.

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## INTRODUCTION

THE PARAMOUNT MANDATE OF EACH ADULT HUMAN BEING IS TO ENDEAVOR THE IMPROVEMENT OF THE HUMAN ENTERPRISE. ONLY A FEW HAVE THE OPPORTUNITY TO CHANGE THE COURSE OF HISTORY OR EVEN TO BRING ABOUT DRAMATIC CHANGES THAT ARE BENEFICIAL TO THEIR CONTEMPORARIES.

THE ALTERNATIVE TO INDIVIDUAL PLACE IN HISTORY IS TO BELONG TO A LEGENDARY ORGANIZATION. IS THERE SOMEONE AMONG US WHO HAD NOT HEARD OF THE IMMORTALIZED "CHARGE OF THE LIGHT BRIGADE", PATTON'S THIRD ARMY, THE "SCREAMING EAGLES" (101ST AIRBORNE DIVISION), "FIRST AT GUADALCANAL" (1ST MARINE DIVISION) OR "MERRILL'S MARAUDER"? WHAT WAS IT THAT MADE THEM LEGENDARY? CERTAINLY NOT INDIVIDUAL EFFORTS. MOST OF US WHEN ASKED WOULD SAY THAT THEY EARNED THEIR PLACE IN HISTORY THROUGH COLLECTIVE EFFORT AND BECAUSE THEIR PRIDE IN THEIR ORGANIZATION ENABLED THEM TO PERFORM HEROIC DEEDS.

I SUBMIT TO YOU THAT THE ILLINOIS STATE POLICE IS SUCH AN ORGANIZATION. THOSE WHO PRECEDED US, ESTABLISHED THE LEGEND OF THE ILLINOIS STATE TROOPER. WE, WHO JOINED THIS ORGANIZATION, INHERITED THE BURDEN OF PERPETUATING THIS LEGEND. UPHOLDING A LEGEND IS NEVER WITHOUT COST. IN THE FOLLOWING PAGES YOU WILL READ HOW DISTRICT FIFTEEN MEASURES UP TO THIS CHALLENGE.

## DEDICATION

THE CONCISE HISTORY OF ILLINOIS STATE POLICE DISTRICT FIFTEEN IS DEDICATED TO ALL THOSE PERSONNEL WHO, DURING THEIR ASSIGNMENT TO DISTRICT FIFTEEN, CONTRIBUTED THROUGH INDIVIDUAL OR COLLABORATIVE EFFORT TO THE PROFESSIONAL EXCELLENCE OF THIS ORGANIZATION AND TO THE PRESERVATION OF THE LEGEND OF THE ILLINOIS STATE TROOPER.

## HISTORY OF DISTRICT FIFTEEN ILLINOIS STATE POLICE

### I. THE ILLINOIS TOLL HIGHWAY SYSTEM:

On July 13, 1953 the Illinois State Toll Highway Act, Senate Bill Number 55, was approved by Governor William G. Stratton. Section I of said bill sets forth the basic principles:

#### Section I

It is hereby declared as a matter of legislative determination, that in order to promote the public welfare, and to facilitate vehicular traffic by providing convenient safe and modern highways designed for the accomodation of the needs of the traveling public through and within the State of Illinois, that is necessary in the public interest to provide for construction, operation, regulation, and maintenance of a toll highway system of toll highways, incorporating therein the benefits of advanced engineering skill, design, experience, and safety factors to eliminate existing traffic hazards and to prevent automotive injuries and fatalities and to create the Illinois State Toll Highway Commission, as an instrumentality and administrative agency of the State of Illinois, and to confer upon and vest in said Commission all powers necessary or appropriate to enable said Commission to carry out the foregoing stated legislative purpose and determination.

Illinois Supreme Court Opinion of Constitutionality of State Toll Highway Commission Act.

Docket No. 33186-Agenda 43-March 1954.

The people of the State of Illinois, Appellant vs.

The Illinois State Toll Highway Commission et al.

Appellees, 3 Ill. 2d 218.



Captain Albert S. Hinds  
Tollway Battalion First Commander  
January 28, 1958 - October 1963

In this court action the Supreme Court of Illinois issued it's opinion the 24th day of March 1954, which sustained the constitutionality of The Toll Highway Act on all counts. No valid objection to any of the provisions of the Act was found.

The following routes were deemed financially feasible as revenue bond projects and were tentatively approved by the Governor.

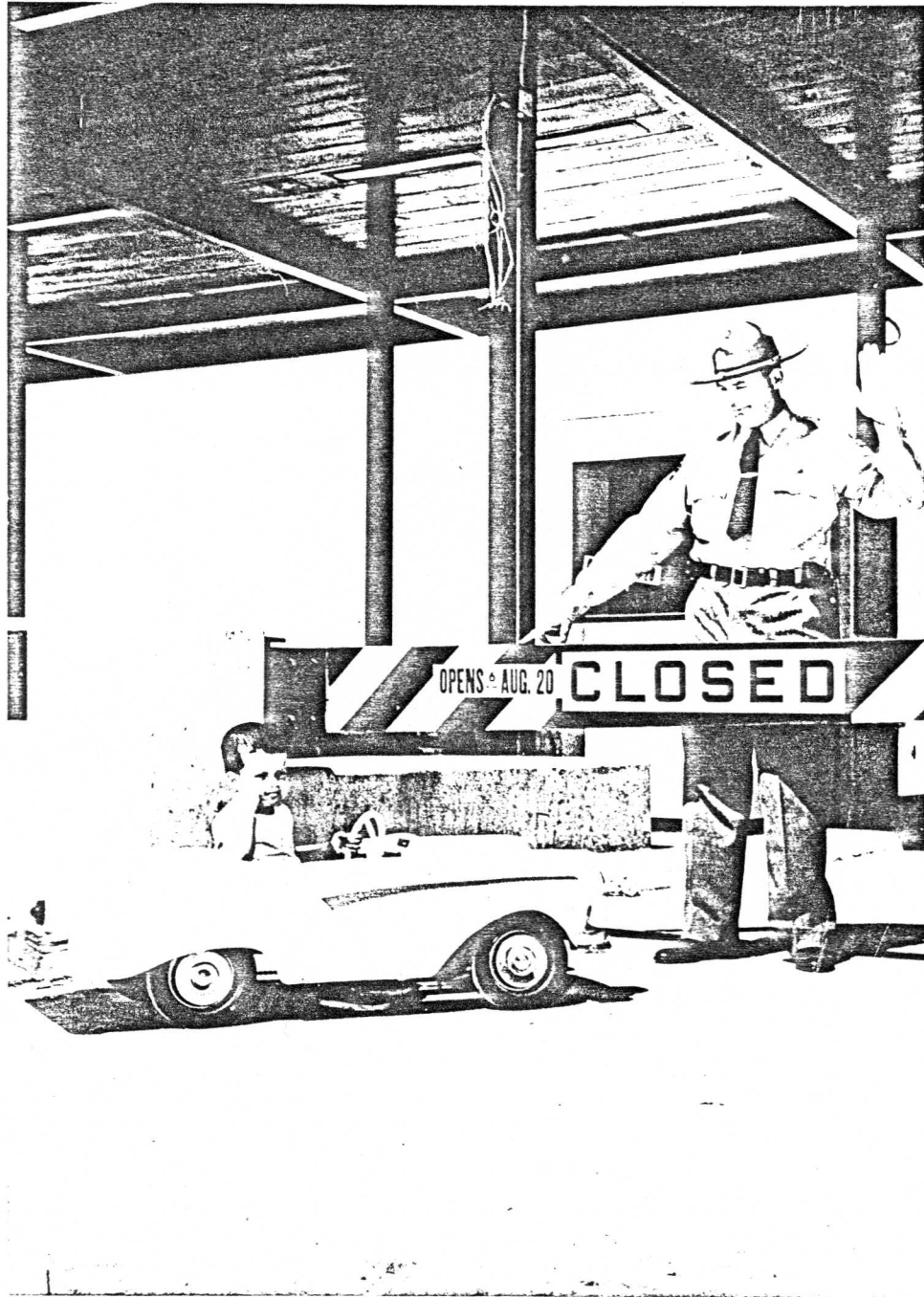
Tri-state Route extending from the intersection of Calumet and Kingery Expressways; West of Lansing, Illinois; West; Northwest; and North around and through the Chicago Metropolitan area to a point of the Illinois-Wisconsin line West of U.S. Route 41.

North Illinois Route extending from a connection with the Northwest Expressway, East of O'Hare Field, Northwest to the vicinity of Rockford, Illinois: thence Northerly to a point on the Illinois-Wisconsin line in the vicinity of South Beloit, Illinois: and

East-West Route extending from a connection with the Congress Street Expressway Westerly to the vicinity of Aurora, Illinois. The East-West Route was extended from the Aurora, Illinois area; West to Route 30 in the vicinity of Rock Falls, Illinois with the official opening of the extension taking place on November 16, 1974.

## II. THE BEGINNING OF DISTRICT #15, ILLINOIS STATE POLICE

Surveys were conducted by the Tollway Commission in Pennsylvania, New Jersey Turnpike, and New York. It was determined to receive maximum coverage and uniformity throughout the state the Toll Commission under the terms of an agreement with the Department of Public Safety of the State of Illinois. All expenses of the State Troopers assigned to patrol the Tollway are borne by the Commission. This included the costs of recruiting and training



Lt. Paul G. Wells, Field Operations Officer, 1958, taken at Plaza 25, I 94, on August 19, 1958.

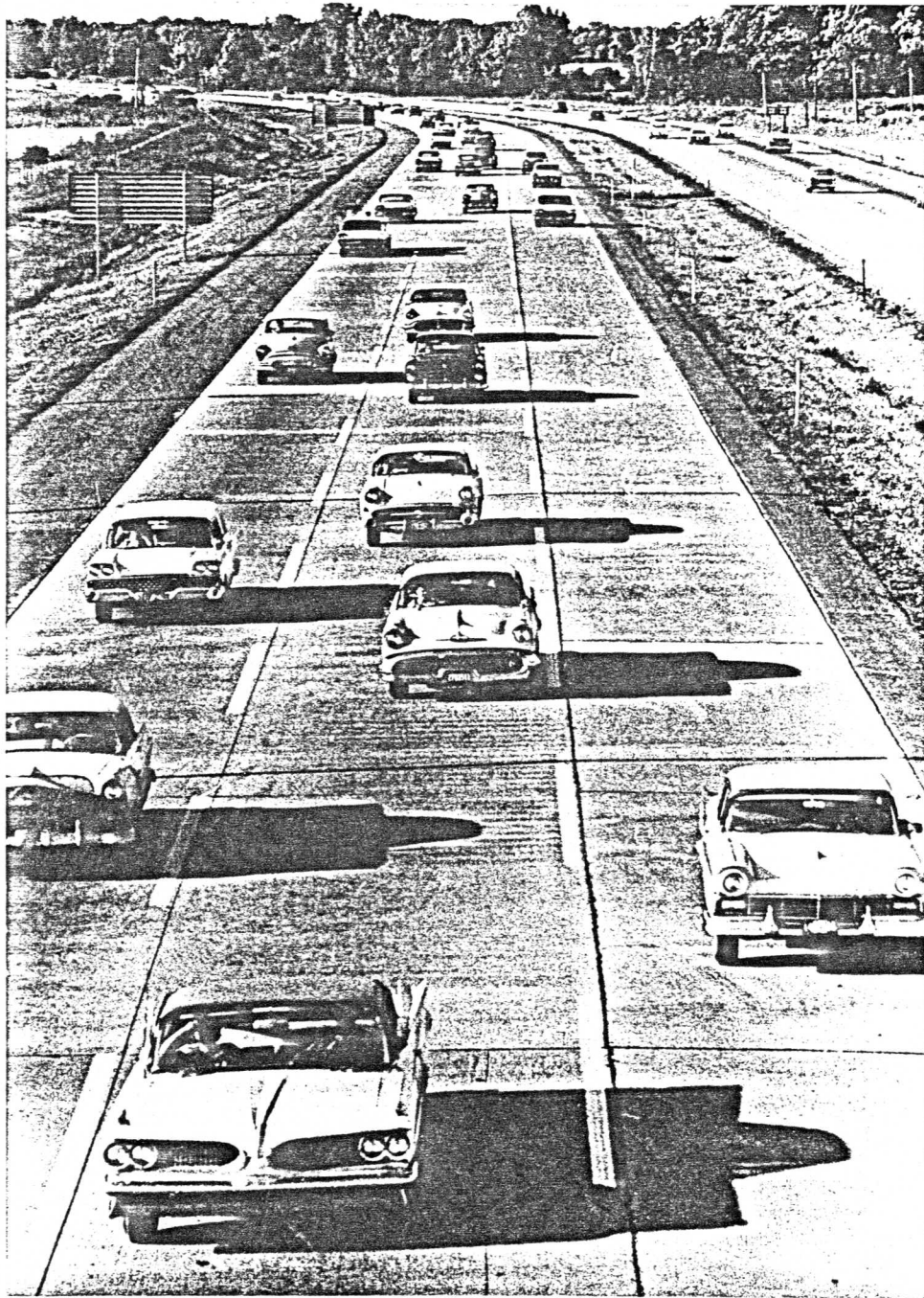


candidates for District #15 at the State Police Training Academy.

A preliminary questionnaire for assignment to Northern Illinois Toll Road duty, dated January 28, 1958, was sent to all Illinois State Troopers. The purpose of the questionnaire was to secure information on the number of personnel interested in Toll Road assignment. Forty veteran officers were interviewed and selected by Captain Albert Hinds and his staff in 1958 throughout the state. These forty men were transferred to District 15 along with an additional twenty-seven new Troopers from the Training Academy. These 67 officers attended a special two week school held at Northwestern University Traffic Institute to acquaint them with the aspects of patrolling limited access expressways that differed from ordinary highways. Today, recruits are taught this same procedure while in the Training Academy.

The Tollway Battalion as it was originally formed in 1958, was the first in the history of the Illinois State Highway Police to have a Captain as a Commander. The first Commander was Albert Hinds and his Administrative Officer was Lieutenant Carl Whittles. Lieutenant Paul Wells was the Operations Officer and Lieutenant Robert M. Patton was the Communications and Range Officer. Captain Hinds and his staff were instrumental in forming the Tollway Battalion. They conducted interviews and selected interested Troopers throughout the State, visited other Toll Roads to review and evaluate their operations, procured equipment for police personnel, established a two week school of expressway training at Northwestern University Traffic Institute, maintained a liaison with The Illinois Toll Highway Commission, and conformed to the rules and regulations of the Department of Public Safety. The Tollway Battalion was divided into four Posts. Post One (1) was the Central Administration Building which housed all of the Illinois Toll Highway Commission offices. The police were assigned a section of the building for the offices of the Captain, Lieutenants, Radio Section, Detective Section, and the civilians who worked in the adminis-





1959 - Southbound traffic on I 94. Picture taken from Willow Road overpass.

tration area.

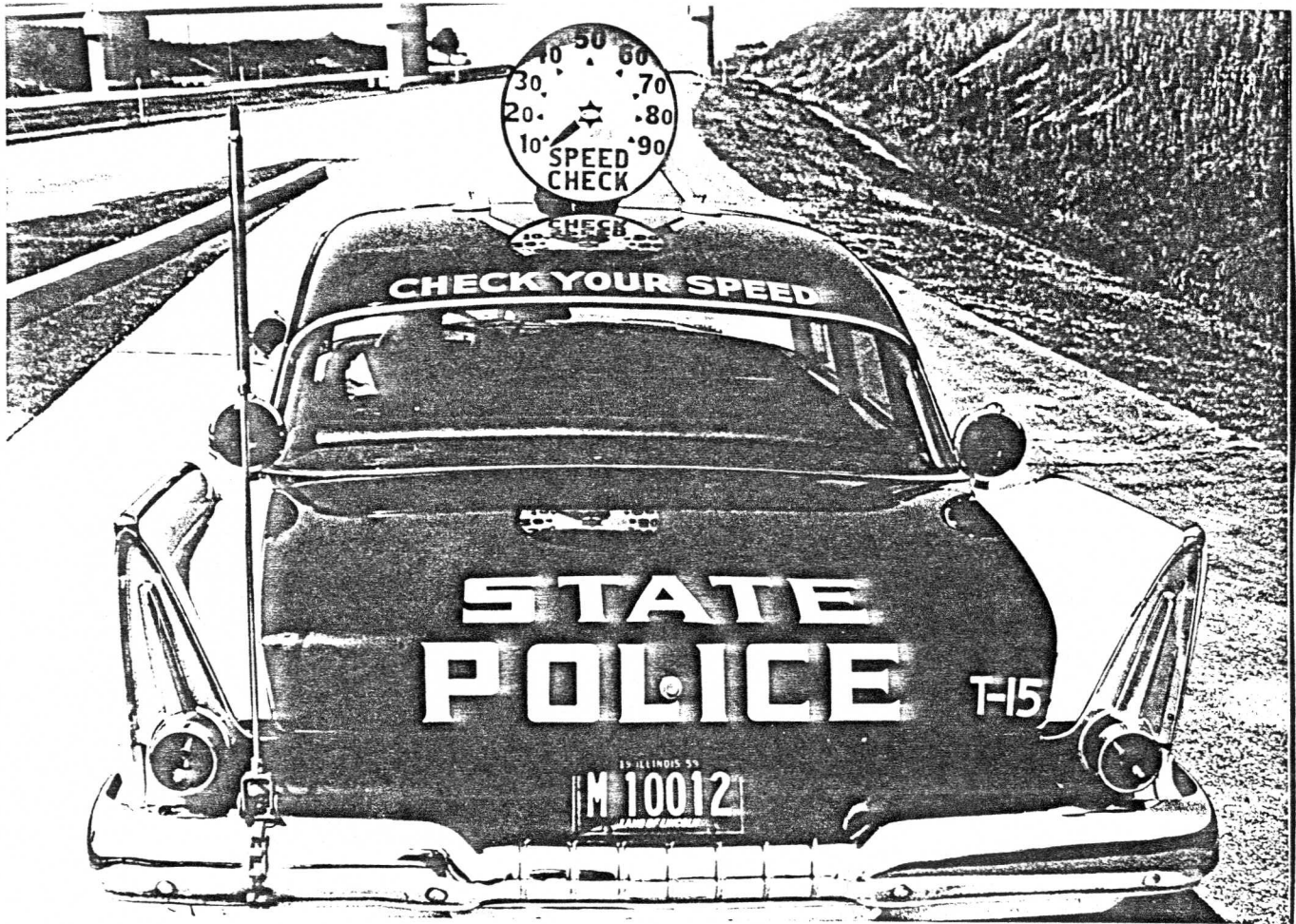
Post Two (2) was responsible for the Tri-state Tollway which began at the Calumet and Kingery Expressway, North to Mile Post 30, or Roosevelt Road, and the entire East-West Tollway from Congress Expressway West to Aurora, Illinois.

Post Three (3) area was from Mile Post 30, Roosevelt Road, on the Tri-state Tollway proceeding North on 294 and 94 to the Illinois-Wisconsin line. Post Three was also responsible for the Edens spur which connected with the Tri-state Tollway at the Deerfield Plaza and proceeded East to the junction of Edens Expressway.

Post Six (6) began at the interchange with the Northwest Expressway, going Northwest to the Illinois-Wisconsin line.

On September 24, 1958, the Tollway Battalion experienced their first fatal accident on the Tollway which happened to be a State Trooper, Leo Burakowski. Trooper Burakowski was working the midnight shift in Lake County when he drove off the roadway and struck a guard rail killing him instantly. Safety being a major concern of engineers and designers of expressways, the guard rail's design, construction, and placement have been studied by local, state, and federal safety organizations for the last twenty-five years with no conclusion as to the safest type when struck by a vehicle.

All Troopers assigned to the Tollway Battalion were provided with a 1958 Plymouth automobile, which came from the factory with the black and white colors in reverse of the Department of Public Safety specifications. However, due to the cost factor of repainting, the vehicles were accepted and equipped with police equipment which was mandated by the Department. These squad cars were equipped with the latest in two-way radio communication. The microwave radio was part of an elaborate communications network which covered the 187 mile tollway system.



TOP: 1958 Plymouth Squad Car mounted with speedometer

BOTTOM: First and last District "showdown" inspection, 1959





This was the only radio the Tollway Battalion personnel had, therefore they could not communicate with other law enforcement agencies, including other Illinois State Police Districts. In 1967, several squad cars experimented with the 42.5 state radio frequency, which was standard equipment in other State Police District squad's, and by 1970 District Fifteen Squads were equipped with a 42.5 state radio. In 1974, District Fifteen squad cars were being equipped with ISPERN radios and this was completed in 1975. Today, District Fifteen is scheduled for another radio change from the 450 microwave to a 800mh system which will begin the fall of 1982 with completion in 1983.

The original Communications Section in 1958 was manned by seven (7) Illinois State Troopers under the supervision of Lieutenant Robert Patton. Lieutenant Robert Patton and Trooper Donald Trent attended a one (1) week course at the University of Illinois; Champaign, Illinois on communications and procedures prior to the Tollway communications system becoming operational. Upon their return from school, they designed some of the original procedures and forms which were used by the Communications Section. The Communications Section also handled all maintenance radio traffic for the tollway. In 1963, six (6) civilian radio operators were hired and supervised by Corporal James Bentley. Since the original one console, communications has been redesigned, remodeled, relocated, and manned by an all civilian radio staff. The Tollway Telecommunications System of today is a complex system with continual expansion in new and innovative ideas to assist the Trooper in their duties.

Today's radio dispatchers are handling 2900% more traffic than in 1962. They not only log and dispatch wrecker and service vehicles, ambulances, fire departments, and maintenance channels, but operate the LEADS, NCIC, TIPS., and TELETYPE machines. Presently, Telecommunications under the direction of Mr. Jack Watson, is preparing to embark on CAD, (Computer Aided Dispatch). The intent is to improve dispatching. CAD should improve



TOP: District 15 communication room, 1958. The one console was manned by Troopers until 1963. Trooper Donald Trent seated at console.

BOTTOM: Some of District 15 newlyweds. (Troopers and wives, left to right Julie and Frank Lyons, Patricia and Larry O'Brien, Rita and Donald Trent, and Laurie and Richard Luczak. (1960)



dispatching efficiency by keeping record of all field units, prioritizing calls, and by replacing slow, laborious hand dispatch systems with a fast on-screen environment. All input into the CAD is recoverable for various reports, research, or other statistics which may be deemed necessary by the Illinois State Police.

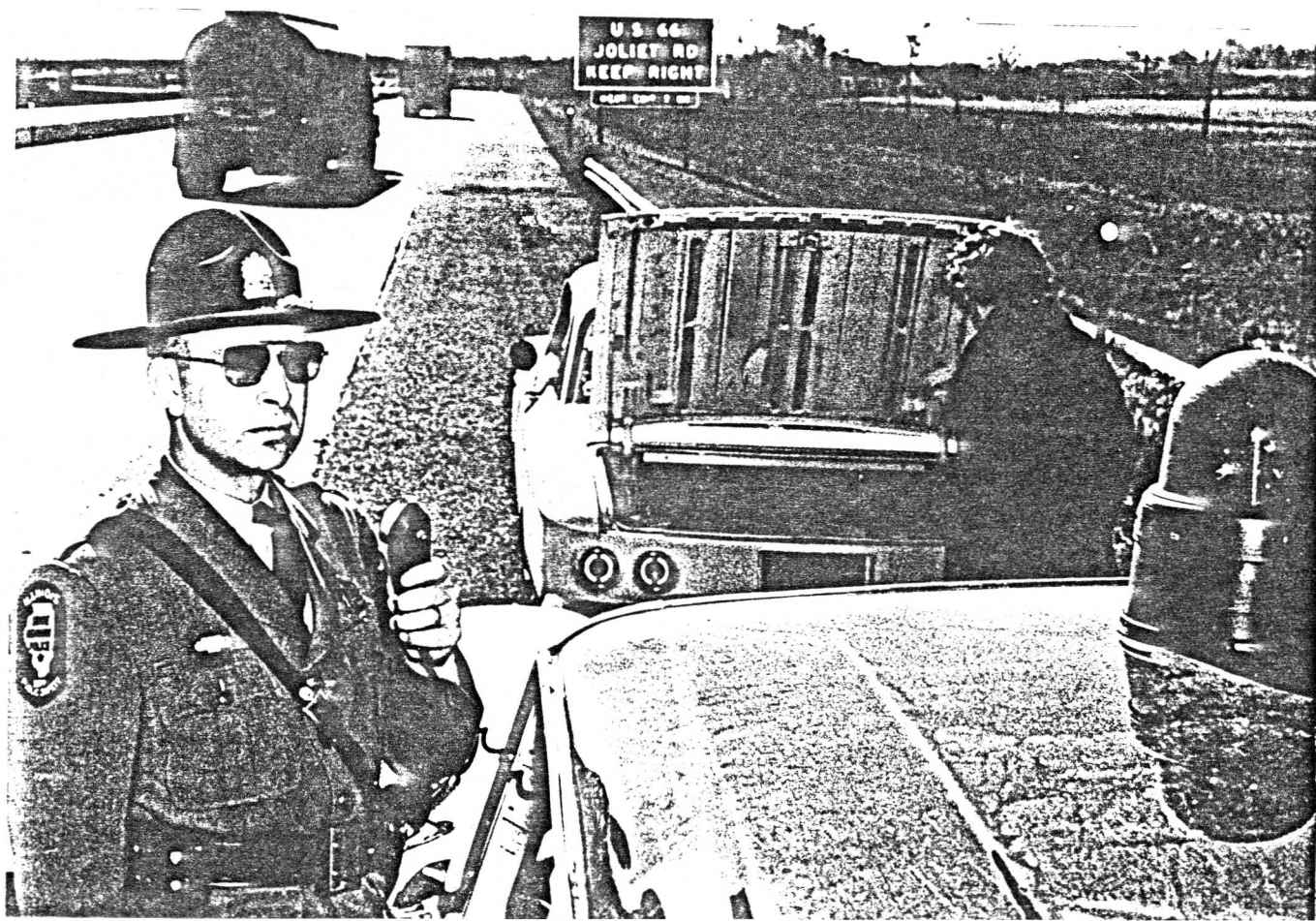
One of the new concepts in expressway patrolling was assistance to motorist. The Tollway Battalion was the first Illinois State Police Unit to provide this service and document it. In 1960, the Tollway Battalion was changed to the Illinois State Highway Police, Tollway Detachment, District 15, and an activity report was started and continued until 1978. In the 1960 activity report, the number of motorist assists were 22,651 compared to the highest number of assists; 23,104, which was in 1962. Motorist assistance was one of our largest details, as well as the largest single time consumer. Many additional miles were put on a squad in order to pull into a crossover and return to a vehicle sitting on the shoulder in the opposite direction that one may have observed. This program was appreciated by the motorist as was indicated by the many letters received in appreciation for services rendered. In 1960, District 15 had their first shooting incident that involved a State Trooper. On July 20, 1960, Corporal Elmer Walker observed a pedestrian walking on the Northwest Tollway around Elgin, Illinois. He stopped, exited from his squad car to talk to the subject, and during the conversation the subject attempted to pull Corporal Walker's weapon out of his holster. A struggle ensued with Corporal Walker receiving a pistol shot in his left elbow. Later investigation disclosed the subject was a walk away from the Elgin State Hospital. The follow-up investigation of the incident was completed by Corporal William P. Burt and Corporal John Coyne. Corporal Burt is presently a Captain and District 3 Commander. Corporal Coyne is to retire on September 1, 1982, with the rank of Agent VI, from the Division of Criminal Investigation. Corporal Walker retired from the Department in 1980 with the rank of Captain, as the Commander of





TOP: 1958, Troops ready for inspection.

BOTTOM: (Retired Sgt.) Arthur Wilson assisting a motorist.



## District 6.

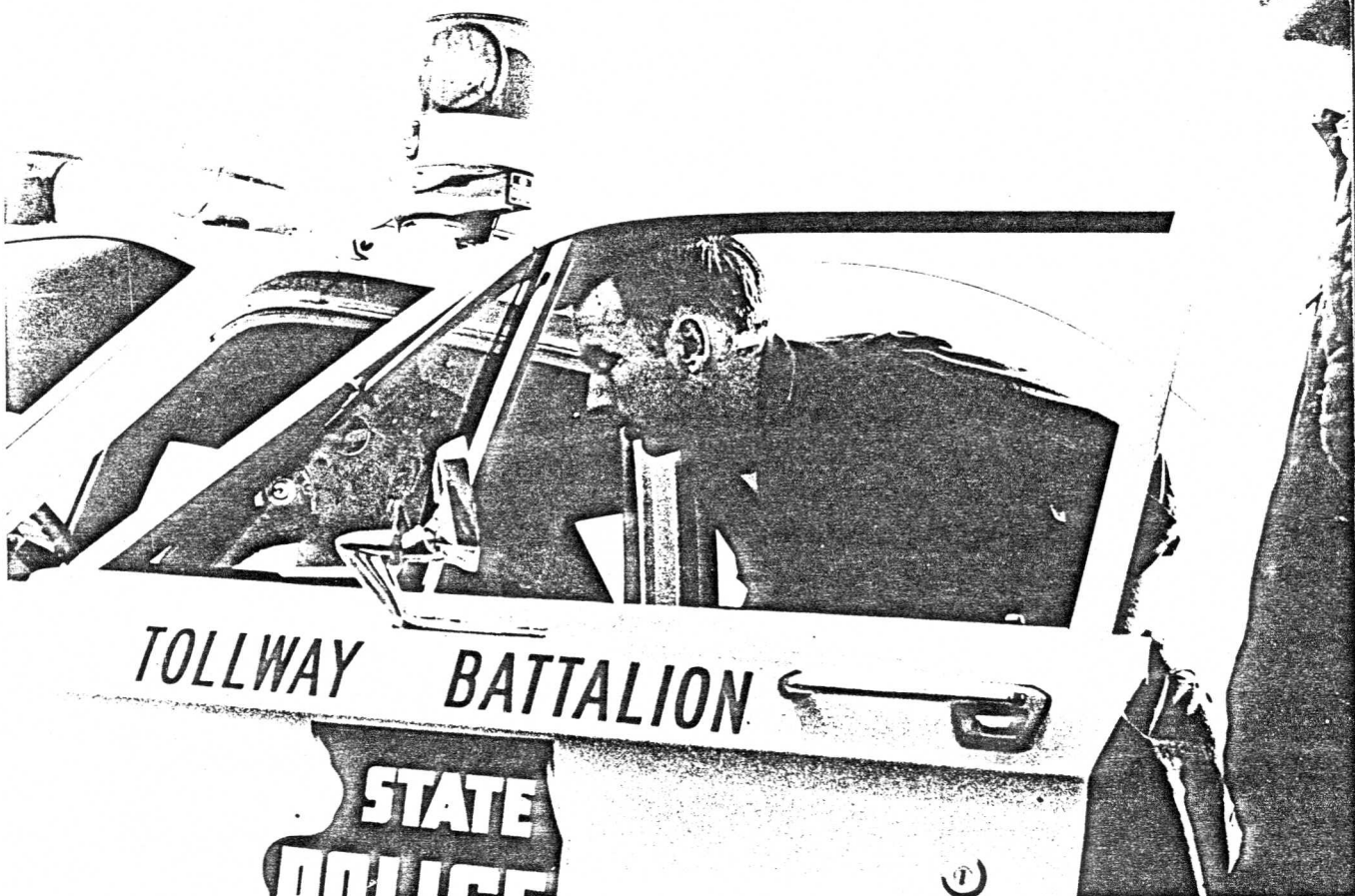
Today the District 15 Investigative Section consists of one Corporal, one Trooper, and a District 15 Vehicle Identification Officer. This section has always been an important tool for the personnel of District 15 who have called for their services and assistance from abandoned vehicles, hit and run accidents, fingerprints, juveniles, photographs, thefts, and other miscellaneous investigations.

In 1969, one of the most serious problems was objects being thrown from overpasses, (Reckless Conduct). The serious side of those incidents showed an increase in injuries from two to eleven with one fatality. Investigation disclosed that approximately 50% of the incidents were done by grammar school students while on their way to or from school. Most of those students were in the age group of eight to ten years. After many hours of investigation, preventive maintenance, and informing the public of the seriousness of the offenses; the records for 1970 indicated 118 Reckless Conduct cases compared to 79 for the year of 1971, and 50 cases reported in 1972.

On January 10, 1970, Troopers Jack Johnson and Fred Fowler made a traffic stop at Mile Post 58½ on the Northwest Tollway. As one Trooper approached the vehicle, the driver got out of his vehicle and pulled a weapon from his pocket, disarmed both of the Troopers and kidnapped them for approximately thirty (30) minutes. Three subjects were driving a stolen vehicle at the time of the stop. The Troopers were left on a country road near Cherry Valley, unharmed, walked to the closest house and called into District 15 Headquarters describing the incident. After many hours of stakeout and investigation the subjects were apprehended, arrested, convicted, and sentenced to prison in 1972. These subjects were also involved in other crimes such as theft, burglary, home invasion, and robbery.

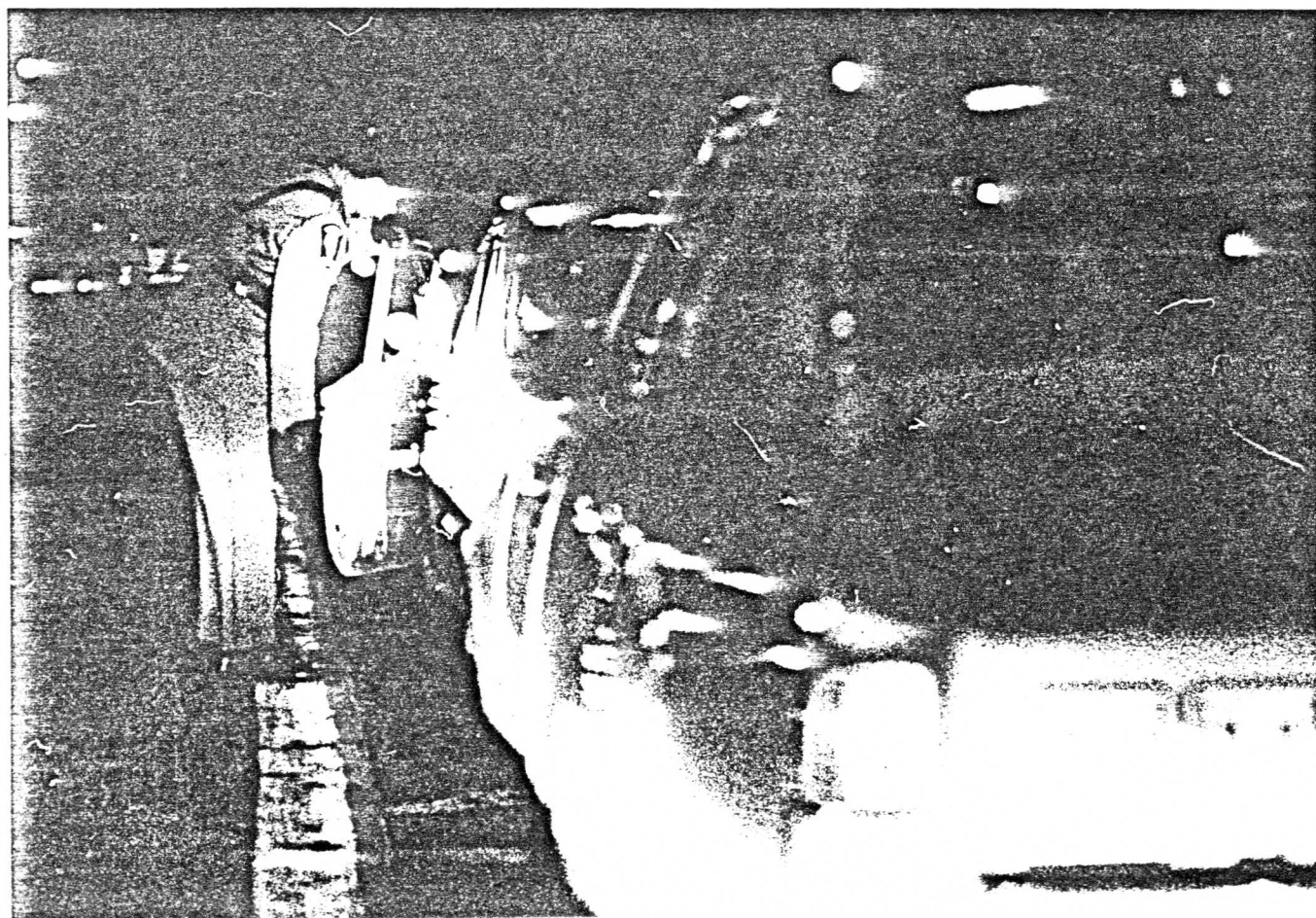
During this same period, District 15 experienced an increase in theft from parked vehicles, while the patrons were inside the





TOP: Trooper Richard Hofmann calling in accident information, I 94.

BOTTOM: Trooper Charles Berkley making a night stop. Landing light illuminates the entire area.



oases. In 1969, we had fifty-three (53) reported cases, it decreased to thirty-eight (38) reported cases in 1970, twenty-six (26) reported cases in 1971, and eleven (11) reported cases in 1972. The combined efforts of Troopers on patrol and investigative personnel brought about a decrease in this crime.

In 1977, the Investigation Section was instrumental in the apprehension, and conviction of persons involved in a Toll Authority money truck hijacking and kidnapping of the driver that occurred on April 27, 1977. After eight months of investigation and many hours of work by the Investigation Section, who were assisted by the Uniform personnel, five subjects were charged with this crime on December 22, 1977.

The Investigation Section receives all preliminary criminal investigations prior to referring them to the Division of Criminal Investigation, (DCI) and maintains liaison with DCI. Other duties of the Investigative Section are to conduct sworn personnel misconduct investigations; conduct investigations for the Illinois State Toll Highway Authority, (ISTHA), upon request; process background investigations and fingerprint all applicants for ISTHA employment; and assist the District 15 Vehicle Identification Officer whenever necessary.

District 15 Vehicle Identification Bureau Officer provides assistance to all Department of Law Enforcement personnel in investigations regarding the identification and recovery of stolen vehicles; disposition of stolen, abandoned, and unclaimed vehicles; maintenance of District tow-in reports and files; disposal of unclaimed vehicles; and assistance to investigating officers on hit-and-run accidents.

In 1960, there was another first for District 15, when they initiated their new six (6) position indoor pistol range which was located at the Tollway Central Administration building. Previously, District 15 personnel maintained their weapon's

training at the various Northern Illinois State Police Districts' outdoor pistol ranges. This new indoor range was air conditioned and fully automatic, and with timed turning targets. Small arms training schools were held at the District 15 pistol range for many surrounding suburban villages in conjunction with the Federal Bureau of Investigation.

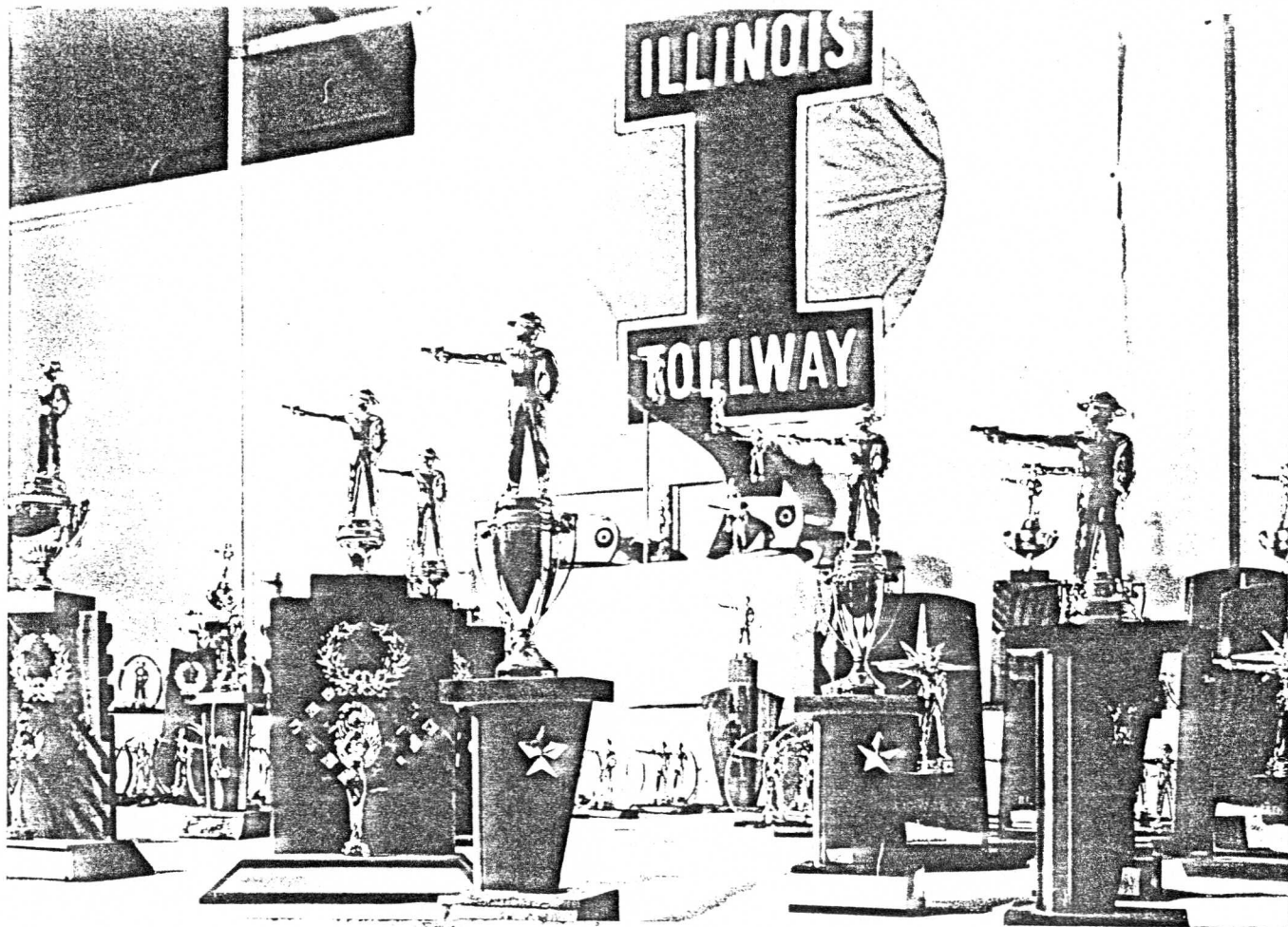
During 1960, the first annual District 15 Invitational Pistol Match was held in October with 448 competitors and 74 four-man teams participating. For the next eleven years the District 15 Annual Pistol Match was supervised by the following District 15 Range Officers: Lieutenant Robert Patton, Corporal Homer Clark, Corporal James Bentley, Corporal Donald D. Trent, and Trooper William Orlowski. The success of those pistol matches was made possible by the many District 15 personnel who donated their services and off-duty time. The District 15 Invitational Pistol Match was considered the largest pistol match of this type held in the Northern Illinois area. Many individual shooters and teams traveled to Illinois from adjoining states to participate. During the twelve year period 7,283 shooters and 1,432 teams competed in this event with the highest attendance in 1965 with 765 shooters and 168 teams.

The District 15 Range was closed in 1972 due to building construction and range remodeling which brought the District 15 Annual Pistol Matches to an end.

In 1977, District 15 sponsored a benefit pistol match to assist Corporal Kenneth Holt with financial support due to the medical expenses required for his son who was fighting cancer. Trooper Michael Dobrowolski donated a Model 52 Smith/Wesson target pistol which encouraged many of 381 shooters to participate.

In 1978, the District 15 pistol team became the Illinois State Police Pistol Champions for the first time in the history of





TOP: Display of trophies. District 15 Annual Pistol Match.

BOTTOM: 1979 Illinois State Police Pistol Champions, District 15. (Left to right). Joseph Majda, Henry Endzelis, Range Officer William Orlowski, Lon Hicks and Kenneth Waechter.



District 15. The team members were Trooper's Henry Endzelis, Lon Hicks, Joseph Majda, and Delbert Rich. The District 15 pistol team again won the following year, 1979, which made it the first District in the history of the Illinois State Police to win the championship trophy two consecutive years. Team members for 1979 were Trooper's Henry Endzelis, Lon Hicks, Joseph Majda, and Kenneth Waechter.

On July 1, 1982, a new five (5) point, fully computerized automatic range was completed and dedicated in memory of Captain Robert M. Patton. Captain Patton was one of the original forty officers assigned to the Toll Road Battalion in 1958 as a Lieutenant in charge of weapons training and the Communications Section. Upon his promotion to Captain in 1968, he assumed the position of District 15 Commander and remained there until his retirement, April 1, 1977. Mrs. Robert (Jean) Patton was present during the dedication ceremonies and returned to District 15, trophies which were won by Captain Patton in competitive pistol matches and are on display at the District 15 range.

Captain Hinds was transferred to Springfield and Lieutenant Paul Wells was transferred to District 11 in October 1963. Lieutenant Wells died in 1964. Captain William H. Thompson assumed command of District 15 until November of 1968, when he was transferred to Administration in Springfield. During Captain Thompson's administration of District 15, several staff officers were assigned to him. Lieutenant Carl Whittles was one of the original officers assigned to the Tollway Battalion as Administration Officer. In 1963, he assumed that position and Field Operations Officer until his transfer to District 12A from January 31, 1964 to July 1, 1965.

When Lieutenant Whittles transferred, Lieutenant Ray Karner was assigned to District 15 in March of 1964 until he went on sick leave that July. Lieutenant Karner died on March 8, 1965. During Lieutenant Karner's sick leave, Sergeant William P.

Burt assumed duties as Administrative and Field Operations Officer. Lieutenant John Murrie was assigned to District 15 on March 21, 1965 and assumed the position of Administrative Officer and Staff Services Officer until his retirement in June 1976. Lieutenant Whittles was transferred back to District 15 on July 1, 1965 as Administrative Officer. Lieutenant Whittles retired on September 30, 1975 and died in 1978. Sergeant Burt was promoted to Lieutenant on November 1, 1967 and became the Field Operations Officer until his promotion to Captain. He was then transferred to District 17 as District Commander on August 15, 1975.

In 1965, under Captain Thompson, a new program know as "Operation Empty" was instituted. This program was to assist the motorist who had run out of gas on the Tollway. Each police vehicles was equipped with a simple device called a "gas transfer kit", which had a plastic hose and enabled the Trooper to pump approximately two (2) gallons of gasoline into the tank of a stranded car in approximately six (6) minutes. Troopers did not accept payment, but issued envelopes addressed to the Illinois State Toll Highway Comission in which the motorist could send a token contribution of \$1.00 to defray the cost. From June through December 1964, 2,347 motorist received this type of assistance with approximately 64% sending remittances to the Comission. This program continued until 1972 when the responses of contributions were very few and the increase of gasoline prices forced the discontinuation of the "Operation Empty" program.

A District 15 Weight Detail started in 1966 under the Supervision of Sergeant Philip Collela until October 1971. The District 15 Weight Detail has since been under the command of several District 15 Supervisors expanding in other areas of of enforcement such as toll evasion, radar details, roit duty, V.I.P. security, escorts, conducting truck checks in cooperation with Zone personnel and assisting with patrol coverage, in addition to checking truck weights.



Captain William H. Thompson  
October 1963 - October 1968



In 1972, the Truck Weight Detail had six Troopers assigned during the year. Those Troopers would spend about one year on the detail with one Trooper being changed every other month. Besides enforcing the weight laws and protecting the roadway, it served as a program for training Troopers in a field of specialty. The program resulted in a substantial reduction of would be violators using the road.

The Toll Evasion Program was started during March of 1972. Previously the Troopers combatted toll evasion during their day to day activites. The number of violations continued to grow and in March seven (7) Troopers were assigned as a detail to reduce the number of toll evaders. During the year 1972, 3,735 toll evasion arrests were made and this had a significant effect in reducing violations.

Today's Weight Detail is designated as the District 15 Task Force which consists of one Sergeant, one Corporal, and twelve Troopers. Three of these Troopers are Hazardous Materials Officers who assist our personnel, other State Police Districts, local police departments, and other organizations throughout Northern Illinois. Hazardous Materials has received considerable attention from the general public recently in the generation, storage, spilling on the highway, and shipping of hazardous materials and the effect it has upon the people. The public has turned to the State Police for answers. Therefore, many hours of classroom activities are devoted to informing and educating the public, police personnel, fire personnel, trucking companies, and various civic minded organizations.

One of the Troopers assigned to the Task Force, Trooper Kenneth Stice, is the Engineering Liaison Officer. who works with the Illinois Toll Highway Authority, and is also the Accident Reconstruction Officer. He, like the Hazardous Material Officers, has received special training in his particular field by the ISTHA. The District 15 Engineering Liaison Officer



must coordinate the yearly construction projects purposed with field operations of District 15. He must coordinate through the Operations Sergeants any request for phase changes, temporary road or lane closures, overdimension vehicles escorts related to construction, striping operations, along with investigating numerous safety problems brought to his attention. As an Accident Reconstruction Specialist his services are requested by all Northern Illinois State Police Districts and other police departments for assistance on fatal accidents, serious type injury accidents, extensive damage type accidents, or accidents of an unusual nature.

Troopers assigned to the Task Force have received training on Second Division Motor Vehicle Carrier Safety Act, and through their efforts have located faults or deficiencies in the law and procedures. These faults were documented and forwarded to the proper authorities to achieve more practical and enforceable laws.

Task Force personnel have successfully experimented with a seven (7) and an eleven (11) foot Lodec Portable Scale, used in truck overweight enforcement. Their suggestions and modifications on design, ramp construction, and documentation have been duly noted by the courts in Northern Illinois as an accurate tool in overweight enforcement. For this reason, several cities, villages, and towns from this area have requested, and been granted, that the District 15 Task Force be available to train some of the local police which will enable them to establish their own overweight truck enforcement programs.

The Worlds Fair was held in New York in 1964 and District 15 was represented by Trooper Harry Gottschalk, William Kearney, Richard Stone, and Frederick Schmelzer. Their tour of duty was approximately one month, during which time they provided security at the Illinois pavillion, information to the public, and were representatives for the Illinois State Police.

The need for a Court Officer in 1964 was evident with an increase of District 15 personnel to 94 and 14,108 arrests written for that year. Sergeant William Stolberg was District 15's first Court Officer until his retirement in 1966. The Court Officer's position continued as District 15 personnel increased; with more tickets being written, additional time was required with the courts and court personnel. District 15 has Sergeant Richard Hofmann and Troopers Robert Bennett and Kenneth Robertson as Court Officers. They receive direction from and are responsible directly to the District 15 Administration Officer. These Troopers act as liaison between the eleven county courts and the districts to maintain a flow of communication, scheduling of Troops for court appearance, pick-up of court dispositions, counseling Troopers on court testimony, and assisting violators as needed.

Today, the three court officers have one clerk assigned to them to assist in handling telephone calls from the courts and public, processing tickets, entering ticket information into TIPS, maintaining files, and entering final court dispositions. In 1981, District 15 personnel wrote approximately 52,000 arrest tickets covering a wide variety of offenses. The court officer is one person who never gets ahead of his job, for it is necessary to stay current with the flow of tickets being written daily, changes in the laws, and the many court opinions that affect Troopers in their enforcement efforts.

In July 1966, The Illinois Toll Highway Commission purchased a Cessna 182 Skylane Airplane and a twin Cessna 337 Airplane which were picked up at East Alton, Illinois and flown to Aurora Airport where the planes were based. Trooper Edward Quedens transferred to District 15 on June 20, 1966, and was assigned to Air Operation. Other pilots were Troopers Harry Gottschalk and Leo Ladonsky with Daniel Kuffel joining Air Operations upon his transfer to District 15 on March 16, 1968.



TOP: Chicago Auto Show, Trooper Joseph Kotwica (extreme right).

BOTTOM: 1966 Chicago Auto Show, Trooper Joseph Kotwica (extreme right).



The District 15 Air Operations was very effective with air speed checks and in addition received requests from numerous other agencies for varied details. These included locating lost persons, police surveillance, photography, criminal apprehension, emergency relays, and inspection of flooded areas.

In 1974, the ISTHA sold their two airplanes which brought an end to District 15 Air Operations. However, the ISTHA had purchased a Bell Helicopter earlier and District 15 had two qualified helicopter pilots. One of those qualified, Lieutenant Edward Quedens, is presently the District 15 Administration Officer.

In May 1979, a traffic safety movie on air speed was made by Greater Cook County Safety Council with much of the input and flying done by Lieutenant Quedens. Other movies have been made in District 15 with the first made in December 1963 by Universal Studios which was a pilot film for the Tri-state area; Illinois, Wisconsin, and Indiana. Corporal Glenn Mueller was the coordinator for the movie company, the ISTHA, and the State Police personnel. The name of the movie was "Nightmare in Chicago" which starred Ted Knight and Charles McGraw. The movie was made for Kraft Theater, but was never syndicated. Other movies, being "Thief", was filmed at the O'Hare Oasis in 1979, starring James Caan and Tuesday Weld. The most recent movie, in 1980, was "The Blues Brothers" starring John Bellushi and Dan Ackroyd, with some of the filming being done at the Des Plaines Oasis area. The Tollway has also been selected by many commercial producers who frequently request permission to shoot commercials at various locations throughout the Tollway system.

On January 26, 1967, Northeastern Illinois experienced a heavy snowstorm and it continued to snow for three days, with an accumulation of 26 inches. ISTHA maintenance personnel were completely exhausted from plowing snow and State Police personnel



were recruited to come in on their off-duty time and man snow plows. The entire Chicagoland area was snowbound with virtually no traffic movement at all. The South Tri-state became a huge parking lot which was not cleared for three days. Many State Police personnel worked for three and a half days for they were stranded on the road. Other Troopers who were stranded at home were more fortunate. Motorists who were stranded on the Toll Road were relayed to the oases, plazas, and maintenance buildings to sit the storm out. The oases with a continual build up of people were running out of food supplies, because no food deliveries could be made. The people were very congenial and understanding due to their common bond. Several actions were undertaken in transporting sick persons to hospitals, one in particular, via a portable stretcher. This required four Troopers to carry a subject over a mile in the waist high snow. Other outstanding acts by Troopers throughout the Tollway system were providing services to the patrons and delivering them to safety without any serious incidents or injuries.

With the snow gone, District 15 operations returned to normal. On March 18, 1967 shock struck District 15 again when Trooper Gary Schap was seriously injured when he was struck by a vehicle while he was on the shoulder of the roadway talking to a violator. The vehicle which struck Trooper Schap forced him into the left rearview mirror of the stopped vehicles and then threw him over the hood of the vehicle. Due to the seriousness of Troopers Schap's injuries, which required him to remain in one position while confined in bed, a new theory in patient care was experimented with and is used in the medical profession today. The hospital bed Trooper Schap was confined to was built with a roll type bar and powered by an electric motor to raise, lower, or even roll the entire bed. With the patient strapped in, this movement would rotate his body to increase circulation, change positions to prevent skin break down, and increase air flow around the patients body. Trooper Schap recovered from his injuries and returned to desk duty in late 1967. Today Trooper Schap is assigned to District 16 and

is working full time.

Captain Thompson was transferred to District 15 in Springfield, Illinois in October 1968. Lieutenant Robert Patton was promoted to Captain and assumed command of District 15.

With the retirement of William H. Morris, Superintendent of the Illinois State Police, in 1968; Major Albert Hinds, formerly District 15 Commander, was appointed Superintendant of the Illinois State Police. Superintendent Hinds was the second career officer to hold that position. Another former District 15 officer, Lynn Baird, served as the Superintendent of the Illinois State Police from 1977 to 1979.

In September of 1971, Corporal Richard Stone was selected as District 15 candidate to attend Northwestern University Traffic Institute for the nine month course. Upon his successful completion of the course he was transferred to District 50 on July 1, 1972.

1972 brought about many changes in District 15. The Truck Weighing Detail consisted of a Corporal and six Troopers which accounted for 769 overweight arrests. The Toll Evasion Program accounted for 3,735 arrests in a nine month period which reduced the number of would be toll evaders. District Field Operations saw several major changes during the year in organizational structures; post operations were replaced with Zone concepts, patrol designation and areas were modified, and authority and accountability were defined for the various ranks and positions.

In 1972, the East-West extension from the Aurora area West to Route 30 near Rock Falls was started with a one and a half year scheduled construction period. However, due to a wet spring and summer that section was not opened to traffic until November 16, 1974. This new section was designated as Zone #1 which also included the entire East-West Tollway, Illinois



Captain Robert M. Patton  
October 1968 - July 1977

Route 5, from the West end of the Eisenhower Expressway going Westward to Route 30, near Rock Falls, Illinois. Since construction was delayed, several Troopers were assigned to provide security for some completed buildings, for construction equipment, and to keep trespassers off completed sections of paved roadway. The detail of Troopers was also to survey and document the services of emergency vehicles, tow trucks, courts, state attorneys, post offices for bonding, hospitals, police stations, and county jails for this new section of road.

Zone two (2) was responsible for the Tri-state Tollway from the Calumet and Kingery Expressway, North to Mile Post 30.

The Zone three (3) and Zone four (4) areas remained the same, with only name changes required.

The Tollway had major construction and resurfacing projects during 1974, which created numerous traffic problems that had to be dealt with.

In 1974, District 15 personnel were required to attend a District training program that was conducted one day a week. This type of program enhanced the overall knowledge of District 15 personnel and provided an incentive for them to expand in other areas of law enforcement.

Another change was the District 15 Staff Services Officer. Lieutenant John Murrie functioned as Fleet Management and Supply Officer with several areas of responsibilities. He established procedures for the procurement of police vehicles in liaison with various departments of the Illinois Toll Highway Authority and the Department of Law Enforcement-Fleet Management to maintain similarity and uniformity of vehicles. He initiated experiments and evaluated new innovations, in regard to police equipment. He's also administrator of the District Fleet Safety Program, exercises control and maintains



inventory of District equipment and supplies, and supervises the District Automotive Equipment Officer. District 15's present A.E.O. is Trooper Frank Lyons. The Staff Services Lieutenant is also responsible for all emergency services within District 15. This includes all 48 tow trucks and service trucks, 73 ambulances and fire departments, and trucking companies who service their own vehicles when they become disabled on the Illinois Toll Highway. These emergency service groups, whether municipal, township, county, or private must complete an application, comply with District 15 and ISTHA rules and regulations, and submit their equipment to an inspection by District 15 State Police personnel. They then may be assigned service areas within their local area or jurisdiction if an opening exists. Otherwise, they will be placed on a waiting list or utilized as back-up services.

Since the Illinois Toll Highway is not tax supported, provisions have been made to reimburse tax supported emergency services for their services. These requests for reimbursements are submitted to the District 15 Staff Services Officer who will justify, approve, and process the request for ISTHA payment.

In addition the Staff Services Officer investigates complaints about emergency services, and takes appropriate action. He is also the District 15 911 Coordinator, and liaison for all telephone services used by I.S.P. personnel which includes telephone credit cards; installation of new services, review bills, and authorized approval for payment.

Some experiemnts, equipment, and organizational changes that District 15 has completed since 1958 are:

First Illinois State Police District with the Commander holding the rank of Captain.

Squad cars painted a solid color instead of black over white.

Alternating flashing lights mounted on trunk deck of squad cars.

Squad cars issued with factory equipped AM radios.

First ISP District to document motorist assists.

Squad cars issued with factory equipped air conditioning.

Marked squad cars mounted with a roof bar that displayed two red lights with an outside PA and radio speaker mounted in the center of the bar.

Halligan tools issued to all District 15 personnel.

Supervisors issued Polaroid Cameras and wheel tape for accident investigation.

Tripod Jacks issued to all District 15 personnel.

All District 15 squad cars equipped with a gas transfer kit.

All squad cars issued two fire extinguishers, one dry and one chemical.

All District 15 personnel issued Kel lights 5 "D" cell.

All District 15 personnel issued magazine carriers for second 9 MM magazine clip.

All District 15 personnel issued pachmaur pistol grips.

Supervisors issued portable radio monitors for Tollway radio frequency.

Install Unitrol in all squad cars for better control of all emergency equipment, lights, outside speakers, and sirens.



TOP: Three of District 15 original members. Cpl. Richard Hofmann, Sgt. William Stolberg, and Sgt. Harold Jacobs.



BOTTOM: Tpr. Clifford T. Dreyer demonstrates a new radar gun.



Install rear mount flashing lights on package deck, rear window, and flashing lights behind front grill on plain squad cars.

Install switch to activate headlights on squad cars to alternate.

Experimented with various types of speed detection devices, speed guns, radar, and vascar.

First District to have a monthly command officers meeting.

Air Operations. Three certified and approved pilots who were District 15 personnel providing daily air speed checks and enforcement.

First District to issue shotguns with folding stocks, Remington 870 model.

Have the use of a Bell Helicopter and a certified and approved District 15 pilot available for special details, emergencies, and man hunts.

First District to use a mobile D.U.I. van.

First District establishing a D.U.I. court, Lake County.

In 1974, District 15 instituted a Driving While Intoxicated Enforcement Program. The objective of this program was to concentrate enforcement on the drinking driver. A detail of two (2) men per Zone were selected, working the hours of 11:00PM to 7:00AM on Saturday and Sunday mornings. The program was a success in increasing DWI arrests, not only by Troopers detail, but also by regular line patrol Troopers. Additional intoxilyzer operators were required, and thirty-two (32) Troopers were sent through a forty (40) hours course in Springfield to become certified operators. In 1974, District 15 made 428 DWI

arrests compared to 159 DWI arrests for 1973.

DWI enforcement continued in 1975 with 478 arrests and 398 DWI arrests for 1976. For the fiscal year of 1981 District 15 made 1,673 DWI arrests, fiscal year of 1982, 1,278 DWI/DUI arrests, and for fiscal year of 1983 for two months they have made 255 DUI arrests. Today District 15 has one Zone that works very hard on the drinking or drunken driver. Out of the seventy-four (74) drivers arrested in District 15 over the 1982 Labor Day Weekend for driving under the influence, forty-five (45) of the arrests were made by Zone three (3) personnel. All of District 15 personnel have put forth a special effort into the drinking driver program which is widely recognized by the newspapers and news media in Northern Illinois. In 1982, District 15 made approximately 26% of all DWI arrests in the state and has a section of road from Deerfield on I-94 to the Wisconsin border where more DWI arrests are made per mile than anywhere else in the U.S.

District 15's first Public Information Officer was Trooper Rodney Frank. Trooper Frank's duties were divided between public information and patrolling. In December of 1979, Trooper William Schmitt was assigned duties as a full time Public Information Officer. Captain Charles McCarthy was the District Commander at that time. A different position of "informing the media" and promoting the Illinois State Police image was formed in the early 1980's as opposed to the old "private road" or "stay off" image. The Public Information Officer is responsible to the District Commander of District 15. Some of the duties of the Public Information Officer are informing the media, (newspaper, radio, and television) of newsworthy events handled or originated by District 15 personnel; writing news releases; informing the public through news releases about changes or new law; teaching defensive driving and driver safety classes to schools, businesses, and civic minded organizations; monitoring the operations desk to insure that press inquiries receive adequate response; developing displays for public presentations; and public appearances before





Captain Charles G. McCarthy  
July 1977 - February 1980



civic, fraternal, religious, businesses, schools and other groups. Corporal Schmitt, (promoted 12-16-82), has established an excellent rapport with the news media of Northern Illinois and is usually the first Illinois State Police Officer contacted when a question arises and they need an immediate response.

With the promotion of Lieutenant Burt to Captain and transfer to District 17, Lieutenant Charles G. McCarthy was assigned as his replacement on November 1, 1975, and assumed his duties. For the next couple of years due to retirements, the Command staff experienced several changes. On June 30, 1976, Lieutenant Murrie retired and Lieutenant Lawrence E. Eastman was assigned on September 1, 1976, as Staff Services Officer until his retirement on December 5, 1977. Captain Patton retired and Lieutenant Charles G. McCarthy was promoted to Captain and assumed the duties of District Commander until 1981, when he was transferred to District 6 as District Commander. Sergeant Richard Stone was promoted to Lieutenant and assumed the duties of Field Operation Officer with Sergeant Richard Hofmann acting as Administrative Officer until March 1, 1978, when Lieutenant Ladd Furge was assigned. Lieutenant Furge was the Administrative Officer and Sergeant Hofmann was acting Staff Services Officer until September 16, 1980, when Lieutenant Victor Centanni was assigned. With the promotion of Lieutenant Stone to Captain and his transfer to District 4, Lieutenant William P. O'Brien was assigned on March 1, 1980 as Administrative Officer. Lieutenant Furge assumed the position of Field Operations Officer. In 1981, Captain Hugh S. McGinley was assigned as District 15 Commander. Lieutenant O'Brien was promoted to Captain on April 1, 1982, and transferred to District 4. Captain Stone was transferred to District 2. Out of the five Districts which form Area 1 of the Illinois State Police; District 2, 3, and 4's present District Commanders have served in District 15 as Lieutenants. District 15's latest change in Command Staff was the transfer of Lieutenant Edward Quedens from District 14 to District 15 on April 1, 1982 who is the



Mercedes O'Brien watches Superintendent of the Illinois State Police Ronald Miller, (right) congratulate her husband, Captain William P. O'Brien, on his promotion in March 1982.

Administration Officer.

The present Command Staff of District 15 of 1982 is Captain Hugh S. McGinley, District Commander; Lieutenant Ladd Furge, Field Operation Officer; Lieutenant Edward Quedens, Administrative Officer; and Lieutenant Victor Centanni, Staff Services Officer.

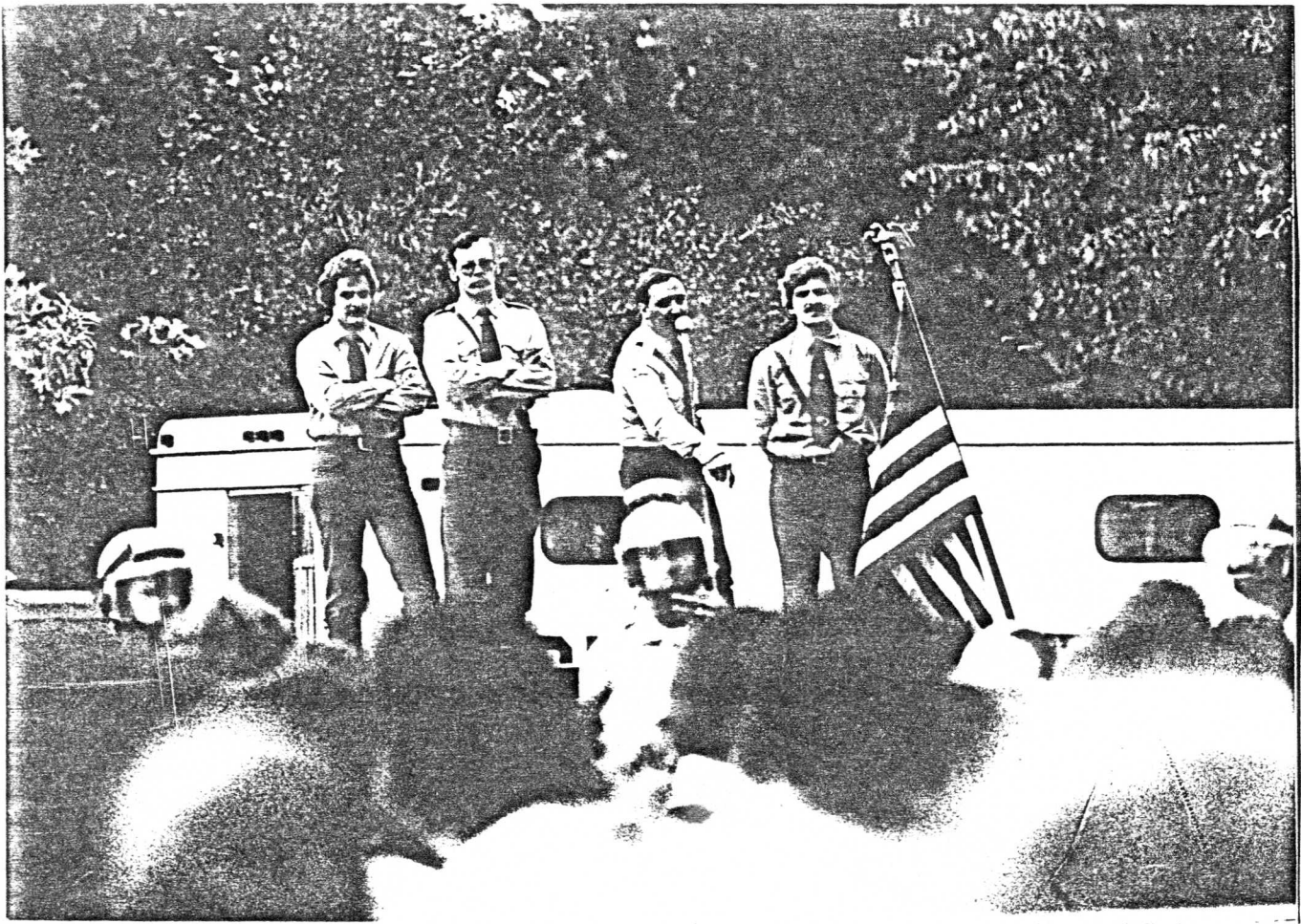
During the years of change in the Command Staff, the Troopers of District 15 have continued in their efforts of enforcement, safety, and participation on other details that required skill, knowledge, and expertise. For instance, in 1976 there were ninety-nine (99) stolen vehicles recovered with an estimated value of \$373,390.06 and forty-four (44) subjects apprehended. This same year District 15 had one detective assigned full time to the Auto Theft Detail with several uniformed personnel assigned at various times. These personnel were responsible for seventeen (17) stolen vehicle recoveries.

In 1977, with a total manpower compliment of one hundred and forty-three (143) personnel, the District average of 518 enforcement contacts per officer was indicative of the efforts put forth to accomplish enforcement objectives. District 15 came within 38 contacts of accomplishing the Management By Objectives Goals for fiscal year 1977.

In 1978, District 15 accomplished their MBO Goals, provided a security detail for President Carter's visit to the Chicago Suburbs which was planned and carried out by District 15 personnel, and supplied a large commitment of manpower and equipment to a possible Skokie demonstration and the Pontiac Prison Riot.

On Saturday, February 24, 1979, the Illinois State Police assisted the Illinois Department of Corrections Guards at the Stateville Prison in a dramatic move to seize back the maximum security prison from the inmates. The Illinois State





Nazi demonstration in Skokie, Illinois.



Police contingency were Troopers from the Northern Illinois Districts which was commanded by Captain Charles G. McCarthy, District 15. District 15 supplied approximately fifteen (15) Troopers for five days and was instrumental in operation of the command post, security squads, and in the transfer of ten inmates from Joliet Stateville Prison to the Federal Metropolitan Correction Center in downtown Chicago, Illinois. The shake down of the entire prison was completed with no incidents and the prison was returned to the prison authorities. The Troopers were released from the detail to return to their respective Districts. All personnel involved received personal acknowledgement from Captain McCarthy and the Superintendent of the Illinois State Police.

District 15 assisted District 3 with a major disaster that occurred on May 25, 1980. Flight 191, American Airlines, a DC 10 airplane, was taking off from O'Hare Field when the plane lost an engine and crashed into an open field just North of Route 72, West of Mount Prospect Road. The crash killed all passengers and crew members aboard. District 15 personnel assisted with manpower to provide security, traffic direction, and assistance to the FAA. Over a seven day period, District 15 contributed over 650 man hours to the detail.

In 1981, Captain Hugh S. McGinley was informed by the ISTHA that the installation of "cheater gates" improved the fiscal picture of the mainline toll plazas, but that revenue loss at the unmanned plazas might exceed the \$2,000,000 mark by the end of 1981, according to their projected statistics.

Captain McGinley researched the problem and established a pilot project known as "Toll Evasion Special Enforcement Detail." Zone 1 personnel, who would only earn compensatory time for the additional time they worked, as overtime pay was only a dream, undertook the detail. Volunteers were selected, guidelines, procedures, and reporting forms were established and approved by Lieutenant Furge and Captain McGinley. Due to the Troopers



Captain Hugh S. McGinley  
February 1980 To Date



efforts the pilot program produced an increase in revenue of 41.6% for December of 1980. District 15 Special Enforcement Details Procedural Manual was established on January 1, 1981. That date was also when State Troopers would begin to receive pay for the time they worked over the normal eight hours a day. Therefore, a hire-back program was drafted and established by Lieutenant Furge to facilitate the Special Enforcement Details.

Another concept of Toll Evasion enforcement was the installation of a video camera at an unmanned toll plaza which was monitored by State Troopers. This experiment took approximately four (4) months before District 15 was satisfied that the operation was acceptable. A demonstration for the area States Attorneys, the Clerk of the Circuit Court, ISTHA Officials, and District 15 Command personnel, showed the operations and procedures utilized by the District 15 personnel. The procedures were accepted and Toll Evasion enforcement, via video camera became a reality. Due to the cost of the electronic equipment the ISTHA has delayed the project to research the possibilities of lower prices.

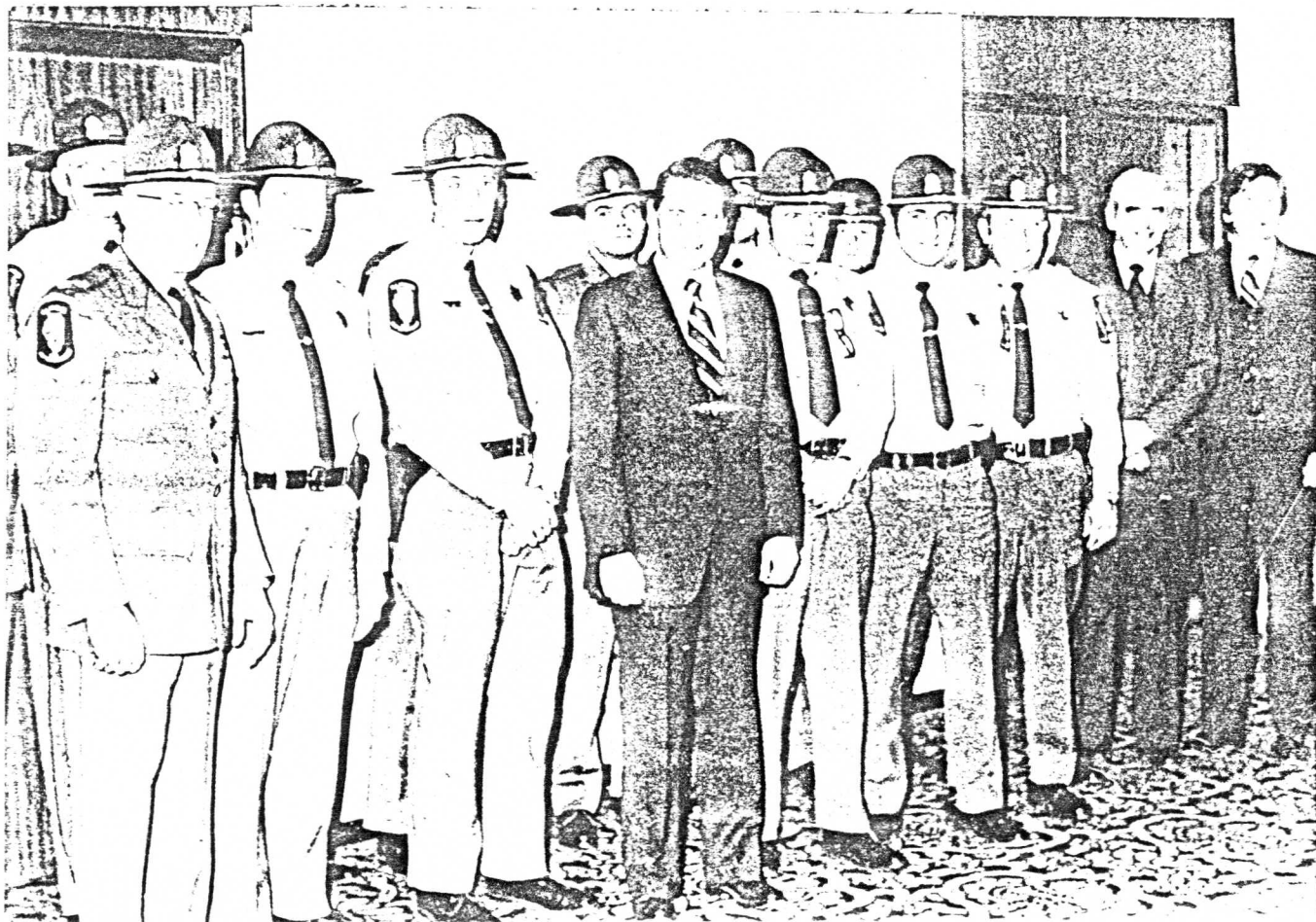
The conclusion of the Special Toll Evasion Enforcement Detail study was that the "hireback" program was justified. The details were cost effective and returned \$738,596.00 in additional revenue to the ISTHA. Patrons compliance with the Toll Evasion law increased to 82.8%.

The Field Operations Officer, Lieutenant Furge, has direct authority over all District Field Operation personnel, facilities and activities, enforcement activities, disasters, riots, VIP security and clearly assigns areas of accountability. The responsibilities continue, but the best asset, the Field Operations Officers in District 15 have had, is their openness, availability to be contacted, and their ability to listen, evaluate, and make decisions.



TOP: President Jimmy Carter congratulating his security detail on a job well done prior to his departure from O'Hare International Airport.

BOTTOM: FBI Director Daniel Webster with members from District 15.



The Administrative Officer of District 15 has the same responsibilities that other Districts have and, in addition, must coordinate many of his functions with the Illinois State Toll Highway Authority. One area that demands hours of research, justification and presentation for final approval is the budget. He is directly responsible for the administrative staff that processes the daily, weekly, and monthly reports that are generated by field personnel. Trooper Patrick J. McGovern is the District 15 Administrative Aid, who serves as assistant to the Administrative Officer in formulation of objectives, the development and accomplishment of administrative plans, liaison with the ISTHA departments and administration of district support functions, and supervision of district civilian personnel. He handles all insurance, credit union matters, acts as trouble shooter on administrative problems arising in Springfield or with the ISTHA, and is familiar with the CRT Computer Terminals and aids the clerical staff in the performance of their duties. He is also responsible for new Troopers assigned to District 15, maintaining and revising the District 15 Policy Manual, handling all purchase orders, office supplies, reimbursements, service connected injuries, and District 15 official files.

District 15 has a Trooper assigned as Toll Security Liaison, Trooper Robert Manning, and a Time Keeping Officer, Trooper Raymond Maxwell. Both of these officers receive direction and supervision from the District Commander and the Administration Officer. Some of their duties are to monitor the money truck security, the time keeping function, process man hour tabulation, absentee record keeping, and furnishing monthly statistics to field personnel. Payroll requires the greatest portion of their time. Due to the contract between the Department of Law Enforcement and the ISTHA, District 15 personnel paychecks originate at the ISTHA office, are forwarded to District 15 for verification and accuracy, mailed to Springfield, printed and returned for distribution semi-monthly. On time pay checks are considered a morale booster in any organization.

District 15 FTO Coordinator and PFR Coordinator is Sergeant Larry Burns. He also handles matters which are not delegated to another person. Needless to say, his various duties and responsibilities are many.

District 15 personnel have grown from the original sixty-seven (67) members in 1958 to one hundred and forty-four (144) in 1982. The initial Tollway was largely conceived as a rural, through facility to by-pass the Chicago area, which would carry an average of 62,000 vehicles per day. However, important through traffic was as a segment of total system usage, it was overshadowed by the importance of local traffic. In 1972, the Tollway System carried over 303,000 vehicles daily. With the addition of sixty-nine (69) miles to the East-West Tollway, widening of the road from four to six lanes, additional interchanges, and widening of Plazas, additional State Police personnel were required to handle the increase in cross-country and commuter traffic. In 1982, the daily average number of vehicles is 1,027,236.

With the Tollway system growing and expanding so did the area adjacent to it. Some of the major complexes are O'Hare International Airport, Rosemont Stadium, Great American Amusement Center, Arlington Race Track, and Poplar Creek Theater. The Tollway was also considered by many transportation facilities when relocating their companies. With the many interchanges, multi-lane roadway, and the availability of railways the property surrounding the Tollway has been purchased and today the tollway gives the appearance of a main street through a large city.

The following personnel were the original Illinois State Police Officers assigned to District 15:

Albert S. Hinds	Melvin R. Dechon	Norman J. Milda
Paul G. Wells	Merwyn Dergins	Leonard Miller
Carl Whittles, Jr.	William R. Ellis	John W. Mitchell
Robert M. Patton	Russell W. Force	Edward Palusis
Harvey Galbreth	Jack Grzanich	Richard D. Perkins
John D. Scott	Carlyle P. Guenther	Ronald B. Perry
William E. Stolberg	Gary L. Gunter	George B. Phillips
Gene Mayer	*James Harris	Vernie H. Plotz
Walter Schmitt	Samuel D. Hiller	Bobbie L. Rush
Leonard E. Addison	*Richard H. Hofmann	Robert E. Rainey
John Agnew	Raymond D. Hudson	*Kenneth L. Robertson
Richard Anderson	Robert E. Hutchins	Rollin L. Rumler
Lynn Baird	William E. Jackson	Rodney Schwartz
Gordon L. Beck	Harold W. Jacobs	Larry D. SHoven
*James S. Bentley	Donald G. Jobe	Dale D. Smith
Donald F. Boehm	Oliver D. Jones	James A. Sohn
Jackie L. Boyett	Raymond D. Juchems	Jack R. Souers
Leo Burakowski	Chester Kazmierczak	Gerald A. Stevens
William Burt	*William Kearney	Robert M. Sutfin
James R. Coffman	Franklin E. Kohler	*Donald D. Trent
Alan R. Copenharve	*Francis L. Lyons	James G. VanZeyl
John F. Coyne	Joe F. McCombs	William R. Werner
		Arthur L. Wilson

\*Denotes those personnel who are still assigned to District 15.





TOP: District 15 3rd place-basketball, 1981. (Left to right) Trooper Jack Prindiville, William Driskell, Tommy Jackson and Capt. McGinley.

BOTTOM: Major John Stupor presenting life saving award to Trooper Richard Weichman which is witnessed by Capt. Patton.





(Left to right)

TOP: Sergeant Frederick Schmelzer, Captain Robert Patton, Major Robert Georgantis.

"LIFE SAVING AWARDS"

BOTTOM: Lieutenant Ladd Furge, Sergeant William Kearney, Trooper Danny Plough.



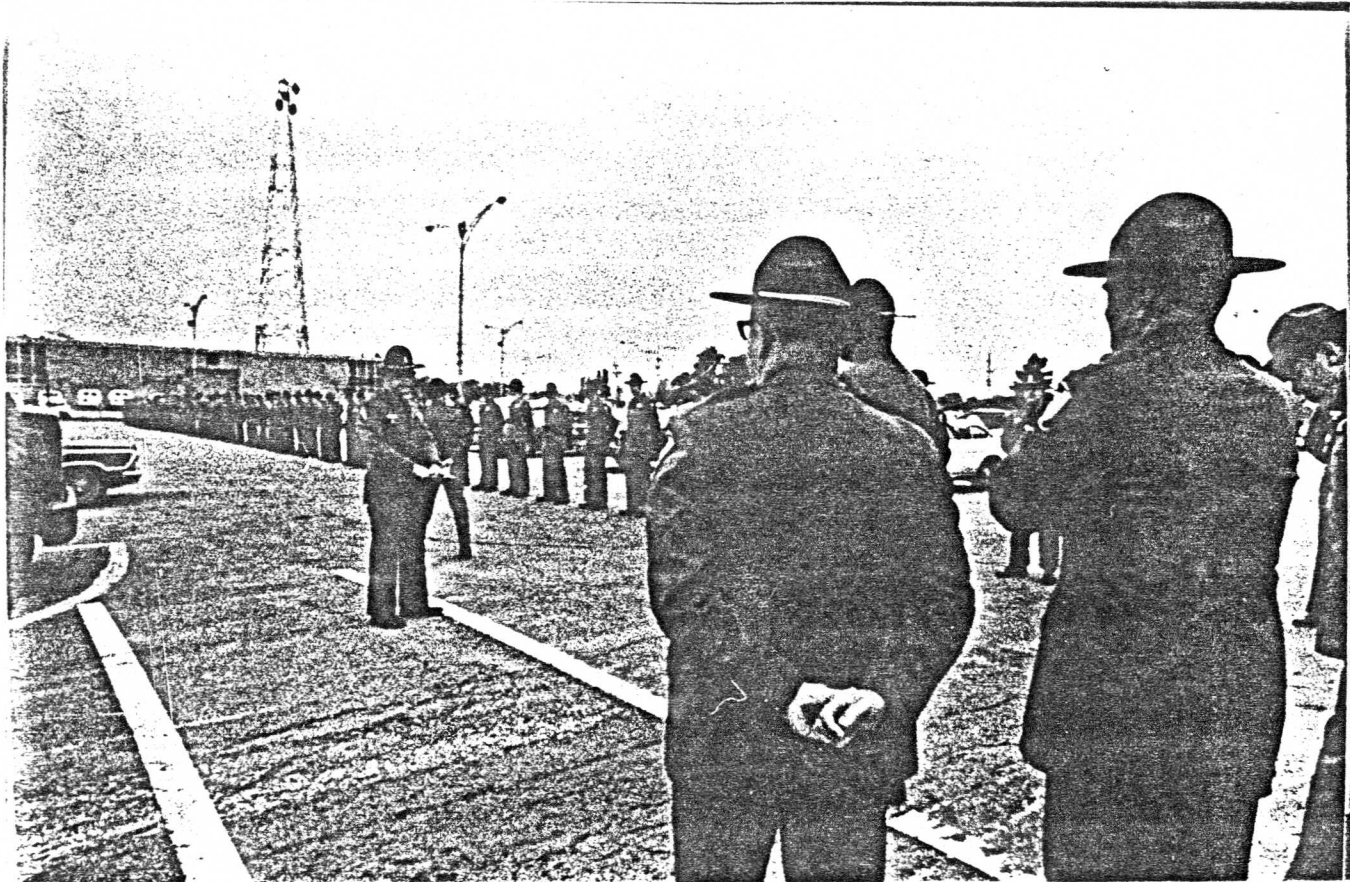




TOP: (Extreme right) Major Frederickson talking to Lieutenant Richard Stone.

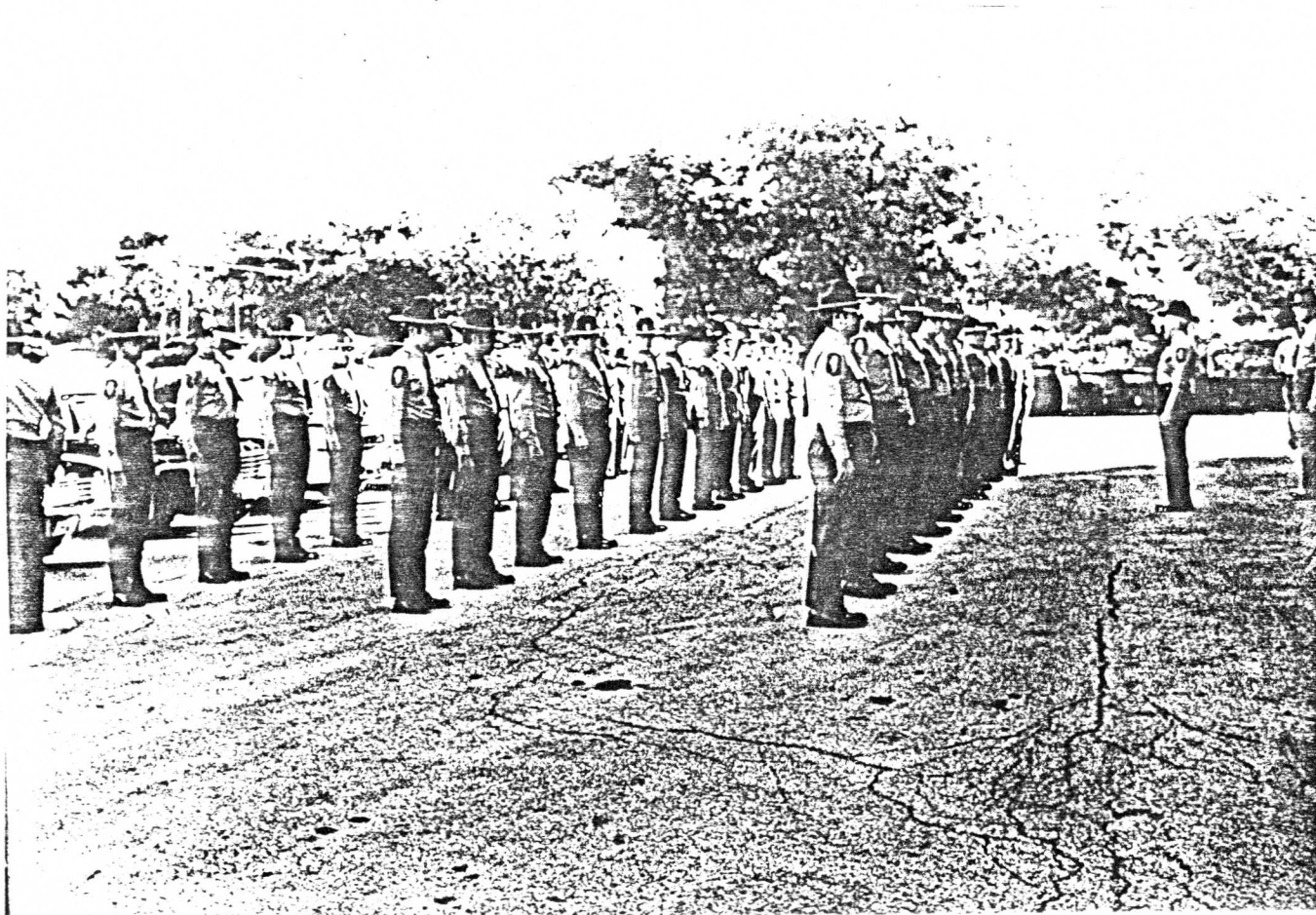
BOTTOM: "That's it, pack up and lets roll". Sergeant Richard Wojcik.



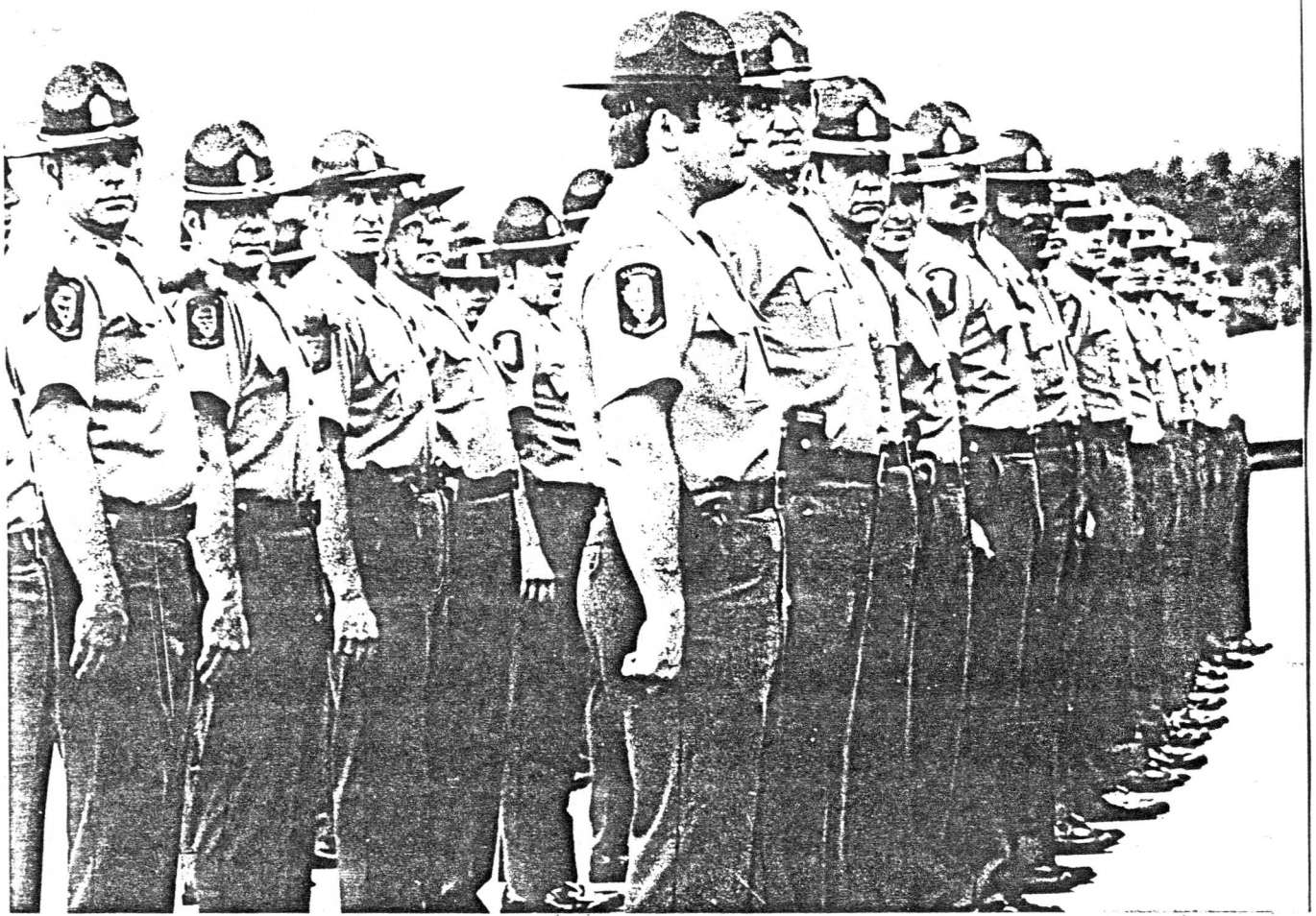


TOP: Fall in for inspection

BOTTOM: Dress right dress.

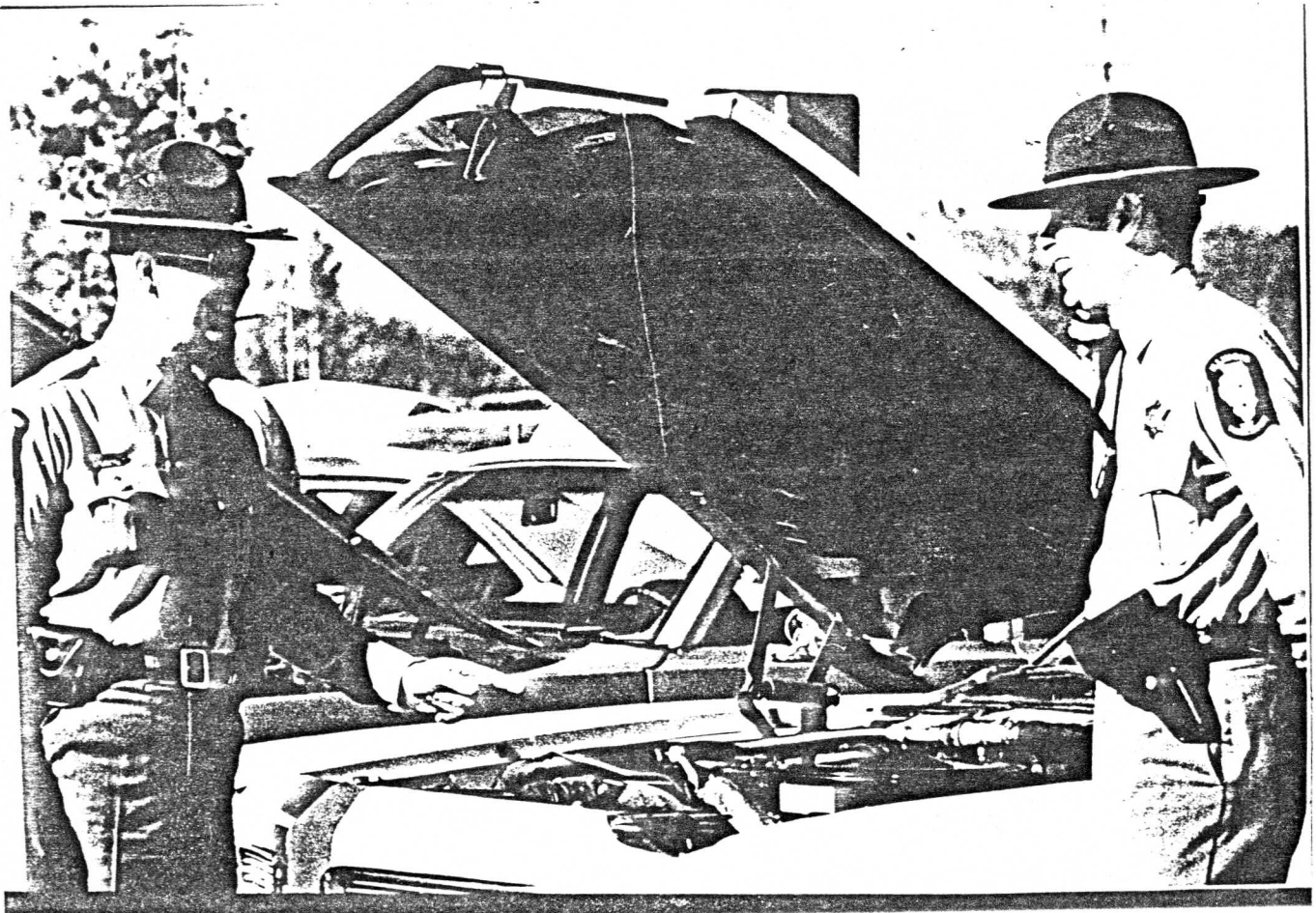






TOP: Straighten the lines.

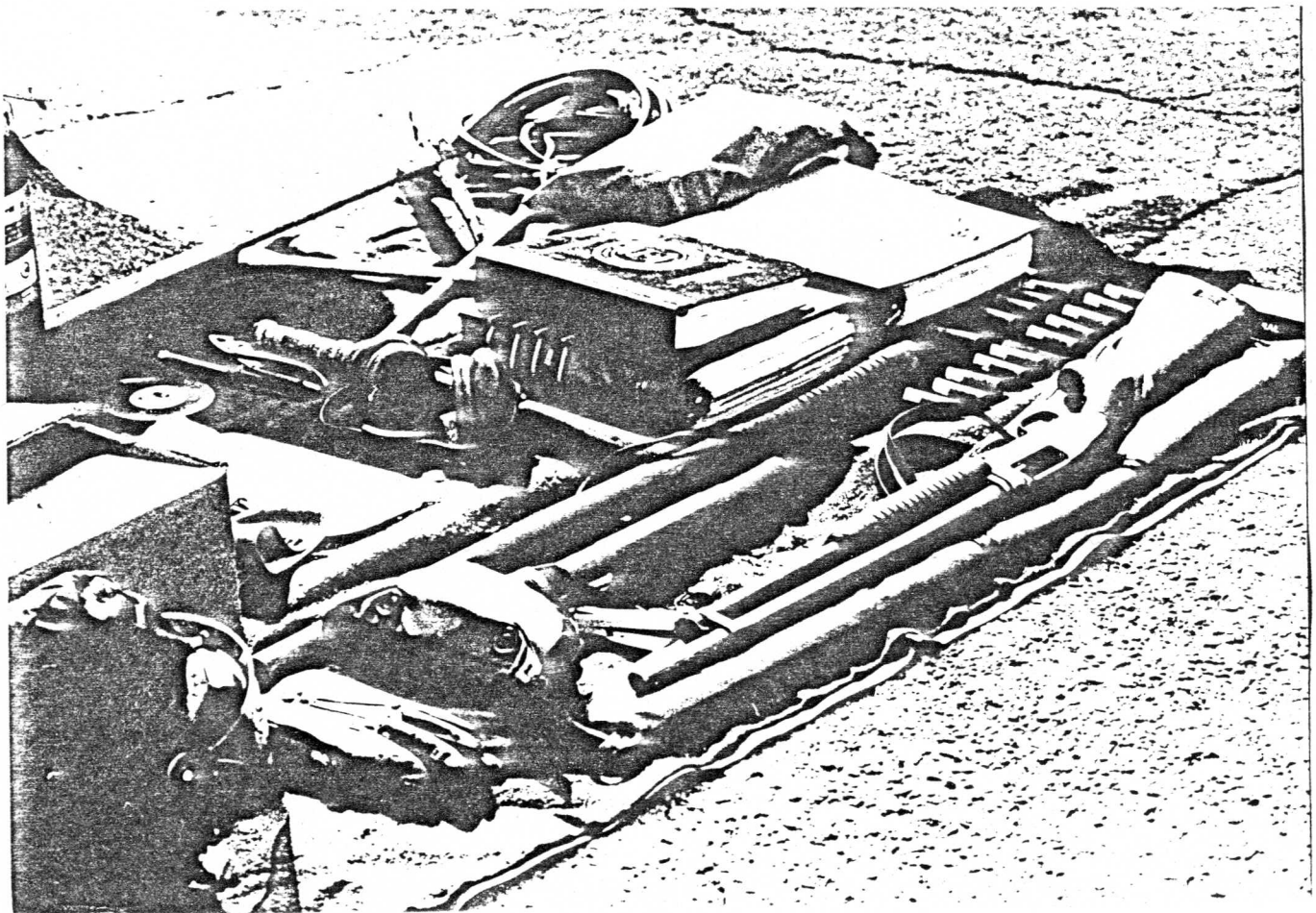
BOTTOM: (Left) Lieutenant John Murrie, "Did you clean the engine",  
(Right) Trooper Paul Welch's answer, "no, my wife did".







Display of equipment





TOP: Trooper Jimmy Jones, last minute check before inspection.

BOTTOM: "Lets get started". (Left to right) Lieutenant Edward Quedens, Lieutenant Ladd Furge, Captain Clyde Oliver, and Major Glenn Frederickson.



One of the outstanding achievements of District 15 was the establishment of the District 15 Twenty (20) Year Awards Dinner. This idea originated in 1972 and was designed to acknowledge Troopers when they completed 20 years of service. The requirements were that the recipient must have completed 20 years of service to the Illinois State Police and be assigned to District 15 on his anniversary date. Those persons being honored are the guests of their Trooper friends and receive their dinner, entertainment, and an engraved plaque. Some of the past recipients have been:

#### PREVIOUS 20-YEAR AWARD RECIPIENTS

A special 'thanks' to each of you for all of your efforts that have made District 15 and it's personnel one of the best trained and supervised districts in the State of Illinois.

You have each had an unforgettable effect upon each of us which will always remain in our memories.

To each of you - congratulations and thanks for a job well done.

1982	10th Anniversary Celebration	1977	Lieutenant Eastman Corporal Trent Corpral Harris Sergeant Wilson
1981	Lieutenant Centanni Sergeant Mueller Sergeant Schmelzer Corporal Kann Corporal Shaw Trooper Ladonsky	1976	Lieutenant McCarthy Sergeant Agnew Sergeant Hofmann Sergeant Jacobs Captain Burt
1980	Captain McGinley Lieutenant O'Brien Sergeant R. Wojcik Corporal G. Smith	1975	Trooper J. Wojcik
1979	Corporal Hezter Trooper May	1974	Corporal Witkowski Trooper Greco
1978	Sergeant Bentley Sergeant Kearney Sergeant Quedens Sergeant Jobe Trooper Williams Trooper Robertson Trooper Lyons	1973	Sergeant Preston Corporal Perry
		1972	Captain Patton Lieutenant Murrie Lieutenant Whittles



Another award which is considered an honor to receive because of the nature, usually exemplified by a call of above and beyond the normal duty performance, is the American Red Cross, Life Saving Award. Those from District 15 who have received the award are as follows:

Donald Jobe  
Melvin Dechon  
Larry Cross  
Clifford Dreyer  
Maynard Stivers  
Richard Weichman  
Merlin Clausen  
Frederick Schmelzer  
Michael Dobrowolski  
Edward Quedens  
Jay D. Eichholzer  
Robert W. Baker  
Robert Moses  
Bradley Acuncius  
Vernon L. Wittenbrink  
William Wasilewski

District 15 wishes to acknowledge the Illinois State Police Personnel who have been assigned to the District.

William Abell	Donald Blickensderfer	Merlin Clausen
Billy Absher	Lee T. Bobo	James Coffman
Bradley Acuncius	George A. Bode	Olen Colclasure
Glen Adair	Donald Boehm	Finis Cole
Leonard Addison	Jerome Boehm	Phillip Colella
John Agnew	Gary Booth	James K. Comrie
Alexander Allen III	John Boothe	Alan Copehnarve
Thomas Allen	Robert J. Borchardt	Allen Cornell
Ronald Allendorfer	Leonard Borneman	John Coyne
Leonard Anderson	James H. Bosshardt	David W. Crackel
Richard Anderson	Raymond Bovshis	Dado Cramer
Herbert J. Andreen	Charlie Bowman	Phillip Crean
Duane Andrews	Jackie Boyett	Richard Crnkovich
Jesse Armstrong	John Brauer	Larry Cross
Gary Ashman	Wayne Brady	Robert A. Cynova
Donadl Askew	Gerad Bresnahan	Dennis A. Danielson
Bernard Averbeck	Harold Brooks	Ronald W. Daugherty
Garry J. Baker	Bruce Brown	Jack Delaney
Lewis E. Baker Jr.	Lawrence Burns	Merwyn Dergins
Robert W. Baker	Leo Burakowski	William Dial
Richard J. Ballard	William Burt	Joseph Didier
Lynn Baird	James Busek	Louis Dillion
Albert Barner	Edward Bush	Ronald Dixon
Edward Baunach	John Bush	Howard Dodds
Dennis Bauers	Richard Byrnes	Frank Dragoo
Thomas Beatty	Robert Campbell	Robert Drainer
Gordon Beck	Leonard Casper	Clifford T. Dreyer
Robert Bennett	Donald D. Carlson	Eugenia S. Dresel
James Bentley	Gary Carr	William Driskell Jr
James Bergman	Kenneth A. Carter	Michael Dobrowolski
Charles Berkley	Raul Ceja	Paul Durma
Joseph Bernardoni	Victor Centanni	Larry Dutton
Kenneth Bigall	Robert Chapman	Robert Dvorak
Ralph A. Billingslea	David J. Charnicky	George Eaker
David C. Bird	Myron S. Choisser	Lawrence E. Eastman
Buddy Blaydes	Homer Clark	Jay D. Eichholzer



## Personnel Listing #2

William Ellis	Albert Greco	Tommie F. Jackson
Larry Elvers	John Greenan	Harold Jacobs
Harvey P. Endzelis	Robert T. Greer	John Janik
Robert J. Emerson	Robert Griese	Frank Jedlicka
Edward T. Eskra	David Gross	Lawrence Jennings
Gene Faith	Jack Grzanich	Carlo Jiannoni Jr.
Patrick J. Fajardo	Gary Gunter	Donald Jobe
David Fields	Carlyle Günther	Mark E. Johnsey
Leland Files	Robert Haan	Charles L. Johnson
Robert B. Fisher	Robert J. Halagera	Jack Johnson
Dicky Flanagan	James Hall	Jerimiha Johnson
Franklin Flannery	Thomas P. Hardwick	John K. Johnson
John Flynn	Ronald Haring	Roger Johnson
Freddie Fowler	James Harris	Bruce Jones
James Fowler	Thurlow B. Haskell	Oliver Jones
Rodney Frank	Richard Hausser	Robert Juckems
James Franke	Bobby Henry	Joseph C. Jung
Harris Franklin	William E. Hensch	Louis Jurkowlaniec
Gregory Fritz	Robert Hemphill	Kenneth W. Kaas
Daniel W. Fruge	Jerome Hekert	William Kann
Ladd Furge	Matthew Hetzer	Chester Kazmierczak
Harvey Galberth	Donald Heuer	Raymond Karner
Albert Garrett	Sammuel Hiller	Keith E. Karsted
James Gentilcore	Albert S. Hinds	Patrick Kearney
William Gentile	Bradford Hines	William Kearney
Peter A. Gericke	Harry Hockings	Daniel W. Kent
Samulla Gilbert	Ronald Hogan	James Kennedy
Robert Gilleylen	Richard Hofmann	Robert J. Keri
Roland Glick	Kenneth Holt	Melvin Kersten
David Goffrey	Larry Hood	Thomas Kienlen
Raymond L. Goings	Raymond Hopson	Robert A. Kindred
Donald F. Golder	Robert Hutchins	James Kintz
Robert J. Gomora	Lewis Ihnan	Richard D. Klekamp
Dwayne Goss	Robert B. Ivers	William D. Klemm
Harry Gottschalk	Ronald Ivy	William Klett
Charles Graden	Martin A. Jackson	Ronald G. Klobucnik

### Personnel Listing #3

Reginald Knight	John McAllister	John Nebergall
Stephan Koenig Jr.	Wayne McBride	James Neumann
Franklin Kohler	Robert McCall	Richard C. Nichols
Martin Kotwica	Charles G. McCarthy	Frederick Nieman
Michael Koval	William R. McClement	Glenn Nihiser
Edward Krushas	Edward E. Mc Dougall	Lawrence O'Bryan
Randall G. Kucaba	Hugh S. McGinley	William P. O'Brien
Daniel Kuffel	Patrick J. McGovern	Patrick O'Connor
Harold Kut	Fred McKinnon	Jerome O'Sadnick
Milton Kuzma	Howard McMillian	Carl F. Olson
Leo Ladonsky	Daniel P. Mac Alpine	Paul F. Olson
Allen L. Lantis	Joseph G. Majda	Andrew Ondesko
Joseph Lappin	Jose Martinez	William Orłowski
William Leach	William Meade	Richard J. Ostema
Lawrence Leplanks	Jimmy Meeks	Edward Palusis
Robert F. Lewandowski	Cary Meissner	Stanley Palutsis
Ray Lewis	Norman Milda	Robert Parisek
Ray Lichliter	Leonard Miller	Robert Pastori
Harold Lofgren	Edward Milligan	Robert M. Patton
Michael Loyet	George Mikalauskas	Deon Peck
Richard Lucazk	Elbert A. Mills	William Pennell
James Lyman	Tami L. Missing	Gary D. Perry
Francis Lyons	John Mitchell	Ronald Perry
John Lynn	James Monroe	Dale Pesavanto
Richard A. Maciejewski	Robert Moore	Lindy Peterson
Michael Malensky	Gregory L. Morris	Terry L. Phillips
Joseph Mancewicz	Robert Moses	Danny Pierce
Robert L. Manning	Sandra (Bowers) Mosley	Daniel R. Plough
Gene Marlin	Jimmy D. Moyers	Vernon Plotz
Dennis Martz	Charles Mrazek	Lonnie Popejoy
Larry W. Mason	Glen Mueller	Nick F. Porro
Stanley Mathis	Karl Mullen	Richard Porter
William Mauser	Milton Munch	Richard H. Pott
Raymond May	John Murrie	Prince Preston
Gene Mayer	Edward W. Muzzy	John W. Prindiville
Donald Mays	Robert Nadalina	Jessie Pritchett
Raymond Maxwell	Dale Nagel	Raymond E. Przybylsk

#### Personnel Listing #4

James Putman	Michael Shehorn	Donald D. Thomas
Richard Quarrels	Gerald Shield	Joseph Thomas
Edward Quedens	Richard Shreve	Larry Thomas
Robert Rainey	Larry Siders	Richard Thomas
Terry Raymer	Francis T. Simmons	William H. Thompson
Danny G. Reed	William Simpson	Jack Townsend
Ronald L. Reese	Cornelius Sims	Charles Traylor
Thomas M. Reilly	Bernard Skeeters	Donald D. Trent
Delbert Rich	Mark Skorup	Larry G. Trent
Gene Riddick	Dale Smith	Daniel Trevisan
Richard Riech	Gerald Smith	Evo Trevisan
Edward Ritchie	Tony A. Snyder	David A. Turner
Joseph Roberts	Jimmy Sohn	Thomas Turner
Kenneth A. Robertson	Terry Sorenson	Francis Ucho
Robert W. Rogers	Jack Souers	James Vanderbok
Rick L. Rokusek	Ralph Spencer	John Van Wanibeke
Charles Roth	Donald Spicer	Thomas Vagasky
Edward Roth	Lawrence Stark	James Van Zeyl
Rollin Rumler	Michael Stavola	Allen C. Vickers
Daniel Runyan	Arden P. Stenglein	Raymond Voley
Bobby Rush	Gary Stevens	Raymond D. Voss
Randal Rushing	Richard J. Stewart	Kenneth Waechter
Oscar Sanders	Kenneth Stice	Anthony Walker
Gary Schap	Maynard Stivers	Elmer Walker
Frederick Schmelzer	William Stolberg	Frank Waters
Walter Schmitt	Paul M. Stokes	Elmer Waltz
William Schmitt	Richard Stone	Jimmy Warder
Larry Schoven	George Strawbridge	William Washer
Larry C. Schuetz	John H. Strohl	William C. Watson
Larry H. Schreffer	Orval Stuckemeyer	William Wazilewski
Rodney Schwartz	Roger Sullivan	Richard S. Weaver
John Scott	Robert Sutfin	Lyle Weems
Terry Seigert	Jack H. Suttie	Richard Weichman
Carl Sebastian	Bryon Svensen	Paul Welch
David L. Shafter	Robert Swalwell	Paul G. Wells
Terry Shanafelt	Mark Teske	William Werner
Gary Shaw	Robert Teyema	Thelbert Wheeler