

ANNUAL REPORT

1986



*RED TOMAHAWK
NORTH DAKOTA HIGHWAY PATROL SYMBOL*

The North Dakota Patrol symbol is a profile of Red Tomahawk, a Teton Dakotah (Sioux) Indian who had lived on his land near the Cannonball River on the Standing Rock Indian Reservation near, Mandan, North Dakota.

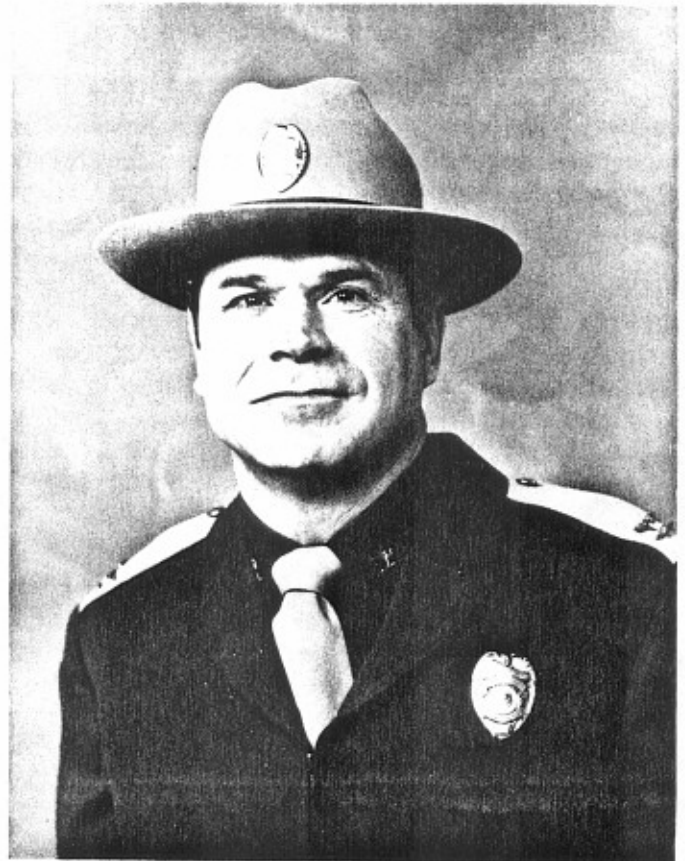
A Sioux warrior, Red Tomahawk participated in several tribal wars which stemmed from hunting to territorial disputes between tribes. However, with the signing of the treaty of Minehanska, all acts of hostility between whites and Indians were to be forgiven and forgotten. Red Tomahawk, the hostiles' sub-chief, became a friend of the whites.

The North Dakota Highway Patrol officially adopted the profile of Red Tomahawk as the patrol vehicle door emblem and department symbol in 1951.





GOVERNOR GEORGE A. SINNER
Elected to Office 1-1-85



COLONEL BRIAN C. BERG
Appointed Superintendent 1-8-85

North Dakota Highway Patrol

State Capitol -- Judicial Wing

Bismarck, North Dakota 58505-0155

(701) 224-2455

13 March 1987

Governor
George A. Sinner

Superintendent
Brian C. Berg



Honorable George A. Sinner
Governor
State of North Dakota
State Capitol Building
Bismarck, ND 58505

Dear Governor Sinner:

The North Dakota Highway Patrol has consistently compiled year end reports in many different areas of our activities. We feel compiling our past, and evaluating where we have been, creates positive reflection on the future.

In researching our documents, we have not produced a formal annual report since 1959. Therefore, we felt it would be advantageous to you, our organization, the state of North Dakota, and the citizens we serve to document our annual summaries. We feel it will create a permanent account of our personnel and their achievements.

I would like to recognize two of our officers for volunteering to prepare the first of a renewed report. Patrolman Donald Polasky, an eleven year veteran stationed at Bismarck, and Patrolman Lori Rodgers, a new officer having completed one year of service, stationed at Grafton. Their ambition and dedication to this annual report was in addition to their regular duties.

I think you will find 1986 was a very safe year for traveling in North Dakota. Our enforcement effort was very aggressive and we maintained accelerated effort of public awareness and education. We, as a department, feel an ounce of prevention is worth much more than a pound of cure and we will strive to work with engineering, educating our citizens, and enforcing the rules to accomplish our goal of keeping North Dakota's highways the safest in the nation.

Sincerely,

Brian C. Berg
BRIAN C. BERG
Colonel, NDHP
Superintendent

BCB/gs

-Buckle Up For Safety-

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INTRODUCTION

The North Dakota Highway Patrol celebrated its Fiftieth Anniversary in 1985. An annual meeting and banquet at Bismarck, North Dakota, highlighted the celebration year. In addition, a commemorative history book brought to a close the first fifty years of the Patrol.

With this annual report, it is hoped the department's efforts and accomplishments will be best presented and preserved. We attempted to gather and compile a year's worth of work and activities; and in all probability, some areas of interest may have been overlooked. It is hoped the report is both informative and interesting -- The Editors.

NORTH DAKOTA HIGHWAY PATROL

The North Dakota Highway Patrol was created in 1935. Initially, five officers were appointed to the department and the organization was to be called the "Highway Police." Their duties were to enforce the provisions of the laws of the state of North Dakota relating to use of the public highways and the operation of motor vehicles.

The officers traveled the state in special factory built coupes, each of which was equipped with a radio tuned to long wave. It was anticipated that radio stations throughout the state would participate by using their long wave stations to report emergencies to the traveling highway patrolmen.

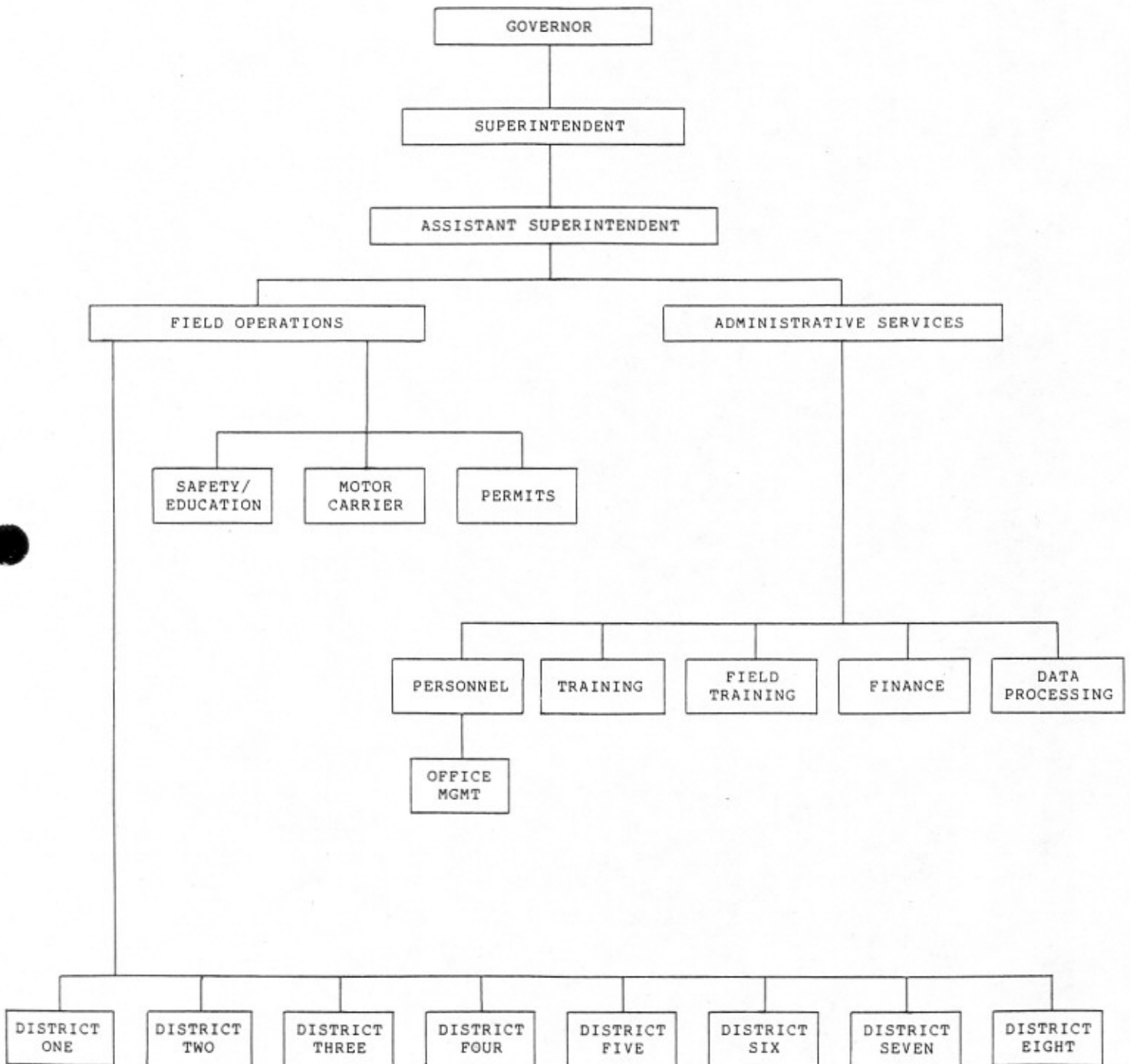
Patrol policy during the initial stages was to emphasize safety and conduct intensive educational campaigns. The policies were designed to obtain public acceptance and cooperation, and to make the motoring public safety conscious.

A new North Dakota Law Enforcement Training Academy opened in Bismarck in 1971. The Patrol has over-all responsibility for the Training Academy, and by law, is empowered to administer and maintain the facility.

July 1, 1983, the Highway Department Truck Regulatory Division was merged with the North Dakota Highway Patrol. The Patrol now has major responsibility for commercial motor carrier permits, weights and measures, and enforcement of truck safety regulations.

For fifty years the North Dakota Highway Patrol has been a symbol of service and protection; and for fifty years the Governors and citizens of North Dakota have turned with confidence to their Highway Patrol during emergencies and times of need.

NORTH DAKOTA HIGHWAY PATROL
ORGANIZATIONAL CHART



HEADQUARTERS
NORTH DAKOTA HIGHWAY PATROL
Bismarck, North Dakota

1985-1987 APPROPRIATION
1 JULY 1985 -- 1 JULY 1986

	<u>APPROPRIATION</u>	<u>ADJUSTMENTS</u>	<u>TOTAL</u>
SALARIES AND WAGES	\$ 12,154,312	\$ 126,919	\$ 12,281,231
OPERATING EXPENSES	2,801,855	12,931	2,814,786
DATA PROCESSING	158,342	15,592	173,934
EQUIPMENT	945,267	13,224	958,491
CAPITAL IMPROVEMENTS	55,000		55,000
	<hr/>	<hr/>	<hr/>
TOTAL ALL FUNDS	\$ 16,114,776	\$ 168,666	\$ 16,283,442

STATEMENT OF REVENUES AND EXPENDITURES

1 JULY 1985 -- 1 JULY 1986

REVENUES

GENERAL FUND	\$ 3,930,263
HIGHWAY FUNDS	3,552,667
	<hr/>
	\$ 7,482,930

EXPENDITURES

SALARIES	\$ 5,324,552
OPERATING EXPENSE	1,026,483
DATA	16,657
EQUIPMENT	505,146
CAPITAL IMPROVEMENT	9,647
	<hr/>
	\$ *6,882,485

*Amount reflects expenses for eleven months

PERSONNEL

The North Dakota Highway Patrol is authorized 122 uniformed officers with its headquarters located in Bismarck and eight district offices located in the eight major cities of the state.

At present, the total employment figures are as follows:

Position	Current	Authorized
Traffic Officers	97	102
Weight Enforcement Officers	17	18
Capitol Security	1	2
Motor Carrier Inspectors	49	53
Support Personnel	25	30
(Headquarters -- 13)		
(District secretaries -- 8)		
(Training Academy -- 4)		
Total	189	205

HIGHWAY PATROL PERSONNEL

Name	Station	Starting Date	Separation Date
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STAFF OFFICERS

Berg, Brian (Superintendent)	Bismarck	Col.	10-16-72	
Mehlhoff, Mylo (Field Operations)	Bismarck	MAJor	07-10-59	
Johnson, Arden (Admin. Services)	Bismarck	MAJor	07-06-66	
Anagnost, Richard (Personnel)	Bismarck	CApt.	08-17-64	
Evans, Norman (Training Officer)	Bismarck	CApt.	07-06-66	
Everson, Lawrence (Safety Officer)	Bismarck	CApt.	07-10-59	
Fred, LeRoy (Chief Examiner)	Bismarck		10-01-60	10-31-86
Erickson, Dennis (MC Permits)	Bismarck	SqT.	01-27-64	
Halldorson, Ken (MC Operations)	Bismarck	SqT.	01-01-60	
Schultz, Douglas (FNL Coordinator)	Bismarck	Trooper	10-16-72	

DISTRICT COMMANDERS (Captains)

Bjornson, Richard	Dist. 1	Williston	07-06-66	
*Schulz, Doyle	Dist. 2	Minot	10-18-71	
Byram, William	Dist. 3	Devils Lake	07-10-59	
Blomquist, Alan	Dist. 4	Grand Forks	08-17-64	
Brusletten, Harold	Dist. 5	Fargo	07-15-57	
*Hungness, David	Dist. 6	Jamestown	07-17-63	
Ternes, Pius	Dist. 7	Bismarck	07-08-68	
Messer, David	Dist. 8	Dickinson	07-08-68	

*Peters, William	Dist. 2	Minot	07-15-57	07-31-86
*Martin, James	Dist. 6	Jamestown	07-09-62	04-05-86

Name		Station	Starting Date	Separation Date
LIEUTENANT				
Kobs, Erwin (Pilot)	Dist. 7	Bismarck	07-15-57	
DISTRICT SERGEANTS				
Klipfel, Bryan	Dist. 1	Williston	02-13-77	
Sinclair, Gregory	Dist. 1	Williston	01-01-76	
Burud, Terry	Dist. 2	Minot	10-18-71	
Odegard, Gary	Dist. 2	Minot	10-18-71	
Klefstad, Stuart	Dist. 3	Devils Lake	10-16-72	
Engen, Gordon	Dist. 4	Grand Forks	07-15-63	
Elbert, Dale	Dist. 4	Grand Forks	01-01-76	
Johnson, Gene	Dist. 5	Fargo	04-01-59	
Ness, Curtis	Dist. 5	Fargo	07-10-59	
Nygaard, James	Dist. 6	Jamestown	02-13-77	
Gruchalla, Edmund	Dist. 6	Jamestown	01-15-79	
Hughes, James	Dist. 7	Bismarck	11-01-73	
Vold, Rodger	Dist. 7	Bismarck	07-10-67	
Glarum, Donald	Dist. 8	Dickinson	10-16-72	
Willenbring, Robert	Dist. 8	Dickinson	07-10-59	
PATROLMEN				
Aberle, Wayne	Dist. 1	Williston	10-16-72	
Alzheimer, Anne	Dist. 7	Hazen	01-06-86	
Andersen, Wayne	Dist. 7	Washburn	07-17-78	01-31-86
Anderson, James	Dist. 6	Valley City	02-19-80	
Anderson, Miles	Dist. 2	Minot	10-16-72	
Arenstein, Richard	Dist. 5	Wahpeton	07-08-68	
Bates, Kenneth	Dist. 8	Bowman	07-10-59	
Berce, Bradford	Dist. 3	Rugby	07-18-83	
Bethke, Mark	Dist. 6	Cooperstown	06-09-80	
Bitz, Gary	Dist. 4	Grand Forks	01-01-76	
Blinsky, LaVern	Dist. 6	Wishek	06-19-56	04-30-86
Brand, Scott	Dist. 7	Center	06-08-81	
Brumfield, Roger	Dist. 5	Fargo	07-09-62	
Buchli, Gerald	Dist. 3	Devils Lake	10-18-71	
Bulzomi, Darryl	Dist. 6	Carrington	07-18-83	
Burgett, Gary	Dist. 2	Minot	07-08-68	
Byre, Ronald	Dist. 2	Minot	05-01-59	
Cushing, Daniel	Dist. 5	Fargo	04-14-75	
Dietz, Val	Dist. 6	Valley City	01-15-79	
Eckmann, Dennis	Dist. 8	Hettinger	08-01-65	
Elter, Herbert	Dist. 7	Bismarck	07-10-59	
Erhardt, Matt	Dist. 7	Bismarck	07-10-59	
Farber, Hollis	Dist. 1	Williston	07-06-66	
Franchuk, Dean	Dist. 8	Dickinson	01-09-78	
Geiss, Richard	Dist. 6	Ellendale	07-06-66	
Grasl, John	Dist. 8	Dickinson	10-18-71	
Grosgebauer, Everett	Dist. 6	Fessenden	07-15-63	
Haga, Roger	Dist. 6	Valley City	10-16-72	
Haisley, Merle	Dist. 5	Hillsboro	10-01-60	

Name		Station	Starting Date	Separation Date
Holden, Ronald	Dist. 4	Grand Forks	01-01-76	
Hoopman, Douglas	Dist. 6	LaMoure	07-18-83	
Houston, Curtis	Dist. 2	Minot	06-09-80	
Howes, Michael	Dist. 5	Wahpeton	07-07-69	
Huck, Anthony	Dist. 7	Garrison	07-18-83	
Hummel, Richard	Dist. 2	Bottineau	06-09-80	
Johnson, Neil	Dist. 1	Williston	06-09-80	
Johnston, Delbert	Dist. 4	Lakota	07-06-66	
King, Dana	Dist. 3	Langdon	06-08-81	
Kirchmeier, Kyle	Dist. 3	Rolla	01-06-86	
Kirchoffner, Steven	Dist. 1	Stanley	07-18-83	
Klein, Bruce	Dist. 5	Lisbon	01-06-86	
Kleppe, David	Dist. 1	Crosby	07-18-83	
Klosterman, Craig	Dist. 4	Larimore	01-09-78	
Knaak, Paul	Dist. 7	Bismarck	01-09-78	
Koeller, Robert	Dist. 7	Bismarck	10-07-74	
Kolle, Ronald	Dist. 2	Minot	01-15-79	
Kuntz, Peter	Dist. 3	New Rockford	07-01-68	
Kuppich, Richard	Dist. 4	Grand Forks	01-09-78	
LaFrance, Gordon (Pilot)	Dist. 4	Grand Forks	06-09-80	
Lebrun, Denis	Dist. 4	Grand Forks	05-15-64	
Liebl, Robert	Dist. 7	Bismarck	03-01-58	
Liedl, Gregory	Dist. 4	Grafton	06-11-81	
Marchus, Lyle	Dist. 5	Fargo	12-01-65	
Marshall, John	Dist. 1	Williston	04-16-79	
McIntyre, Michael	Dist. 2	Towner	11-01-73	
Meidinger, Wesley	Dist. 6	Wishek	01-15-79	
Metheny, James	Dist. 5	Fargo	10-18-71	
Michels, Richard	Dist. 7	Elgin	06-08-81	
Nelson, Mark	Dist. 3	Devils Lake	06-08-81	
Nelson, Steven	Dist. 3	Rolla	01-06-86	
Ogden, Keith	Dist. 4	Cavalier	01-01-76	
Olson, Gerald	Dist. 5	Fargo	08-17-64	
Olson, Kevin	Dist. 4	Grand Forks	11-01-79	
Orluck, Gary	Dist. 7	New Salem	01-06-86	
Polasky, Donald	Dist. 7	Bismarck	01-01-76	
Rath, Ralph	Dist. 3	Devils Lake	12-14-59	
Richard, Ricky	Dist. 7	Washburn	02-01-84	
Rist III, James	Dist. 2	Velva	01-02-70	
Rodgers, Kelly	Dist. 2	Kenmare	06-08-81	
Rodgers, Lori	Dist. 4	Grafton	01-06-86	
Salvatore, Albert	Dist. 6	Jamestown	01-09-78	
Schobinger, Carl	Dist. 1	Watford City	07-11-66	
Scott, Clinton	Dist. 6	Jamestown	08-01-65	
Scott, Lyle	Dist. 8	Dickinson	10-18-71	
Seeklander, Jerry	Dist. 3	Cando	01-15-79	
Siemieniewski, Edward	Dist. 4	Grand Forks	07-15-57	
Snell, Robert	Dist. 3	Devils Lake	07-10-67	
Steffen, Harley	Dist. 8	Beach	01-15-79	
Ulrich, Ronald	Dist. 8	Dickinson	07-09-62	
Vannett, Maynard	Dist. 5	Lisbon	07-08-68	
Wallstrum, Timothy	Dist. 1	Watford City	01-06-86	

Name		Station	Starting Date	Separation Date
Weigelt, Richard	Dist. 7	Linton	10-01-80	
Yanke, Dal	Dist. 7	Steele	06-09-80	
Young, Danny	Dist. 3	Minnewaukan	06-09-80	

MOTOR CARRIER INSPECTORS

*Anderson, Harry	Dist. 5	Mooreton	08-14-64	
Benjaminson, James	Dist. 4	Joliette	11-15-79	
Bercier, David	Dist. 1	Williston	09-10-84	
Beyer, Arnold	Dist. 4	Joliette	06-01-77	
Bleecker, Raymond	Dist. 2	Minot	09-07-82	
Buchholz, Douglas	Dist. 8	Bowman	09-07-82	
Bucholz, Eldon	Dist. 7	Hague	06-01-70	
Burchfield, Charles	Dist. 8	Bowman	05-09-83	
Dietz, Scott	Dist. 8	Beach	04-19-82	
*Engbrecht, Floyd	Dist. 6	Ellendale	03-01-56	
Fiedler, Henry	Dist. 4	Grand Forks	09-19-77	
Fuglstad, Eileen	Dist. 5	Fargo	01-21-76	
Gilbertson, Dennis	Dist. 5	Fargo	04-20-83	
Ginder, Jill	Dist. 4	Grand Forks	07-02-79	
*Ginsbach, Merle	Dist. 5	Fargo	03-16-59	
Graetz, Marjorie	Dist. 2	Minot	03-01-84	
*Hackenberg, Joe	Dist. 1	Williston	03-01-68	
Hagen, Ruth	Dist. 6	Ellendale	05-24-76	
Hansen, Melvin	Dist. 5	Mooreton	02-19-77	
Hook, David	Dist. 6	Ellendale	05-01-66	
*Hook, Richard	Dist. 4	Grand Forks	06-12-62	
*Jaster, Donald	Dist. 4	Joliette	04-11-78	
Jensen, Clarence	Dist. 5	Fargo	03-21-57	
Jensen, Gary	Dist. 4	Grand Forks	08-14-78	
Kindem, Douglas	Dist. 5	Fargo	08-25-75	
Korstad, James	Dist. 8	Beach	01-19-81	
Korwin, Peter	Dist. 8	Beach	03-10-83	09-30-86
Kreider, Glen	Dist. 2	Minot	03-28-83	01-28-86
Liebl, Joel	Dist. 5	Fargo	04-12-82	
*Mattern, Myron	Dist. 7	Hague	09-02-69	
*Mayhew, Curtiss	Dist. 2	Minot	06-01-76	
Michelsen, Collin	Dist. 5	Fargo	07-25-77	
*Mihulka, Joe	Dist. 8	Bowman	07-18-55	08-31-86
Mitzel, Daniel	Dist. 5	Mooreton	10-11-71	
Narlock, Robert	Dist. 5	Fargo	04-05-82	
Neal, Donald	Dist. 4	Grand Forks	01-12-70	
Novak, Tony	Dist. 1	Williston	02-06-84	
Resler, Thomas	Dist. 5	Mooreton	06-13-77	
Samdahl, Beatrice	Dist. 4	Joliette	03-01-83	
Schaeffer, Melva	Dist. 8	Beach	07-06-81	
Scheer, Gary	Dist. 5	Fargo	02-06-84	
Schuette, Ricky	Dist. 5	Fargo	02-15-84	
Svihl, Scott	Dist. 8	Beach	10-12-78	
Taylor, Tamra	Dist. 8	Beach	08-03-81	
Thurston, Richard	Dist. 4	Grand Forks	11-12-80	
Uetz, Charles	Dist. 8	Beach	12-17-69	

Name		Station	Starting Date	Separation Date
Vaneckhout, LeRoy	Dist. 8	Bowman	08-09-65	
Vedder, Belinda	Dist. 5	Mooreton	02-15-84	
*Wagner, Duane	Dist. 8	Beach	09-16-64	
Wares, Isabelle	Dist. 1	Williston	06-01-81	
Werlinger, Kenneth	Dist. 7	Hague	05-14-79	
Whitman, Paul	Dist. 2	Minot	08-15-73	
Zins, Edward	Dist. 1	Williston	11-01-73	12-31-86

*Inspector Supervisors

SUPPORT PERSONNEL

Bensen, Orlin (Benny)	LETA	Bismarck	08-01-78	02-02-87
Berg, Lorraine	HPHQ	Bismarck	04-01-70	
Brunner, Carolyn	HPHQ	Bismarck	05-01-78	
Carufel, Peggy	HPHQ	Bismarck	05-31-77	
Chase, Bonnie	HPHQ	Bismarck	08-01-75	
Church, Jacqueline	Dist. 8	Dickinson	06-17-74	
Ehli, Billie	HPHQ	Bismarck	09-01-62	
Friedrich, Janice	Dist. 5	Fargo	03-05-79	
Fuchs, Donna	Dist. 3	Devils Lake	05-07-75	
Gilbertson, Mark	LETA	Bismarck	01-05-84	01-31-86
Holzworth, Mary	Dist. 6	Jamestown	03-05-79	
Hoop, Myrna	Dist. 4	Grand Forks	09-05-78	
Jensen, Dora	HPHQ	Bismarck	01-01-80	
Kerzman, RoseAnn	LETA	Bismarck	02-23-76	
Krodel, Jessie	Dist. 1	Williston	12-26-85	
Maixner, Alane	Dist. 2	Minot	05-12-78	
McCormick, Morleyne	Dist. 7	Bismarck	08-18-80	
Mernitz, Kathy	HPHQ	Bismarck	05-19-80	
Patterson, Melinda	HPHQ	Bismarck	03-17-80	07-31-86
Paulson, Amanda	HPHQ	Bismarck	03-15-45	
Prante, Aleene	HPHQ	Bismarck	10-01-80	05-31-86
Schaf, Marie	LETA	Bismarck	01-17-78	
Silvernagel, Ileen	HPHQ	Bismarck	07-01-81	
Steckler, DeAnn	HPHQ	Bismarck	12-07-81	
Swang, Gloria	HPHQ	Bismarck	07-09-73	
Torgerson, Marcia	HPHQ	Bismarck	02-01-80	
Vetter, Casper	LETA	Bismarck	01-01-81	
Volk, Peggy	LETA	Bismarck	06-23-76	
Wald, Leanna	HPHQ	Bismarck	11-01-77	

REASSIGNMENTS AND PROMOTIONS

Effective 1 July 1986, the below listed officers were transferred from current assignment and station and reassigned as follows:

Captain David J. Hungness, NDHP District Eight, Dickinson,
to NDHP District Six, Jamestown.

Sergeant James M. Hughes, NDHP District Four, Grand Forks,
to NDHP District Seven, Bismarck.

Patrolman Dana R. King, NDHP District Eight, Killdeer,
to NDHP District Three, Langdon.

Effective 1 July 1986, the below listed officers were promoted and reassigned as follows:

Sergeant David P. Messer, NDHP District Six, Jamestown,
promoted to the rank of Captain and reassigned to NDHP
District Eight, Dickinson.

Sergeant Doyle F. Schulz, NDHP District Six, Jamestown,
promoted to the rank of Captain and reassigned to NDHP
District Two, Minot.

Patrolman Dale N. Elbert, NDHP District Six, Jamestown,
promoted to the rank of Sergeant and reassigned to NDHP
District Four, Grand Forks.

Patrolman Edmund A. Gruchalla, NDHP District Seven,
Bismarck, promoted to the rank of Sergeant and
reassigned to NDHP District Six, Jamestown.

Patrolman James L. Nygaard, NDHP District Three, Langdon,
promoted to the rank of Sergeant and reassigned to
NDHP District Six, Jamestown.

1986 RECRUIT CLASS

In January, eight recruit officers were hired and assigned to sixteen weeks of training at the North Dakota Law Enforcement Training Academy. The officers were then assigned to work with district personnel throughout the state for a period of six weeks prior to being assigned to their respective district post.

Following are brief biographies of each of the new officers:

Anne E. Alzheimer -- Anne was born and raised in Breckenridge, Minnesota. She attended Bemidji State University in Bemidji, Minnesota, graduating in 1983 with a Bachelor of Science Degree in Criminal Justice.

Anne worked as a private security guard for American Security and Protection of Moorehead, Minnesota, for one year and then worked store security for the Fargo Target store before being hired by the North Dakota Highway Patrol.

Anne's hobbies include reading and sports.

Kyle L. Kirchmeier -- Kyle was born and raised in New Salem, where he graduated from high school in 1981. He attended Bismarck Junior College and graduated in May 1983 with an Associate in Arts Degree in Criminal Justice. During this time he joined the National Guard and completed the Military Police Basic Training in 1982 and AIT in 1983.

Kyle attended Minot State College for one year, furthering his studies in criminal justice.

In November 1984, Kyle was employed with the Morton County Sheriff's Department as a jailer. He was promoted to field deputy in July 1985 and in January 1986 he was accepted for employment with the Highway Patrol.

Kyle is married to Laurie Moos of New Salem.

Bruce G. Klein -- Bruce graduated from Hazen High School in 1981. He attended Mary College from 1981 to 1985 and graduated with a Bachelor Degree. Bruce majored in Business Administration and minored in Computer Information Systems.

Bruce and his wife, Connie, have two sons, Brandon and Christopher.

Steven K. Nelson -- Steve was born in Fergus Falls, Minnesota, and raised in Devils Lake, North Dakota, until 1979 when he moved to Fargo. Steve attended Jamestown College from 1981 to 1983 where in addition to his studies, he played on the varsity football team. He subsequently transferred to Moorehead State, graduating in 1985 with a Bachelor of Arts in Criminal Justice.

Steve was employed as a jailer for the Cass County Sheriff's Department from March 1985 until being accepted for employment with the Highway Patrol.

Gary W. Orluck -- Gary was born in Oakland, California. He moved to North Dakota in 1966 and was raised on a farm near Makoti. He graduated from North Shore High School in 1981 and attended Minot State College, where he received a Bachelor of Science Degree in Criminal Justice.

Gary was employed as Loss Prevention Manager in a retail store before joining the Patrol in January 1986.

Gary and his wife, Jolene, are expecting their first child in May.

Ricky L. Richard -- Ricky was born and raised in South Dakota. He graduated from Moorehead High School and attended Moorehead State University, Moorehead, Minnesota. Ricky is also a graduate of the United States Air Force Security Police Academy in Law Enforcement and is currently a member of the North Dakota Air National Guard.

Ricky served as Chief of Police of Streeter, North Dakota, from July 1981 to July 1982 and was Chief of Police of Napoleon from July 1982 to February 1984. He began his employment with the North Dakota Highway Patrol in February 1984 and was assigned the position of Capitol Security Officer. Ricky served as Capitol Security Officer until January 1986 when he began his training at the academy.

Ricky and his wife, LeAnn, have one son, Steven.

Lori R. Rodgers -- Lori was born in Chester, Montana. She lived in Minot, North Dakota, from 1963 until October 1970 when she moved to West Fargo. Lori graduated from West Fargo High School in 1979. She was employed with American Life and Casualty Insurance Company and Maintenance Engineering in Fargo until moving to Minot. Lori attended Minot State College from September 1982 until December 1985. She received an Associate of Arts Degree in Criminal Justice in May 1984.

Lori was employed with the Ward County Sheriff's Department from July 1983 through December 1985, when she accepted employment with the Highway Patrol.

Timothy M. Wallstrum -- Tim was born and raised in Kenmare, North Dakota, where he graduated from high school in 1980. He attended college at the University of North Dakota graduating in 1985 with a Bachelor of Arts in History and Geography and a Bachelor of Science in Education. He also received a minor in Coaching and Driver Education.

In the fall of 1985, Tim coached girl's basketball and was a substitute teacher in the New Rockford area. In January 1986, he accepted employment with the Highway Patrol.

Tim and his wife, Ruth, have one daughter, Kira.

NEW OFFICER POST ASSIGNMENTS

On 11 June 1986, the below listed officers were transferred from the Recruit Training Program, Law Enforcement Training Academy, Bismarck, North Dakota, and reassigned as follows:

Patrolman Anne Alzheimer to Hazen, NDHP District Seven

Patrolman Kyle Kirchmeier to Rolla, NDHP District Three

Patrolman Bruce Klein to Lisbon, NDHP District Five

Patrolman Steven Nelson to Rolla, NDHP District Three

Patrolman Gary Orluck to New Salem, NDHP District Seven

*Patrolman Ricky Richard to Washburn, NDHP District Seven
[Transferred from Capitol Security -- employment dates --
February 1984 to January 1986]*

Patrolman Lori Rodgers to Grafton, NDHP District Four

Patrolman Timothy Wallstrum to Watford City, NDHP District One

NORTH DAKOTA STATE HIGHWAY PATROL DISTRICTS



North Dakota entails 70,665 square miles with the most recent census indicating a population of 652,695. The state is broken down into fifty-three counties. These counties are then divided into eight areas which make up the districts for the North Dakota Highway Patrol. The district offices are situated around the major cities throughout the state. The state headquarters is located in the Capitol Building in Bismarck. Each district is headed by one captain and two sergeants, with the exception of district three which has only one sergeant.

HEADQUARTERS

Colonel Brian C. Berg
Superintendent
State Capitol - Judicial Wing
Bismarck, North Dakota 58505-0155
701/224-2455



ADMINISTRATIVE STAFF

MOTOR CARRIER DIVISION



M. Mehlhoff
Major



A. Johnson
Major



R. Anagnost
Captain



L. Everson
Captain



D. Erickson
Sergeant



K. Halldorson
Sergeant

SUPPORT PERSONNEL



Lorraine Berg



Carolyn Brunner



Peggy Carufel



Bonnie Chase



Billie Ehl



Dora Jensen



Kathy Memitz



Mandy Paulson



Ilene Silvernagel



DeAnn Steckler



Gloria Swang



Marcia Torgerson



Leanna Wald

LAW ENFORCEMENT TRAINING ACADEMY



N. Evans
Captain



D. Schultz



RoseAnn Kerzman



Marie Schal



Casper Vetter



Peggy Volk

DISTRICT ONE

Captain Richard K. Bjornson
District Commander



R. Bjornson
Captain

COUNTIES: Divide, McKenzie,
Mountrail, Williams

The district had a 5 percent decrease in accidents in 1986, compared to 1985, along with an 11 percent increase in DUI arrests. The number of fatalities decreased from nine to five.

The eighteen mile stretch between Williston and the Montana state line again accounted for about half of the DUI arrests in the district. The last few months has shown a decline in the late night traffic on this strip of highway, which hopefully will translate into a decline of DUI drivers in 1987.

The activities of the district have been affected by the downturn in oil exploration and production. The last several months of 1986 have seen oilfield truck lines transferring and laying off drivers as well as transferring and selling trucks.

The number of trucks through the Williston weigh/inspection station as well as dollars collected were down approximately 45 percent from 1985.

SERGEANTS



H. Kleffel G. Sinclair

PATROLMEN



W. Aberle H. Farber N. Johnson S. Kirchoffner



D. Kleppe J. Marshall C. Schobinger T. Wallstrum

MOTOR CARRIER INSPECTORS



J. Haukenberg
Motor Carrier
Inspector Supervisor D. Bercier T. Novak I. Wares

SUPPORT PERSONNEL



J. Krodel

DISTRICT TWO

Captain Doyle F. Schulz
District Commander



D. Schulz
Captain

COUNTIES: Bottineau, Burke,
McHenry, Renville, Ward

On 1 August 1986, Captain Bill Peters retired after commanding the Minot district for seventeen years. Captain Doyle Schulz replaced Bill, and immediately had his doubts about the correctness of his decision. The first week on the job he had one officer report out for seven weeks for an operation, another reported out for seven weeks with a shoulder separation, and a third out for seven weeks with an ankle injury; the two injuries were both softball related. Murphy's Law states that nothing is so bad that it could not get worse! That law was proven when that same week lightning struck the weigh/inspection station. Since then, things have certainly been on the upswing and the district is healthy and active.

The North Dakota Highway Patrol was represented again this year at the Minot State Fair. Sergeant Terry Burud organized and operated a booth that was staffed by members of the department. During the time the booth was open, the officers distributed more than seventy-five hundred balloons and were available to answer questions from the three hundred fifty thousand people that visited the fair.

SERGEANTS



I. Burud G. Odegard

PATROLMEN



M. Anderson C. Burgett R. Hyle C. Houston



K. Hummel R. Kofke M. McIntyre J. Rest K. Rodgers

MOTOR CARRIER INSPECTORS

SUPPORT PERSONNEL



C. Meyer, Motor Carrier Inspector Supervisor R. Bleecker M. Graetz P. Whitman



J. Mason

DISTRICT THREE

Captain William H. Byram
District Commander



W. Byram
Captain

COUNTIES: Benson, Cavalier, Eddy,
Pierce, Ramsey, Rolette, Towner

During 1986, Pierce County was added to District Three increasing the potential for traffic problems. With the additional county, the district recorded five fatalities in 1986 as compared to eight fatalities in 1985. One of the important factors in reducing the number of fatalities was the impact the RAID Program had on the district.

For the year 1986, 92 DUI citations were issued, 379 alcohol arrests were made, and 360 other citations were issued by officers in District Three working RAID hours. The RAID enforcement plus the fact that 433 DUI citations were issued by District Three officers had a very important impact on reducing the fatality rate in the district for 1986. Without the RAID program, it is felt the fatality rate in the district would have been considerably higher.

SERGEANT



S. Kiefstad

PATROLMEN



B. Berce



G. Buchli



D. King



K. Kirchmeier



P. Kuntz



M. Nelson



S. Nelson



J. Seeklander

SUPPORT PERSONNEL



R. Snell



R. Rath



D. Young



D. Fuchs

DISTRICT FOUR

Captain Alan K. Blomquist
District Commander



A Blomquist
Captain

COUNTIES: Grand Forks, Nelson,
Pembina, Walsh

On 1 September, the Labor Day holiday turned into a burning nightmare for many travelers on I-29 six miles north of Drayton. A cloud of smoke from a field burn-off caused zero visibility on the interstate resulting in a series of chain reaction accidents involving twenty-one vehicles and causing two deaths, twenty-two injuries, and an estimated \$65,000 in property damage.

The on-scene investigation was only made more difficult by the fact that most of the people involved were Canadians. Before Patrolman Keith Ogden, the investigating officer, arrived at the scene, some vehicles were driven from the scene in order to take injured victims to hospitals in Canada while others moved their vehicles in order to get out of the smoke. The majority of the parties involved had no idea what car or cars had hit them because they couldn't even see the hoods on their own vehicles. After hours of investigation, it was determined there were actually seven different accidents with some of the vehicles being in more than one accident.

SERGEANTS



D. Elbert G. Engen

PATROLMEN



G. Bitz R. Holden D. Johnston G. Klosterman R. Kuppich G. LaFrance

SUPPORT PERSONNEL



D. Lebrun G. Liedl K. Ogden K. Olson L. Rodgers E. Siemieniowski



M. Hoop

MOTOR CARRIER INSPECTORS



R. Hook Motor Carrier Inspector Supervisor D. Jaster Motor Carrier Inspector Supervisor J. Benjaminsen MC Inspector A. Beyer H. Fiedler J. Gander G. Jensen D. Neal R. Thurston B. Sandahl

DISTRICT FIVE

Captain Harold L. Brusletten
District Commander



H. Brusletten
 Captain

COUNTIES: Cass, Ransom, Richland,
 Sargent, Steele, Traill

On 8 August 1986, three North Dakotans who survived serious traffic accidents because they were wearing safety belts, represented North Dakota in a special ceremony in Washington, D.C. to "Kick Off" all Americans to buckle up. Sergeant Curt Ness of Fargo was one of those representing North Dakota. The other two representatives were Sergeant Dale Elbert of District Four and Christine Angell of Bismarck.

Survivors representing all fifty states and the District of Columbia participated in planting a tree in a "Survivors' Grove" at Georgetown Waterfront Park. The trees were dedicated as a living memorial to current and future lives saved as a result of the use of safety belts.

SERGEANTS



G. Johnson C. Ness

PATROLMEN



H. Aremsten R. Brunfield D. Cushing M. Hasley M. Howes

SUPPORT PERSONNEL



B. Klein L. Marchus J. Metheny G. Olson M. Vannett



J. Friedrich

MOTOR CARRIER INSPECTORS



M. Gottschalk H. Anderson
 Motor Carrier Motor Carrier
 Inspector Supervisor Inspector Supervisor



E. Fogstad D. Gilbertson M. Hansen C. Jensen D. Kindem



J. Lief L. Michelsen D. Mizel R. Nalack T. Resler G. Scheer R. Schaefer B. Vedler

DISTRICT SIX

Captain David J. Hungness
District Commander



D. Hungness
Captain

COUNTIES: Barnes, Dickey, Foster, Griggs, LaMoure,
Logan, McIntosh, Stutsman, Wells

On 17 January District Six personnel responded to a vehicular homicide in the Binford area. Patrolmen Mark Bethke and Roger Haga and Sergeant Doyle Schulz, along with assistance from the Barnes County Sheriff's Department, apprehended the suspect near Wimbledon, North Dakota. For the next five months, Patrolman Bethke, with assistance from personnel of the North Dakota Crime Bureau, Griggs County and the Highway Patrol, conducted an extensive investigation which successfully resulted in the conviction of a Class A Felony of the suspect.

Major changes in District Six personnel were also seen due to the many promotions. The second half of the year brought in a new captain and two new sergeants. By July, District Six gained the distinction of being a smoke free district.

In December, the district moved into new office facilities located at the Stutsman County Law Enforcement Center. The 3.5 million dollar facility houses all of the local city, county, and state law enforcement agencies, as well as a new correctional facility.

SERGEANTS



E. Gruchalla J. Nygaard

PATROLMEN



J. Anderson D. Bulzoni M. Bethke V. Dietz



R. Gess E. Grosgebauer R. Haga D. Hoopman W. Meidinger A. Salvatore C. Scott

MOTOR CARRIER INSPECTORS



I. L. Spuehler
Motor Carrier
Inspector Supervisor
R. Hagen D. Hook

SUPPORT PERSONNEL



M. Holzworth

DISTRICT SEVEN

Captain Pius Ternes
District Commander



P. Ternes
Captain

COUNTIES: Burleigh, Emmons, Grant, Kidder, McLean,
Mercer, Morton, Oliver, Sheridan, Sioux

District Seven saw a reduction in personnel in 1986. Even after all of the transfers and reassignments, the district is still short one Capitol security officer. In addition, the two officer post at Washburn is now a one officer post and Sergeant Rodger Vold was assigned to the nine month course at the Northwestern Traffic Institute.

District Seven had a very productive year in the enforcement and traffic safety aspect. The district completed a successful project utilizing a team approach to combat the DUI problem. The result of this approach being four hours of RAID time expended per DUI arrest.

District Seven conducted numerous traffic safety projects to include a traffic safety display at Kirkwood Shopping Mall which featured child restraints. The district also had a speedometer check display on July 4th and a safety display at Gateway Shopping Mall prior to graduation. An officer from District Seven also participated in the "Cops and Kids Fishing Derby" sponsored by the Bismarck Police Department. A DUI pre-holiday awareness hour was given prior to Christmas. In addition, a department vehicle with the NDHP banner was entered in various parades.

CHIEF PILOT



E. Kobs
Lieutenant

SERGEANTS



J. Hughes



R. Vold

PATROLMEN



A. Alzheimer



S. Brand



H. Etter



M. Erhardt



A. Huck



P. Knaak



R. Koeller



R. Liebl



R. Michels



G. Orluck



D. Polasky



R. Richard

MOTOR CARRIER INSPECTORS

SUPPORT PERSONNEL



R. Weipell



D. Yanke



M. Mattern
Motor Carrier
Inspector Supervisor



E. Bucholz



K. Weinger



M. McCormick
Secretary

DISTRICT EIGHT

Captain David P. Messer
District Commander



D. Messer
Captain

COUNTIES: Adams, Billings, Bowman, Dunn,
Golden Valley, Hettinger, Slope, Stark

On 7 May 1986 at 2300 hours, a Signal 100A was called for District Eight because of an armed robbery at the Oasis Motel in Dickinson. The suspect, Karl Irwin, was driving a 1979/81 black Dodge Diplomat with a T-top. The patrolmen in Dickinson quickly responded.

Patrolman Dean Franchuk set up on an approach to the north of the old refinery. Soon he heard someone yell from behind the refinery office building and checked it out. Upon arrival, Patrolman Franchuk found that two city police officers had the subject inside the fence. His hands were cuffed behind him and he was still fighting and kicking the officers. Patrolman Franchuk cut the top three wires of the fence and Irwin was lifted over the fence and carried to Patrolman Franchuk's patrol car. When they reached the Law Enforcement Center, Irwin was still fighting and kicking and had to be restrained with leg irons.

Another Signal 100A was called on 20 May 1986, after a homicide occurred on the Indian Reservation northwest of Twin Buttes. On 21 May, the suspect was observed traveling south from the Twin Buttes airport on ND #8. A Bureau of Indian Affairs unit followed the suspect until reaching a roadblock which was set up by Sergeant Robert Willenbring and Patrolmen Dean Franchuk and Bruce Klein. The suspect was stopped and arrested without incident.

SERGEANTS

PATROLMEN



D. Glum R. Willenbring



K. Bales D. Eckmann D. Franchuk

MOTOR CARRIER INSPECTORS



J. Gual L. Scott H. Steffen R. Ulrich



D. Wagner
Motor Carrier
Inspector Supervisor
D. Buchholz C. Buchfield

SUPPORT PERSONNEL



S. Dietz J. Korstad M. Schaeffer S. Svith T. Taylor C. Uetz L. Van Eckhaat
MC Inspector MC Inspector MC Inspector MC Inspector MC Inspector MC Inspector MC Inspector



J. Church
Secretary

NORTH DAKOTA LAW ENFORCEMENT TRAINING ACADEMY

In 1986 the North Dakota Basic Police Officer Course was opened up to civilians for the first time. The fifty-first basic class went through psychological testing, background investigation, oral interview, and a physical examination. An oral interview board of three officers screened over fifty applicants and selected eleven to attend the course.

At the present time all but two of the students who completed the course are employed by a law enforcement agency.

One of the reasons this program was instituted was to try to come up with a pool of eligible officers for smaller departments to draw from who paid their own way and were ready to go to work at the time they were hired. The cost per student was \$1,000. This amount covered the testing, background investigation, food, lodging, books, etc.

In 1986 an accident reconstruction course was held with twenty-three people in attendance. This course was probably the most difficult ever conducted at the Training Academy. Three of the students in the class failed the required examinations.

During the year, the Law Enforcement Training Academy was painted, inside and out, by utilizing inmates from the State Farm. This process took approximately two months to complete.

Attendance at the Training Academy varied from week to week throughout the year with a variety of courses being offered and a vast number of different agencies using the facilities.

The following is a tabulation of total yearly attendance by region and state agencies. For clarification purposes, region is comparable to the borders of the current Highway Patrol districts.



TRAINING PROGRAM SUMMARY -- 1986

Total Yearly Attendance By Region and State Agency

	Local	County	State	Other
Region I	3	18		
Region II	23	28		
Region III	17	7		
Region IV	15	17		
Region V	30	23		
Region VI	9	23		
Region VII	65	38		
Region VIII	15	16		
Attorney General's Office			6	
Beltrami County Sheriff's Department				1
Bismarck Fire Department				3
Brandon Police Department				1
Bureau of Criminal Investigation			5	
Bureau of Indian Affairs				6
Canadian Armed Forces				2
Cando Fire Department				1
Cooperstown Fire Department				1
Devils Lake Law Enforcement Center				3
Drug Enforcement Unit			16	
Federal Bureau of Investigation				2
Fire Marshal			1	
Game and Fish Department			43	
Grand Forks County Correctional Center				5
Grand Forks Fire Department				2
Hennepin County Sheriff's Department				1
Highway Patrol			248	
Minot Air Force Base				1
Minot Rural Fire Department				2
North Dakota State University Police Department			3	
Park Service			1	
Parole Department			22	
Pay Basic Students				11
Penitentiary			10	
Prince Albert Police Department				1
Rapid City Police Department				2
Regina Police Service				3
Saskatoon Police Department				1
Sioux Falls Police Department				1
South Heart Fire Department				1
Southwest Multi-County Correctional Center				9
Stanley Fire Department				1
Stearns County Sheriff's Department				3
University of North Dakota Plant Services			1	
University of North Dakota Police Department			4	
Washburn Fire Department				1
West Fargo Fire Department				1
Williston Fire Department				1
Totals	177	170	360	67

Total Attendance for 1986 -- 774

What Is It Like To Be A Highway Patrol Officer?

Being a Highway Patrol Officer is more than just a job. It is a profession that offers the opportunity for a satisfying life of service.

Many attributes are desirable, but most of all, the individual must have a basic liking for people. Those who possess an instinctive desire to help others make the best patrol officers. Applicants must also possess good moral character and no criminal record.

Minimum Qualifications For North Dakota State Highway Patrol Officers

1. Age -- 18-33, inclusive.
2. A citizen of the United States for not less than two years prior to appointment -- veterans have preference.
3. Must have satisfactorily completed at least sixty semester or ninety quarter hours at an accredited institution of higher learning.
4. Must possess an unrestricted driver's license.
5. Must be physically qualified -- cannot have loss of or limited use of extremities. Must also successfully pass physical agility tests established by the department.
6. Minimum of 20/60 vision each eye, correctable to 20/30 or better each eye, with no appreciable loss of peripheral vision or depth perception.
7. Weight appropriate to height.
8. Normal hearing in each ear.
9. Good posture.
10. Officer-like bearing.
11. Good personal appearance.
12. Must be willing to perform work involving personal hazards, requiring irregular hours including night shifts, weekends, and holidays.
13. No prior law enforcement experience necessary.

Training

Officers of the North Dakota Highway Patrol are a highly trained group who pride themselves with the service they make available to the people of the state of North Dakota. The training is one of the most intense police programs offered in the upper Midwest.

All new officers receive over eight hundred hours of instruction at the Patrol Academy.

Career Employment

Patrol employment offers a professional status which builds with the individual's knowledge and desire for advancement.

The Patrol has its own retirement program and subscribes to group health and life insurance plans.

Vehicles, uniforms, and equipment are furnished by the department.

Employment

Prior to being employed with the department, an applicant must pass a written pre-entrance examination, which consists of several tests that appraise mental capacity, interests, attitudes, and other personality characteristics. A personal interview, background investigation, and a complete physical examination are also conducted.

For additional information or an application form, contact:

Headquarters
North Dakota Highway Patrol
State Capitol Building
Bismarck, ND 58505-0155
701-224-2455

or any district Patrol Office at the following locations:

Williston	572-9566	512 4th Avenue East
Minot	839-4722	US #2 Bypass East Highway Department Building
Devils Lake	662-2527	222 West Walnut
Grand Forks	777-3791	Highway 81 North Highway Department Building
Fargo	237-7756	503 38th Street South
Jamestown	251-2572	205 6th Street Southeast
Bismarck	224-2255	700 South 9th Street
Dickinson	227-2345	Highway 22 North

AIRCRAFT

Aircraft enforcement began in July 1966 with one Cessna 172. North Dakota became the nineteenth state to employ aircraft in routine patrol.

Presently the State Patrol operates two aircraft. The Bismarck based Cessna Skylane covers the western four districts and headquarter's assignments. The second Cessna Skylane is based at Grand Forks and covers the eastern four districts. Both aircraft are utilized for assigned patrol enforcement duties in addition to such duties as: transportation of personnel, search missions, medical flights, and storm patrols. The Patrol also utilizes its aircraft to assist various city police departments, sheriff departments, the U.S. Marshal's Service, and other federal agencies.

Aircraft enforcement was down in 1986 for several reasons:

1. Aircraft was not utilized for enforcement assignments from January through April 1986.
2. Considerable amount of road construction during the year.
3. Repainting of symbols not completed in time -- some high traffic areas were not repainted at all.
3. October and November, normally productive months, found the aircraft down because of low ceilings, rain, fog, and snow. Very unusual weather for North Dakota during this time of year.

It is well recognized that the use of aircraft is no panacea to all of our traffic problems. We do hope, however, through the use of aircraft, traffic accidents, injuries, and deaths can be substantially reduced.



1981 Cessna Skylane RG

The following is a brief summary of aircraft operation totals:

<u>Traffic Violations</u>		<u>Criminal</u>	
Speed violations	4,609	Criminal apprehensions	1
DUI	2	Criminal search	2
Drivers license	7		
Illegal passing	1	<u>Emergencies</u>	
Careless Driving	1	Blood transport	2
Other	63	Other	1
Assisting Other Agencies	28		
Total Flight Hours	898.45		

We are anticipating a full and productive 1987. In addition, it is always refreshing to hear a trooper say after the traffic stop, "Another radar detector."

NEW EQUIPMENT ACQUISITIONS

In 1986 the Patrol made major purchases which have contributed greatly to the patrolmen's safety, training, and ability to detect traffic law violators.

The department ordered and installed seventy plexiglass cages as optional equipment for those officers expressing an interest in using them. To date a noticeable disadvantage is noted in instances of accident investigations where the physical barrier is not conducive in dealing with the public. One exceptional advantage, however, is being assured the DUI or other arrested individual will still be in the back of the squad car after his or her vehicle is moved safely off the road.

Each district and headquarters office has a VCR system which is utilized to view training films. In addition, the VCR system when utilized in conjunction with the recording system, is used to evaluate an individual's presentation of topics.

In May the Patrol purchased fourteen Hawk radar units. Their unique function allows the operator to literally clock the speed of a vehicle "coming and going." Perhaps its most rewarding advantage is getting a clock on the vehicle that suddenly appears in the rearview mirror. To date officers have had few, if any, complaints from violators who followed "too closely too quickly."

Throughout the state, Highway Patrol officers are refining their DUI arrest technique with the sobriety tests: Gaze Nystagmus, walk and turn, and one leg stand. These improved sobriety tests, along with the introduction of the Intoxilyzer 5000 in 1985, have enhanced the Patrol's ability to detect and remove the alcohol or drug influenced driver. In addition, the Intoxilyzer has eliminated much of the time element of processing the DUI and reduces the possibility of officer error.

Both the Intoxilyzer and the improved sobriety tests are being used to good advantage in assisting the states attorneys with prosecuting the DUI driver.

SAFETY DIVISION

During 1986 North Dakota Highway Patrol officers conducted 790 safety presentations. Forty-one thousand eight hundred twenty (41,820) people were in attendance at the various assemblies conducted for high school and college students, governmental agencies, public civic groups, and other audiences interested in traffic safety. Numerous subjects were addressed, to include:

1. Removing the Alcohol Impaired Driver From the Roadway (RAID)
2. Teenagers -- Drinking and Driving
3. The Effects of Alcohol and Traffic Crashes
4. Defensive Driving Course
5. Safety Belts and Child Restraint Devices
6. North Dakota Highway Patrol Duties and Responsibilities
7. Motor Carrier Vehicle Safety Inspections
8. Surviving Winter Driving Emergencies
9. Intoxilyzer Demonstrations
10. Traffic Safety Booths

Safety topics and training sessions at the district level were significantly enhanced with the incorporation of timely subject videos into the district meetings.

The North Dakota Highway Patrol, in conjunction with the North Dakota Safety Council and the Safety Belt Coalition, implemented a safety belt plaque award program early in the year. Sixteen vehicle occupants were recognized in public ceremonies for escaping serious injury or death in traffic crashes. Their survival was based primarily on wearing of occupant restraints, i.e., safety belts. In the case of several infants or toddlers, it was child safety seat restraints.

The Patrol, in conjunction with the Otter Tail Power Company, also distributed approximately two hundred safety belt certificates during the year. The certificates were awarded on the basis of a patrol officer simply observing someone properly wearing their safety belt. The recipients were also eligible for receiving flashlight awards.

The overall goal of the programs was to encourage a greater percentage of vehicle occupants to wear safety belts. The publicity is designed to generate a heightened public awareness.

One of the biggest boons to traffic safety as far as the department is concerned was the assignment of the traffic safety responsibility to an individual officer in each district in 1986. Although there was a transition period, district accountability relative to the safety function is essential to viable traffic safety programs.

The North Dakota Highway Patrol Safety Division statistics show one hundred people died on North Dakota streets and highways in eighty-eight motor vehicle traffic accidents in 1986 as compared to ninety people who died in seventy-seven accidents in 1985. Alcohol directly or indirectly contributed to forty-one of the fatalities in 1986 as compared to fifty of the fatalities in 1985.

Sixty-five drivers, thirty-one passengers, and four pedestrians died in traffic accidents in 1986. Eighty-one victims were not wearing occupant restraints and four were wearing safety belts. Seven motorcyclists died.

Twenty-six accidents happened on county or township roads, twenty-five on state highways, fifteen on city streets, fourteen on U.S. highways, and eight on interstate highways.

Thirty-four of the accidents involved a motor vehicle with another motor vehicle in traffic, twenty-nine were overturn noncollision, eight struck a fixed object, seven involved motorcycles, four involved pedestrians, three struck railroad trains, and three were classified as other noncollision.

Fifty-four traffic crashes happened in daylight and thirty-four in darkness.

Alcohol was the primary contributing factor in thirty-six crashes, speed too fast for conditions in twenty-three, and failed to yield right-of-way in seven.

People Killed In Vehicular Traffic Accidents

North Dakota

	<u>1986</u>	<u>1985</u>
Vehicle Drivers (other than motorcycle)	59	45
Vehicle Passengers (other than motorcycle)	30	29
Motorcycle Operators	6	8
Motorcycle Passengers	1	0
Pedestrians	4	6
Bicycles	<u>0</u>	<u>2</u>
Total Fatalities	100	90
Total Accidents	88	77
Alcohol Related Fatalities	41 (41%)	50 (55.5%)
Alcohol Related Accidents	36 (40.9%)	43 (55.8%)
Victims Wearing Safety Belts	4	3
Victims Not Wearing Safety Belts	81	70



Patrolman Wes Meidinger and Captain Dave Hungness presenting the Safety Belt Award to Judy Birger in Jamestown on 22 October 1986. "Although Mrs. Birger was injured, the safety belt saved her from permanent debilitating injury or death."

1986 Fatalities

Age Group of Drivers and Passengers

<u>Age Group</u>	<u>Driver</u>	<u>Passenger</u>	<u>Pedestrian</u>
0 - 15	1	5	1
16 - 25	18	11	0
26 - 45	22	5	2
46 - 65	11	3	0
66 & Older	13	7	1
Total Fatalities --	100		

1985 Fatalities

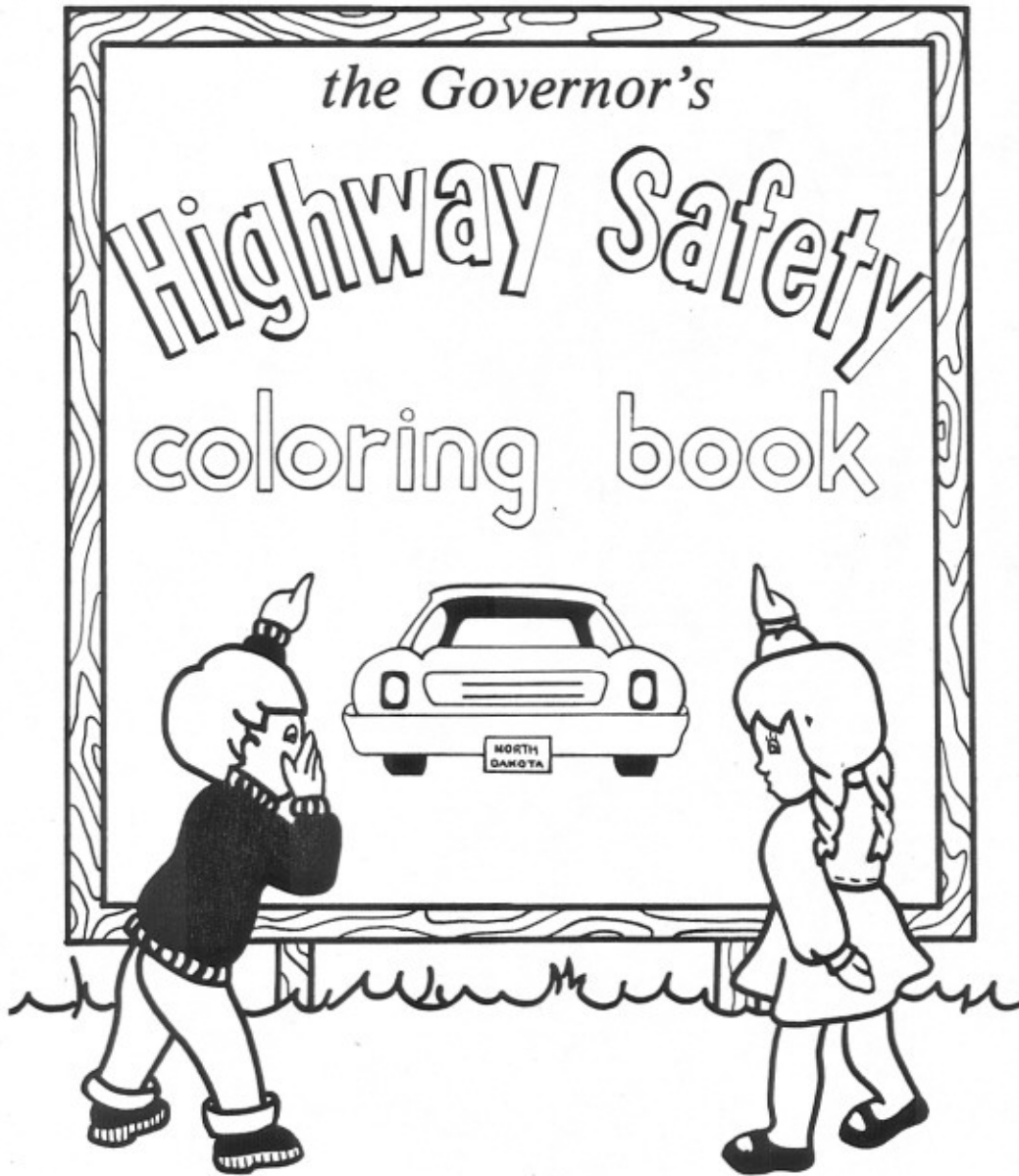
Age Group of Drivers and Passengers

<u>Age Group</u>	<u>Driver</u>	<u>Passenger</u>	<u>Pedestrian</u>
0 - 15	*2	4	0
16 - 25	19	12	4
26 - 45	15	5	0
46 - 65	9	2	1
66 & Older	*10	6	1
Total Fatalities --	90		

*One was the driver of a bicycle.

GOVERNOR'S HIGHWAY SAFETY COLORING BOOK PROJECT

During the calendar year of 1986, patrolmen throughout the state distributed thirty-three thousand coloring books to first and second graders. The patrolmen went to the classrooms during school hours and presented the coloring books and answered questions the students had concerning traffic safety and other topics.



FRIDAY NIGHT

(FNL) was developed by the Washington Traffic Safety Commission in 1982, with the assistance of Watts/Silverstein Production Company of Seattle, Washington. The final product was completed in 1983. Following its introduction into Washington in 1983, Montana began using it in 1984, and California and Alaska in 1985. In 1986, through a federal grant, Friday Night Live began in North Dakota.

FNL is a twelve minute, multi-image slide tape presentation which provides facts about drinking and driving in a straightforward way. Its effectiveness is based in part on its high-tech appeal to teenagers. Rock music is pushed through a set of Bose speakers by a 300-watt amplifier, which also powers a Teac tape deck. A computer dissolve unit takes its "cues" from the tape deck and then triggers the three slide projectors which project onto a 9 x 12 foot screen. FNL is otherwise effective because it relates to teenagers on their own level, using their own music, language, and spokespeople. It provides information with emotion, but without a lecture.

FNL illustrates the effects of alcohol and drugs on driving skills. It shows how a number of drinks over a period of time slows driver reaction time, distorts vision, and gives the driver a false sense of control. It encourages teenagers to be responsible for their friends and to think twice before letting a drinker drive.

The show begins with scenes of teenagers getting ready to go out. It is followed by "hang out" scenes and "cruising main." A teenage girl is then pulled over by a Highway Patrol officer, subjected to a series of roadside sobriety tests, and subsequently arrested for DUI. That scenario ends with the teenager alone in a police station, the result of having had too much to drink.

The presentation further emphasizes the consequences of drinking and driving by letting two teenagers tell their own stories: On a first date, Scott had too much to drink and lost control of the car on the way home. Cindy, his passenger, lost her eye in the automobile accident and was disfigured for life.

As good as FNL is, most research indicates that one-time presentations on the effects of alcohol and drugs on driving don't often result in actual behavior change. For that reason, an instructional support package accompanies FNL. The package consists of materials describing a series of "pre-showing" activities, including a survey of drug use and drinking/driving behavior, and school-wide promotional strategies designed to increase student interest and receptivity to the messages of FNL. A "post-showing" package includes a range of activities which reinforce the messages of the multi-image presentation. These classroom activities are designed for implementation in language arts, social studies, health education, driver education, and other classes.

FNL is not intended to reach or otherwise rehabilitate those teenagers who have gone too far with drugs and alcohol, but to dissuade others from doing likewise. When teenagers can ask the question: "Why didn't I?" -- "Why didn't I?", it's too late. If they can say: "Why don't I?" -- "Why don't I?" and choose an alternative, they will be better off that night and probably for the rest of their lives.

SUMMARY OF OPERATIONS

1 January 1986 through 31 December 1986

The following Summary of Operations includes all activities for the year 1986, conducted both during regularly scheduled shifts and overtimes shifts combined. The purpose for the combination is an attempt to simplify any confusion in comparing the RAID and Speed activities to regular patrol activities. The fiscal year for the overtime RAID and Speed programs runs from 1 October 1985 through 30 September 1986 and the Summary of Operations fiscal year runs from 1 January 1986 through 31 December 1986. A separate summary for the RAID and Speed programs is also included.

The information for the Summary of Operations is compiled from the officers' daily activity reports.

MOVING VIOLATION ARRESTS

*Speeding	55,152	
*Open Container	1,438	
*Disregard Stop Sign	663	
*Exceeded Width, Height, & Length	158	
*Exceeded Weight Limitations	626	
Others	<u>4,492</u>	
Total		62,529

NONMOVING VIOLATION ARRESTS 1,300

CRIMINAL ARRESTS

*Drove Under Influence	1,690	
*Drove Under Suspension	708	
*Minor in Possession	676	
*No Liability Insurance	98	
Others	<u>723</u>	
Total		<u>3,895</u>

TOTAL ARRESTS 67,724

WARNINGS

Moving	15,716
Equipment	<u>14,421</u>

TOTAL WARNINGS 30,137

HIGHWAY ASSISTS 1,646

ACCIDENTS INVESTIGATED 2,517

PUBLIC SERVICE ACTIVITIES

Public Service -- Form 321	9,533	
Public Service Arrests	<u>53</u>	
Total		<u>9,586</u>

TOTAL CONTACTS MADE FOR 1986 111,610

*These areas total 90 percent of all citations issued.

SUMMARY OF OPERATIONS

Hours Worked

1 January 1986 through 31 December 1986

TRAFFIC HOURS

Accidents Investigated at Scene	3,131
Accident Investigation Follow-up	4,966
Truck Enforcement	28,574
Traffic Court	7,014
Report Writing	7,931
Patrol Enforcement	85,217
Escorts	77
Other Special Traffic Details	2,899
Servicing Equipment	2,495
Office Detail	13,535
Supervision (Captains & Sergeants)	10,958
Traffic Safety Talks	<u>864</u>
TOTAL TRAFFIC HOURS	167,661

NONTRAFFIC HOURS

Criminal Investigations	867
Motor Vehicle	1,625
Nontraffic Patrol	9,555
Nontraffic Court	291
Nontraffic Special Detail	13,477
Training	16,203
Nontraffic Report Writing	164
Driving Examinations	139
School Bus Inspections	442
Public Service	<u>45</u>
TOTAL NONTRAFFIC HOURS	42,808

Total Hours Worked	290,492
Total Hours Worked Between 1800 and 0600	80,485
Total Miles Driven	3,095,976
Total Interstate Hours	27,223
Total State and Federal Hours	79,886
Total County Road Hours	6,120

SUMMARY OF OPERATIONS

Activities Report

1 January 1986 through 31 December 1986

NONTRAFFIC ACTIVITIES

Criminal Investigations	316
Criminal Arrests	3,895
Nontraffic Special Details	4,484
School Bus Inspections	1,306
Public Service Activities -- Form 321	9,533
Public Service Arrests	53
Total Receipts	50,717
Bridge Adjustments	1,311
Oxygen Unit Used	22
Motor Vehicle Department	6,911
Trip Permits Collected	20,431
Assistance to Other Agencies	952
Crowd Control	3
Escorts	33
Warrants Served	59
Stolen Vehicles Recovered	31
Stolen Property Recovered	16
Value of Vehicle and Property Recovered	308,900
Transportation Provided	2,837
Garages Checked for Damaged Vehicles	58
Vehicles Impounded	72
Equipment Weighed	788,403
Bars Closed	4
Total Vehicle Count	988,072
Axle Adjusted	12,030
Films Shown and Talks Given	793
Blood Runs	116
High Speed Operation of Vehicle	4,840
Force Used in Arrest	35
Firearms Used or Drawn	37
Assault of Officer	0
CB Radio Contacts	90

SUMMARY OF OPERATIONS

Accidents

1 January 1986 through 31 December 1986

The total number of accidents investigated by the North Dakota Highway Patrol in 1986 was 2,517. From 1 January through 30 November, Highway Patrol personnel investigated 46 accidents involving fatalities, 625 involving personal bodily injury, and 1,472 involving property damage only.

Total Fatality Accidents	88
Persons Killed	100
Residents	87
Nonresidents	13
Drivers	65
Passengers	31
Pedestrians	4
Male	72
Female	28
Wearing Safety Restraints	
Yes	4
No	81
Location of Accident	
Interstate Highways	8
Other U.S. Highways	14
State Highways	25
County and Township Roads	26
City Streets	15
Type of Accidents	
Motor Vehicle With:	
Pedestrian	4
Other Motor Vehicle	34
Railroad Train	3
Fixed Object	8
Overturn Noncollision	29
Other Noncollision	3
Motorcycle Involvements	7
Day of Week	
Monday	13
Tuesday	14
Wednesday	13
Thursday	5
Friday	14
Saturday	17
Sunday	12
Light Conditions	
Daylight	54
Darkness	34

<i>Time of Occurrence</i>	
12:01 midnight.....6:00 a.m.....	14
6:01 a.m.....12:00 noon.....	19
12:01 noon.....6:00 p.m.....	26
6:01 p.m.....12:00 midnight.....	29
 <i>Contributing Circumstances Indicated</i>	
Had Been Drinking	36
Speed Too Fast for Conditions	23
Failed to Yield Right-of-Way	17
Drove Left of Center	2
Improper Passing	5
Improper Backing or Parking	0
Drove Wrong Way on One Way	0
Fell or Jumped From Moving Vehicle	1
Driverless Moving Vehicle	0
Defective Vehicle Component	2
Other	2

FIELD FORCE DIRECTIVES FOR 1986

Field force directives originate at Headquarters and are sent to the respective district office to be complied with. The Patrol collects NSF checks for the Motor Vehicle Department, or for another example, resubmits a license application to a patrolman requesting further information to complete the application.

In 1986, the following categories of directives were dealt with:

Motor Vehicle NSF checks	148
Additional information or fees, or license plates to be picked up	86
Materials resubmitted to officers for clarification or correction	381
NSF checks submitted to the Patrol	25
	<hr/>
Total	640

"TO REMOVE THE ALCOHOL IMPAIRED DRIVER"

OPERATION RAID

Fiscal Year 1 October 1985 through 30 September 1986

In October 1985, the North Dakota Highway Patrol received a grant from the Traffic Safety Division of the North Dakota State Highway Department for a proposed traffic enforcement program to assign personnel on an overtime basis with the express purpose of "removing the alcohol impaired driver" (RAID) from the state's highways. District sergeants and field patrolmen were eligible to work the overtime program.

The RAID project was to operate from 1 October 1985 through 30 September 1986. Specific areas and times of operation were to be selected by the Highway Patrol based on historical traffic data indicating a high level of accidents involving alcohol and other traffic law violations in areas with a high incidence of driving while intoxicated. These selected areas of operation were to receive additional patrolling by regularly assigned Highway Patrol officers working an overtime shift extension of four hours or assigned an eight hour shift on a scheduled day off with major emphasis placed on Fridays and Saturdays after 1800 hours.

"A high level of traffic enforcement through the efficient deployment of uniformed personnel on an overtime basis" was the primary objective, as stated in the application. The primary goal of the project was to apprehend those drivers operating a motor vehicle while under the influence of intoxicants and/or violating traffic laws which are major contributory factors in accident causation. Other violations, hazardous and nonhazardous, were to receive appropriate consideration.

The specific theme, then, was to increase the level of patrol by utilizing current manpower in an overtime status, rather than increasing the manpower level through additional staffing.

The project evaluation was conducted by the North Dakota Highway Patrol and consisted of reviewing the statistical data gathered by the department to determine if project goals and objectives were met. This statistical data was extracted from department computer printouts and data logged during the RAID program. These computer printouts contained the number of citations issued across the state for the reporting period 1 October 1985 through 30 September 1986. From these materials, the printout data was separated into categories by the type of violation, i.e., DUI, speed, other law enforcement contacts, and other alcohol related citations.

Table I is a summarization by Patrol district of the federal overtime hours devoted to Operation RAID. The total number of traffic law enforcement contacts by officers working federal overtime during the project period was 5,340 -- 418 DUI arrests, 1,867 speed citations, 2,114 moving and equipment violations, and 941 other arrests.

Table II reflects the number of DUI arrests per hour of overtime worked and the number of traffic contacts per hour of overtime worked by each district. The data indicated it required an average of 10.8 hours of overtime worked per DUI arrest in FY 85-86. The Table also reveals the Patrol did not achieve its stated goal of 660 DUI arrests, but a total of 418. A favorable 1.2 traffic law enforcement contacts per overtime hours worked was attained.

TABLE I

<u>DISTRICT</u>	<u>HOURS</u>	<u>CONTACTS</u>	<u>DUI'S</u>	<u>SPEED</u>	<u>MOVING WARNINGS</u>	<u>EQUIPMENT WARNINGS</u>	<u>OTHERS</u>
One	478	504	60	145	111	118	70
Two	570	674	32	327	105	145	65
Three	658	907	90	132	280	186	219
Four	750	882	44	395	150	165	128
Five	225	236	20	99	34	60	23
Six	480	578	31	202	159	94	92
Seven	911	1,144	114	411	138	204	277
Eight	<u>437</u>	<u>415</u>	<u>27</u>	<u>156</u>	<u>86</u>	<u>79</u>	<u>67</u>
Total	4,509	5,340	418	1,867	1,063	1,051	941

TABLE II

<u>DISTRICT</u>	<u>HOURS</u>	<u>CONTACTS</u>	<u>DUI'S</u>	<u>HOURS WORKED PER DUI</u>	<u>CONTACTS PER HOUR</u>
One	478	504	60	8.0	1.1
Two	570	674	32	17.8	1.2
Three	658	907	90	7.3	1.4
Four	750	882	44	17.0	1.2
Five	225	236	20	11.3	1.0
Six	480	578	31	15.5	1.2
Seven	911	1,144	114	8.0	1.3
Eight	<u>437</u>	<u>415</u>	<u>27</u>	<u>16.2</u>	<u>.9</u>
Total	4,509	5,340	418	10.8	1.2

SPEED ENFORCEMENT OVERTIME PROJECT

Operation "Speed"

Fiscal Year 1 October 1985 through 30 September 1986

In October 1985, the North Dakota Highway Patrol received funds from the Traffic Safety Division of the North Dakota State Highway Department to provide 3,360 man hours of "Selective Speed Enforcement" overtime hours. These assigned overtime hours were to reduce the percentage of motorists exceeding the 55 mile per hour speed limit from the high of 75.0 percent as stated in the September 1985 Quarterly Report to 50.0 percent by the end of Fiscal Year 85-86.

The Speed overtime project covered the time period of 1 October 1985 through 30 September 1986. Specific areas indicating a high level of noncompliance with the 55 mile per hour speed limit and times of operation were to be selected by the Highway Patrol based on the speed data obtained from the speed monitoring stations and information provided by the Traffic Safety Division of the North Dakota Highway Department. District commanders were to assign personnel to those areas where data indicated more than 50 percent of traffic was moving in excess of the 55 mile per hour speed limit. Personnel assigned to work overtime were allowed to work eight hours per month and officers were assigned to work a four hour shift on a day off.

"A high level of traffic enforcement through the efficient employment of uniformed personnel on an overtime basis" was the primary objective as stated in the application. The primary goal of the project was to apprehend those drivers operating a motor vehicle at speeds in excess of the posted limits. Other violations, hazardous and nonhazardous, were to receive appropriate consideration. The specific idea, then, was to increase the level of traffic law enforcement patrol by utilizing current personnel in an overtime status, rather than increasing the manpower level through additional staffing.

Table I is a summarization by Patrol districts of the total number of traffic law enforcement contacts made during the project and also portrays the number of total contacts per hour to the patrol enforcement hours expended on the project.

According to Table I, the North Dakota State Patrol did achieve the stated goal of at least 1.5 citations per hour of patrol enforcement with a ratio of 2.0 citations per hour of traffic law enforcement. In addition, the Patrol did issue 2.4 enforcement contacts, citations, and warnings per hour of patrol efforts.

The North Dakota Highway Patrol aircraft units were flown for a total of 28 hours on an overtime basis during the project period. The aircraft pilots detected 251 speed violations and 2 other traffic violations for a total of 253 enforcement contacts or 9.0 contacts per flight hour. The number of violations detected by the aircraft pilots may or may not be included in the Table because the officers making the apprehensions may not have been on an overtime shift.

TABLE I

Average Number of Contacts Per Hour of Traffic Law Enforcement

October 1985 through September 1986

<u>DISTRICT</u>	<u>CITATIONS</u>	<u>WARNING & EQUIPMENT VIOLATIONS</u>	<u>TOTAL CONTACTS</u>	<u>HOURS WORKED</u>	<u>CITATIONS PER HOUR</u>	<u>CONTACTS PER HOUR</u>
One	571	159	730	292	2.0	2.5
Two	640	98	738	344	1.9	2.1
Three	593	121	714	314	1.9	2.3
Four	1,089	229	1,318	504	2.2	2.6
Five	582	153	735	348	1.7	2.1
Six	655	260	915	392	1.7	2.3
Seven	1,073	89	1,162	421	2.5	2.8
Eight	559	59	618	318	1.8	1.9
	—	—	—	—	—	—
Total	5,762	1,168	6,930	2,933	2.0	2.4

MOTOR CARRIER DIVISION

PERMIT SECTION

Many accomplishments were made by the Motor Carrier Division during 1986. Those accomplishments include a computer program for renewing identification supplements and seasonal permits. This program will enable the renewals for 1987 to be issued by computer printout. Detailed identification supplement and seasonal permit statistics will be available and file space will no longer be needed for filing copies of supplements and seasonal permits. By 1988, renewals will be simplified and more efficient.

New vertical clearance lists were prepared by working with the Bridge Division of the State Highway Department. The new master lists show all structures on all state highways, and color-coded condensed lists for I-29 show only the overhead obstructions.

The Motor Carrier Division also saw a 33 1/3 percent reduction in personnel with the elimination of one permit clerk. The same workload is still being accomplished.

The Motor Carrier Division met with the North Dakota Motor Carriers Association, the Land Improvement Contractors Association, Acme Welding, Bud's Mobile Home Transport, and the County Directors of Tax Equalization to pass on helpful information and to answer general questions concerning size, weights, and permits.

Oversize weekend movement restrictions were relaxed so movements not exceeding twelve feet in width could move on any day, during daylight hours only.

Permits Issued by the Headquarter's Permit Section for 1986

Single Trip	
Oversize Only	2,871
Overweight Only	132
Oversize & Overweight	1,042
Mobile Homes	187
Identification Supplements	
Oversize & Overweight	3,827
Mobile Homes	154
Seasonal Permits	192
Single Trip Movement Approval Forms	
Oversize & Overweight	20,747
Mobile Homes	3,559
Interstate	29,380
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Total	62,091

Permits Issued by Field Personnel for 1986

Oversize & Overweight	2,146
Oversize Only (Includes mobile homes)	5,394
Overweight Only	571
	<hr/>
Total	8,111

Oversize Movement Revenue for 1986

All Single Trip permits & All ID Supplements	\$298,829
Seasonal Permits	2,905
Escort Fees	4,784
Heavyweight Fees	20,170
Ton Mile Fees	76,938
Engineering Fee	5,415
	<hr/>
Total Revenue for Oversize Movement	\$409,041

SUMMARY OF REVENUE

- A. Trip permit fee collections have been dropping steadily since North Dakota joined the International Registration Plan (IRP) in 1981.
- B. Fuel permit fee collections have been dropping because trucking companies can just run off copies of their fuel license cab cards and leasing companies are permitted to put photo copies of the cab cards in trucks and file reports for the companies they lease to.
- C. Oversize mobile home movements have been declining since reaching a peak in 1974.
 1. 16 foot and 18 foot wide homes are now permitted, but they are too large for many trailer courts and can't be moved in most other states.
- D. Oversize and overweight movements reached a peak in 1981 and 1982.
 1. The oil boom and power plant construction was the primary reason for the large volume of movements.
 2. Permits issued for overlength and overwidth have declined since 1983 when 8 feet 6 inches in width became legal on all highways and 110 feet in overall length became legal on designated highways.

NORTH DAKOTA INSPECTOR REPORT

January through December 1986

Beach	\$ 139,527.40
Bowman	85,917.54
Ellendale	57,201.68
Fargo	169,596.42
Grand Forks	208,121.43
Hague	63,422.64
Joliette	213,106.74
Minot	147,731.89
Mooreton	91,526.46
Williston	139,487.60
Patrolmen	559,779.95
Office	310,782.15
	<hr/>
Total	\$2,186,201.90

Total Revenues Collected by the Highway Patrol

Trip Permits	\$ 365,095.00
Heavyweight Fees	20,170.00
Ton Mile	76,937.53
Mobile Home Permits	23,605.00
10 Percent Harvest Permits	6,950.00
Seasonal Permits	2,905.00
Restricted Permits	4,055.00
Interstate Movement Fees	94,509.00
Engineering Fees	5,415.00
Permits	176,660.00
Escort Fees	4,784.30
Overloads	286,136.80
Approved Equipment	3,255.00
10 Percent Winter Weight Increase	57,625.00
Manitoba Flat Fee	120,900.00
Saskatchewan Flat Fee	178.00
Fuel Tax	307,390.00
License Fees	590,081.27
Combine Fees	39,550.00
	<hr/>
Total	\$2,186,201.90

MOTOR CARRIER SAFETY INSPECTIONS

1 October 1985 through 30 September 1986

The fiscal year for the Motor Carrier Safety Assistance Program (MCSAP) runs from 1 October through 30 September. During this time period, the North Dakota Highway Patrol inspected a total of 7,351 vehicles. Of these, 2,572 vehicles were placed out of service with 4,253 out of service violations. The number of drivers placed out of service was 482 with 498 driver out of service violations.

These totals include motor carriers inspected by the personnel assigned to the MCSAP program and all other traffic and motor carrier patrolmen. They do not include PSC inspections conducted by the motor carrier inspectors assigned to the permanent scales.

The North Dakota Highway Patrol personnel assigned to the 1986 MCSAP program inspected a total of 5,624 motor carriers. Of these, 2,433 were placed out of service with 4,040 out of service violations. The number of drivers placed out of service was 435 with 447 driver out of service violations.

Vehicles inspected ranged from a low of four per shift in the Devils Lake district, where the officer inspects motor carriers alone, to a high of nine in the Bismarck/Dickinson areas, where inspections were conducted on the interstate system. The cost per inspection for the 1986 MCSAP program was \$31.28.

	<u>Hazardous Materials</u>	<u>All Other</u>
<u>Trucks</u>		
Inspections	1,086	6,259
Vehicles Out of Service	209	2,363
Out of Service Violations	343	3,910
Drivers Out of Service	15	467
Out of Service Violations	15	483
	<u>Number</u>	<u># O-O-S Actions</u>
<u>Violations By Type</u>		
<u>Vehicle</u>		
Brakes	5,358	2,363
Coupling Devices	207	88
Exhaust System	21	1
Fuel System	128	43
Frames	1,032	503
Lighting	2,405	382
Steering Mechanism	46	17
Suspension	707	317
Tires	821	175
Warning Devices, Stopped Vehicles	353	200
Wheels, Studs, Clamps, etc.	461	118
All Other Vehicle Defects	1,267	44

	<u>Number</u>	<u># O-O-S Actions</u>
Driver		
Medical Certificate	412	1
Hours of Service	997	455
All Other Driver Violations	823	28
Hazardous Materials		
Shipping Paper	23	0
Improper Placarding	45	4
Accepting Shipment Improperly Marked, Labeled, or Described	25	0
Improper Blocking and Bracing	1	0
No Retest and Inspection (Cargo Tank)	28	2
No Remote Shutoff Control	4	2
Use of Nonspecification Container	4	0
All Other Hazardous Materials Violations	12	4

	<u>Number</u>
<u>Bus</u>	
Inspections	6
Vehicles Out of Service	0
Out of Service Violations	0
Drivers Out of Service	0
Out of Service Violations	0
Other Violations	24

	<u>Number</u>	<u># O-O-S Actions</u>
<u>Violations By Type</u>		
Vehicle		
Brakes	0	0
Exhaust System	0	0
Fuel System	0	0
Frames	0	0
Lighting	8	0
Steering Mechanism	0	0
Suspension	0	0
Tires	2	0
Warning Devices, Stopped Vehicles	1	0
Wheels, Studs, Clamps, etc.	0	0
All other Vehicle Defects	7	0
Driver		
Medical Certificate	0	0
Hours of Service	0	0
All Other Driver Violations	6	0

DISTRICT SAFE DRIVING AWARD

North Dakota Highway Patrol District Four, Grand Forks, was the winner of the Fiscal Year 1986 Departmental Safe Driving Award.

The Grand Forks and Jamestown districts did not have any departmental vehicle accidents during Fiscal Year 1986. District Four was declared the winner as prescribed by NDHP Policy 8-5, i.e., the greatest number of miles driven per officer.

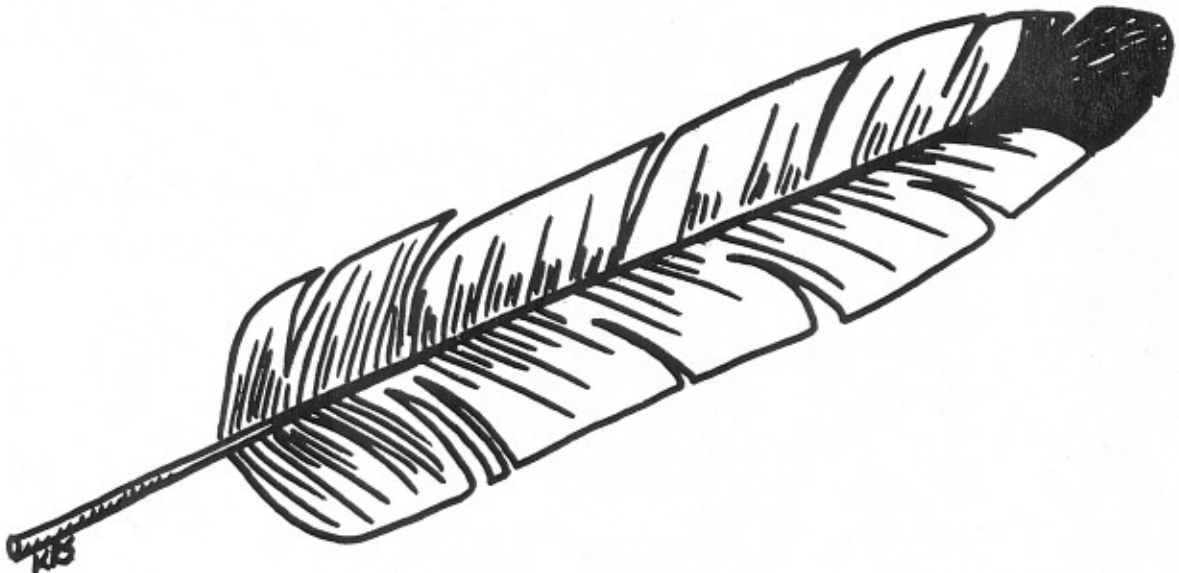
Department vehicles were driven a total of 3,107,021 miles during Fiscal Year 1986. The department accident rate was 0.290.

EAGLE FEATHER AWARD

The North Dakota Highway Patrol Eagle Feather Award stems from the historical significance of the Indian headdress of the Patrol's insignia. While the Indianhead has, from time to time, been used as the insignia of the Patrol, it was not until the early 1950's that the present colorful Indianhead and headdress was adopted as the official insignia.

The Eagle Feather, according to Indian law, was awarded to a warrior in early times for courage in battle while protecting and safeguarding his people. In modern times, the Eagle Feather is associated with community leadership and dedication to a cause.

It seems fitting and proper that an award for unselfish dedication to the cause of traffic safety should be known as the Eagle Feather Award. The Eagle Feather Award is given as a means of recognizing outstanding contributions to traffic safety by citizens. Since the 1950's, nineteen individuals have received this award.



1986 ANNUAL TRAINING MEETING

As Kunta Kinte returned to his roots, so did several officers of the North Dakota Highway Patrol, who had taken their initial training at Camp Grafton, south of Devils Lake. Early October found all sworn officers of this department assigned to the Annual Training Seminar at this North Dakota military reservation. It had been fourteen years since Camp Grafton had been utilized for NDHP training. The eight hundred acres of real estate has changed considerably since the first Highway Patrol Academy Class was conducted. The old wooden and canvas structures have been replaced by modern, permanent structures. The roads are paved, yet the tree areas still provide a natural habitat for wildlife.

Department officers started arriving in Ramsey County around noon on 8 October. The formal meeting commenced at approximately 1300 hours with old business. While the meeting was in progress at the armory, representatives of each of the eight districts who had attained the highest firearms proficiency competed for the department shooting awards. Immediately following the shootoff, competition was conducted for those officers seeking a position on the department's pistol team.

At approximately 1500 hours, seven committee meetings were conducted. Following the business meetings, department officers participated in the semiannual physical fitness program. This program ended with a 1½ mile run/walk with Patrolman Mark Bethke finishing first with a time of 9.44. From documentation of this physical fitness program, the department hopes to establish a compulsory physical fitness program.

After concluding formal business matters, officers gathered for a bar-b-que, friendly athletic events, and general camaraderie. The weather did not cooperate, so the armory was utilized for the evening fellowship. Entertainment was provided by Captain Alan Blomquist, Captain Pius Ternes, and Sergeant Dale Elbert. A highlight of this entertainment was listening to a rendition of some country western music. Captain Norm Evans and Captain Richard Bjornson taped during one of the mid-60's Riverdale training meetings.

The second day of the seminar began with a continental breakfast, after which training commenced in the amphitheater at 0800 hours. Colonel Brian Berg discussed the accomplishments of the department during the past year and explained his goals and the direction of the agency for the next year. Colonel Berg then presented several officers with their years of service awards. A recap of topics addressed at the committee meetings followed.

After a short recess, Colonel Berg introduced Mr. James Kuchar, president of Western Bank of Devils Lake, who conducted a participation-type management training meeting. Jim, a strong supporter of the Patrol and knowledgeable in law enforcement, did an excellent job. After the adjournment of Mr. Kuchar's presentation, the officers gathered by district for inspection and a group picture.

Governor George A. Sinner had anticipated being present for the photograph; however, fog, rain, and a flock of nonpartisan geese which flew into the left wing of his aircraft delayed his arrival. The Governor's party did arrive in time to participate in the noon luncheon at which Governor Sinner made a short presentation.

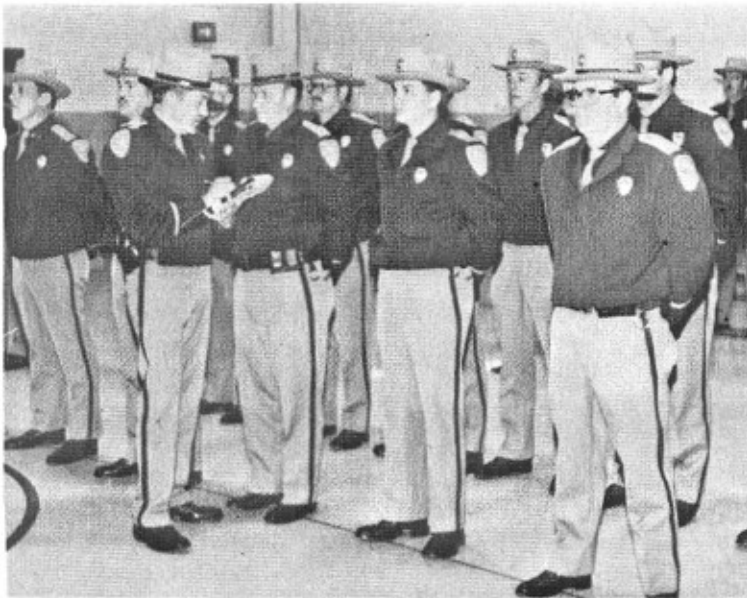
The Governor portrayed some of the characteristics that led to his election -- Many speakers would have been awed by the presence of so many uniforms, but the Governor was at ease and his remarks were a reflection of how he perceived the Highway Patrol.

At the end of the Governor's presentation, Colonel Berg asked the Governor to assist in presenting some departmental awards. A Certificate of Appreciation was presented to Mr. James Kuchar and the winners of the department shootoff were awarded trophies. First place winner was Sergeant James Hughes; second place, Patrolman Robert Snell; and, third place, Sergeant James Nygaard. Captain Alan Blomquist accepted the Departmental Safe Driving Award on behalf of the Grand Forks District.

The finale to the award ceremony was the presentation of the nineteenth Eagle Feather Award to Governor George Sinner by Colonel Berg. Governor Sinner was honored for the years of service and deep concern he has shown for traffic safety on the streets and highways of North Dakota.

Colonel Berg and the department officers expressed their praise and gratitude to the North Dakota National Guard, especially Chief Warrant Officer Al Tabor, for the service, congeniality, and effort they put forth to help make the 1986 Annual Training Meeting a success.

The meeting concluded at 1330 hours, 9 October 1986, and officers of the Highway Patrol returned to their duty stations better for the meeting.



Above left -- Captain Arden Johnson inspecting District Two. Right -- Colonel Brian Berg addressing the troops.



Above left -- Entertainment provided by Sergeant Dale Elbert, Captain Pius Ternes, and Captain Alan Blomquist. Right -- Colonel Berg presenting the Eagle Feather Award to Governor George Sinner.

SECURITY FOR PRESIDENT RONALD REAGAN

On 17 October 1986, forty-nine Highway Patrol officers joined forces with several other law enforcement agencies in the Grand Forks area to provide security for President Ronald Reagan. In order to accommodate an event of this magnitude, it was imperative for many agencies to coordinate and pool their resources.

On 13 October 1986, at a joint meeting, U.S. Secret Service and local law enforcement agencies met to begin planning for President Ronald Reagan's visit to North Dakota. Agencies represented included the North Dakota Highway Patrol, North Dakota Crime and Drug Bureaus, the Grand Forks Police and Fire Departments, the Grand Forks County Sheriff's Department, and University of North Dakota Police. North Dakota Highway Patrol members present at the planning meeting included Colonel Brian Berg, Captain Alan Blomquist, Captain Dave Hungness, and Sergeant Dale Elbert.

The Secret Service identified three main areas where tight security would be needed: the airport, the motorcade route, and Hyslop Sports Center, the location of President Reagan's public appearance.

The Highway Patrol's main responsibility during the Presidential visit was traffic control along the motorcade route. Captain Blomquist and Sergeant Elbert were assigned to work with Mr. Jack Murmylo, the Secret Service Agent in charge of transportation. Murmylo, Blomquist, and Elbert, accompanied by Sheriff Bob Rost, Deputy John Schroeder, and Grand Forks Police Captain Roger Waith, made a preliminary tour of the motorcade route in order to come up with a rough assessment of required manpower. A more accurate assessment of manpower needs followed and Captain Blomquist prepared a map of the route showing all traffic control points.

Captain Dave Hungness, State Tactical Response Force Commander, contacted Highway Patrol District Commanders to obtain necessary manpower to supplement District Four personnel. Captain Hungness returned to Grand Forks on 15 October to make specific post assignments along the motorcade route. He also assigned a roving officer to each leg of the route: Sergeant Gordon Engen covered DeMers Avenue; Sergeant Donald Glarum covered I-29; and Captain Hungness, in addition to overseeing the whole motorcade route, gave himself the roving position of U.S. 2.

The visit itself went off without a hitch. Air Force One, carrying President Ronald Reagan and Senator Mark Andrews arrived at the airport on time. Fifteen minutes prior to the motorcade's leaving the airport, a car carrying trained personnel drove the motorcade route checking for explosive devices. Five minutes prior to the motorcade's departure, Sergeant Elbert drove the route to assure that all traffic control officers were in place. Sergeant Elbert's trip was a signal for officers to start shutting down traffic.

Captain Blomquist, accompanied by Agent Murmylo, drove the pilot car. Immediately following was the lead car driven by Deputy Sheriff Mike Fonder, behind Deputy Fonder's vehicle came the spare limo, the limo carrying President Reagan and Senator Andrews, Secret Service vehicles, a communications van, assorted vehicles carrying news reporters and photographers, an ambulance, and securing the rear of the motorcade, two Highway Patrol vehicles driven by Patrolmen Ron Holden and Gary Bitz.

After the President's public appearance at the University, traffic was again shut down and the motorcade, traveling the same route, returned to the airport. At 1:20 p.m., Air Force One, carrying President Ronald Reagan, was airborne enroute to Andrews Air Force Base.



RETIREES

Patrolman LaVern R. Blinsky retired on 30 April 1986.

Dates of Employment

19 June 1956 thru 30 April 1986

Posts Served

Wishek

19 June 1956 thru 30 April 1986

Years of Service

29 years, 10 months, 11 days



Captain William H. Peters retired on 31 July 1986.

Dates of Employment

15 July 1957 thru 31 July 1986

Posts Served

Recruit Academy -- Camp Grafton
17 July 1957 thru 28 August 1957

Rank of Patrolman

Fargo

18 August 1957 thru 31 July 1963

Rank of Sergeant

Grand Forks

1 August 1963 thru 31 July 1968

Jamestown

1 August 1968 thru 30 June 1969

District Commander

Minot

1 July 1969 thru 31 July 1986

Promoted to Captain 5 September 1969

Years of Service

29 years, 16 days



Motor Carrier Inspector Joseph Mihulka retired on 31 August 1986.

Dates of Employment

18 July 1955 thru 31 August 1986

Posts Served

Bowman Weigh/Inspection Station
18 July 1955 thru 31 August 1986

Years of Service

31 years, 1 month, 13 days



Lieutenant LeRoy G. Fred retired on 31 October 1986.

Dates of Employment

1 October 1960 thru 31 October 1986

Posts Served

Recruit Academy -- Bismarck
1 October 1960 thru 31 October 1960

Rank of Patrolman
Elgin
1 November 1960 thru 31 July 1961

Towner
1 August 1961 thru 30 September 1963

Minot
1 October 1963 thru 30 June 1978

Promoted to Sergeant 1 July 1978
Promoted to Lieutenant 1 July 1979

Bismarck Headquarters
Chief Drivers License Examiner
1 July 1978 thru 31 July 1981

Bismarck District Commander
1 August 1981 thru 31 January 1982

Bismarck Headquarters
Chief Drivers License Examiner
1 February 1982 thru 31 October 1986

Years of Service

26 years, 1 month



Field Training Director Orlin C. "Benny" Bensen retired on 2 January 1987.

Dates of Employment

Field Training Director

1 August 1978 thru 2 January 1987

Sworn Officer

1 January 1948 thru 31 July 1977

Posts Served

Rank of Patrolman

Rolla

1948 to 1955

Rank of Sergeant

Williston

1955 to 1963

Rank of Captain

Fargo

1963 to 1966

Rank of Major

Bismarck -- HPHQ

1966 thru 31 July 1977

Director of Field Training

Bismarck -- LETA

1 August 1978 thru 2 January 1987

Years of Service

38 years, 2 days



IN MEMORY OF

JAMES D. MARTIN

Major James D. Martin passed away at St. Alexius Medical Center in Bismarck, North Dakota, on Saturday, 5 April 1986, from a lengthy illness.

Dates of Employment

9 July 1962 thru 5 April 1986

Posts Served

Recruit Academy -- Camp Grafton
9 July 1962 thru 22 August 1962

Rank of Patrolman
Carson
23 August 1962 thru 30 September 1963

Towner
1 October 1963 thru 30 August 1966

Valley City
1 September 1966 thru 31 August 1970

Promoted to Sergeant 1 September 1970

Bismarck Headquarters -- Safety Officer
1 September 1970 thru 31 May 1972

Promoted to Lieutenant 1 June 1972

LETA -- Training Officer
1 June 1972 thru 30 August 1977

Promoted to Captain 1 September 1977

Jamestown -- District Commander
1 October 1977 thru 9 July 1978

Promoted to Major 3 July 1978



Bismarck Headquarters -- Field Force Commander
10 July 1978 thru 19 August 1978

Superintendent
20 August 1978 thru 30 June 1981

Rank of Major
LETA -- Training Officer
1 July 1981 thru 31 January 1985

Jamestown -- District Commander
1 February 1985 thru 5 April 1986

Years of Service

24 years, 4 months, 4 days