

**WHEELING POLICE DEPARTMENT**

**Fallen Officers**

**A MEMORIAL TRIBUTE**

**ESTABLISHED JANUARY 16, 1806**

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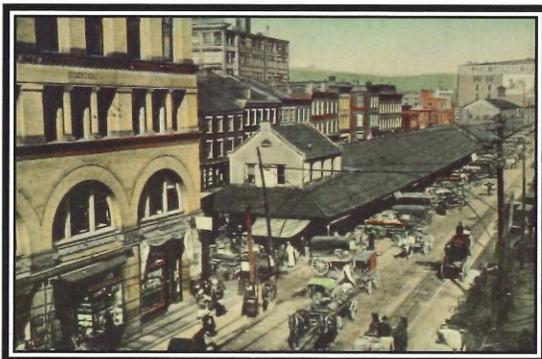
## SIGNIFICANT EVENTS OF THE HISTORY OF THE WHEELING POLICE DEPARTMENT (Information Compiled by Sgt. Ronald A. Didion)



The area now known as Wheeling, located on the Ohio River, was founded by the Zane brothers in 1769. A tribe of Delaware Indians with whom the Zane brothers traded called the place "Weeling," the place of the head. A creek passes through the center of the city, which was called by the Indians "Weeling Creek," and it is possibly from this that the city received its name. Sometime prior to 1769, a few white explorers ventured into this area. The Delaware Indians captured one of the men, cut off his head, and placed it on a pole facing west toward the river at the mouth of Wheeling Creek. This was done to frighten off any other explorers who made the venture to their land. A journal kept by George Washington in 1770 records the location and name of "Wheeling Creek." It is also of interest to know that the last battle of the Revolutionary War was fought at Wheeling on September 11, 1782; and the

defense was made by Fort Henry, which was named after Patrick Henry, then Governor of Virginia.

On January 16, 1806, Wheeling was chartered by an Act of Assembly of the Virginia Legislature as a "Town." On that date, the charter of the Town of Wheeling, Virginia, called for the creation of a Police Department. It is believed to be the first and oldest Police Department in the State of West Virginia. The Wheeling Police Department was formed 14 years before the Shepherdstown Police Department. But as one of the oldest in the state, it "beats" by more than a century the formation of the West Virginia State Police, an agency chartered in 1919.



The first record of a "Chief of Police" is on March 25, 1806. Mr. George Pannell was appointed by the Mayor and Commonalty of the Town of Wheeling, Virginia, as the first "Sergeant" of the newly established town. A Sergeant's duties were the same as the present day Chief of Police. The term "Sergeant" was used at least until 1879. Mr. Pannell was a public-spirited citizen of whom his many worthy successors may well feel proud. He was a prominent builder and contractor whose efforts were mainly due to the building of the first Market House on the site of the present Second Ward Market and who served later as Recorder of the Town of Wheeling.

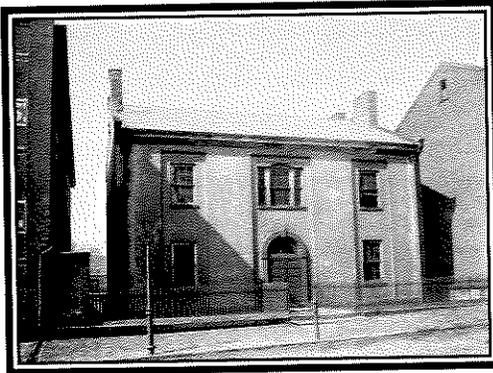
After the City of Wheeling became incorporated in 1836, the Police Department had their first Chief of Police, the Honorable Peter W. Kennedy, in November of 1836. Peter W. Kennedy was appointed the first Sergeant under the new Municipal Government.

The first Chief of Police had a force of only four officers, and he did not have patrol or motorcycle officers that his following Chiefs had to deal with. At that time, Wheeling had no paved streets. The street lights were the old oil lamps on the old wrought iron lamp posts, and the pavements, where there happened to be any, were made of clap-boards, or gravel walks. Instead of being a traffic officer halting automobiles, he was compelled to drive cows and pigs from the street, in order that the horses would not become frightened when the animals suddenly arose in front of them after a quiet nap on the highways. There were no telephones at that time and, as a result, the officers simply reported when they went to work. In case of an accident, which did not happen very often at that time, the Chief would simply go out on the steps and signal to the "coppers," as there were few buildings to blur his view of the city and the noise from the traffic did not impede his work. Stage coaches operated from Wheeling toward the East, but the West was yet a wilderness. The ox cart was one of the modes of travel at that time and five miles per hour was the high speed of the day.



The date of the first arrest is unknown to us but we do have a few details. According to records of the Wheeling Police Department, a Mr. Ward Cubbinson struck a Mr. Osrey Hatch when they got into an argument over a line fence, because Mr. Hatch resented the fact that Mr. Cubbinson's cows wandered onto what is now 12th & Market Street. Mr. Cubbinson was fined \$2.00 and costs by Magistrate P.J. Zane. The fine was paid off in corn which was as good as money at that time.

The first woman arrested was Maud Smith, charged with a Breach of the Peace, after striking a neighbor's child. She was assessed a fine of \$1.00 and costs. Records show that she was the first woman ever arrested in the City of Wheeling, as far as anyone knows.

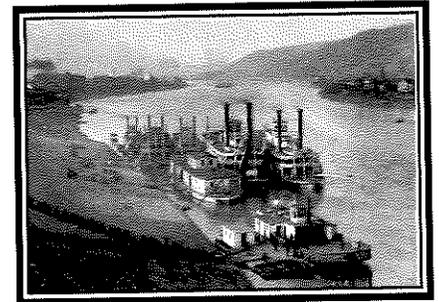


On Thursday, September 24, 1807, a man was tarred and feathered for beating his wife and was carried up and down the street for two hours. The act was not carried out by law enforcement officers, but no mention is made of the law trying to stop it.

There stood by the old Court House at 10th & Main Street a whipping post used to punish law offenders. Records show that a mulatto man was the last person to be punished in this manner. He received 30 lashes for insulting a poor white woman. The sentence was carried out by Constable Moses Thompson in the presence of Jailor Robert Morrow.

In 1811 the first Steam Ship arrived in Wheeling on the Ohio River.

In 1818 the "National Road," the nation's first Interstate Highway, passed through Wheeling and Ohio River traffic reached high levels, making Wheeling a bustling port of entry. Toll Houses were built every 15 miles on the new road. A Toll House was built at West Alexander, Pennsylvania, and one was built at the top of Wheeling Hill in Wheeling, Virginia.

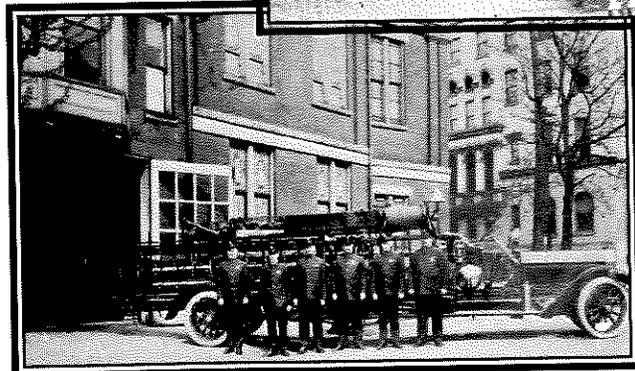


On November 13, 1819, the Town of Wheeling utilized \$700.00 in Tax Revenues for the purpose of purchasing a "Land-Fire Engine, Ladders and Hooks" to support a Volunteer Fire Company. In January 1820, the first Volunteer Fire Company was established in the Town of Wheeling. The Volunteer Company built their first Fire House to house their "Land-Fire Engine, Ladders and Hooks" on the west end of the Market House. The "Land-Fire Engine" was pulled either by manpower or horses. The first Volunteer Company was named the "Old Reds." Several years later they re-named themselves the "New Reds."

The first fire in Wheeling was in 1826. Records show that the first disastrous fire occurred in Wheeling in 1826 and was the "Grant Hotel" and livery stable, located on the site of the old Pott's building at 10th & Main Street. It is recorded that the citizens came to the aid of the volunteer firemen with buckets, and the two-story building was a total loss but the adjacent property was saved.

In 1830, the 1st Volunteer Fire Company was officially designated by the Town of Wheeling to be known as the 1st Wheeling Hose and Engine Company.

An odd ordinance passed by the Town Council in 1830 read as follows: "Whenever there is a fire in the city, all of the bells shall ring, and keep on ringing as hard as they can while the fire is burning and until the fire is put out."

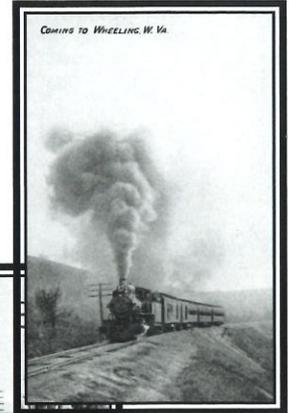




In 1831, by an Act of Congress, Wheeling, Virginia, was declared a Port of Entry.

The first execution in Wheeling was held in 1836 near Wheeling Creek in East Wheeling. A Mr. Whalen was murdered by a Mr. Boon Long and Mr. Thomas Wintringer. The two men almost escaped before they were put to death, but through the mustering of powerful guard of High Sheriff, William Webb, the attempt was thwarted.

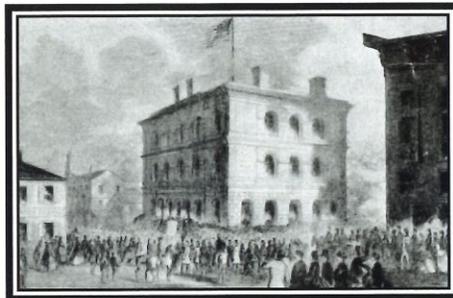
In 1838, one of the largest Post Offices in the country was built in Wheeling, Virginia.



On March 31, 1851, the Town of South Wheeling, Virginia, was chartered by an Act of Assembly of the Virginia Legislature as a "Town." On that date the Town of South Wheeling appointed Mr. Joseph Pierce as their first "Sergeant."

In 1853, the B&O Railroad arrives in Wheeling, Virginia.

In 1856, the world's largest Suspension Bridge is built in Wheeling linking the city to the Island and the Ohio Wilderness Territory.



In 1861, the new State of West Virginia is organized at the Custom's House (Independence Hall) in Wheeling.

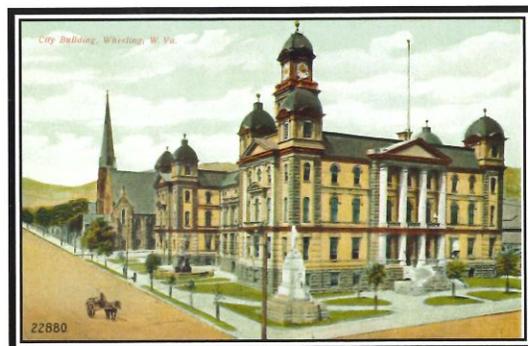
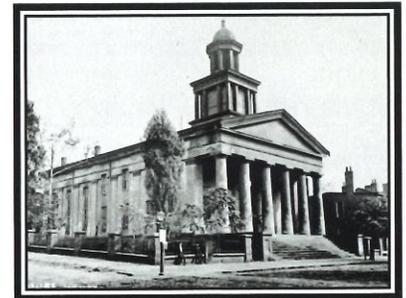
The first Law Enforcement Officer killed in the line of duty in the new State of West Virginia was John P. Brady of the Wheeling Police Department. He was killed when the wall of a burning building collapsed on him on September 27, 1868.

In 1869, the Council of the City of Wheeling established their first "partly-paid" Fire Department. They combined the 14 Volunteer Companies into one Fire Department. They appointed Mr. William Winder as the first City of Wheeling Fire Chief.

In 1870, the capital of West Virginia moves to Charleston.

In 1871, the Town of South Wheeling was annexed into the City of Wheeling.

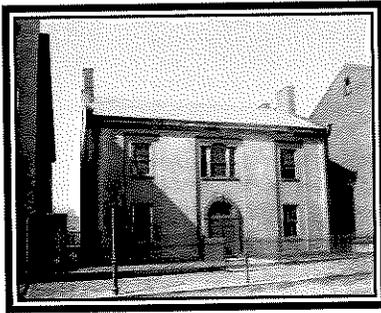
The first Court House was on the corner of 10th & Main Street, south east side, with the Jail at 10th & Market Street. The second Court House and Jail was located at 12th & Chapline Street, until 1876 when the third was completed at 16th & Chapline Street at a cost of \$120,000.



A cemetery once stood where now stands our new City-County Building. The bodies had to be removed before the new State Capitol Building could be erected in 1875.

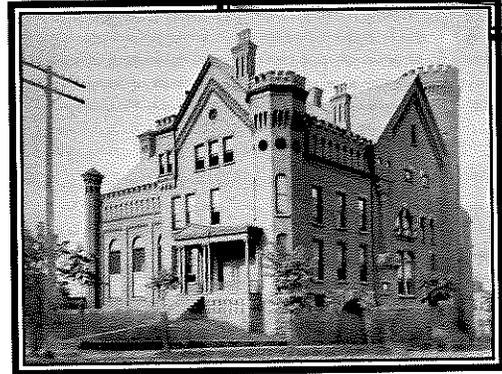
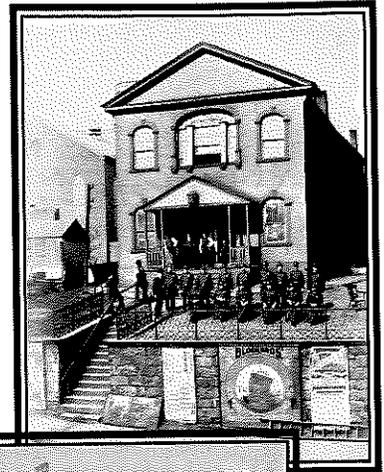
- In 1875, the state capital returns to Wheeling for 10 years
- In 1879, one of the nation's first telegraph exchanges is connected in Wheeling.
- In 1882, Wheeling becomes the 4th city in the United States to have electric lights.
- In 1885, the state capital returns to Charleston.
- In 1887, Wheeling becomes the third city in the United States to have electric street cars, eliminating the need for the horse drawn street cars and the maintenance they required.

In 1920, the "Greater Wheeling Plan" was enacted. The City of Wheeling annexed the smaller villages and towns around Wheeling creating a larger city with a population of 60,000 citizens. The project called for the annexation of Elm Grove, Warwood, Fulton, Leatherwood, Woodsdale, Edgewood, and Pleasant Valley.



An article dated 1924 reads: "One of the real up-to-the-minute improvements that have been installed by the City of Wheeling for the aid of the police department is the new traffic signal lights that have been tried out successfully on Market Street, in the business district for some time. The signals are strictly automatic and remain on for a few seconds, and then change.

The system is divided into three units as follows: Green means to go, Amber is to watch for change or caution, and Red is to stop. As a result of the signal system it is possible to handle traffic more rapidly, and the members of the traffic squad claim that the lights aid them in many ways. The City Council is making plans to increase the number of signal lights within the near future and it is likely that they will be installed in various parts of the city where traffic is heavy within the not distant future. At the present time these lights are in operation at 10th & Market, 11th & Market, 12th & Market and 14th & Market. The traffic on busy days is very heavy on these streets."

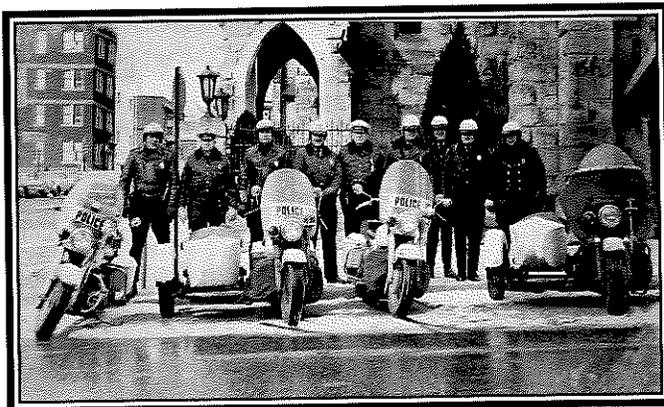
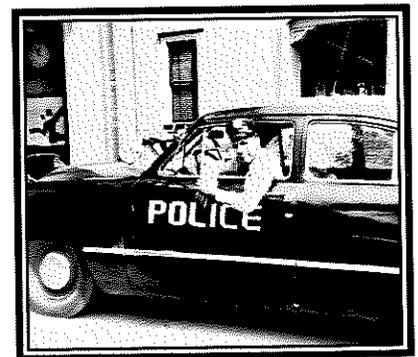


Another article dated 1924 reads:

***GAMEWELL SIGNAL SYSTEM NEEDED HERE TO MAKE DEPARTMENT UP-TO-DATE***

*The City of Wheeling will be compelled to install the "Gamewell Police Signal System" here within the near future, if the city expects to maintain the high standard of efficiency that it has been given credit for since the city was founded years ago. At the present time every officer on the department reports to the central office by telephone every hour and in turn the desk sergeant is compelled to locate all officers every hour in the event of an emergency. In the event of a bank robbery, or murder, or other master case, it is often several minutes before the central office is able to locate the desired officer and it might result in the escape of the "yeggs" who have just pulled the job. With the Gamewell System installed it would be possible to reach any officer within a few seconds time, as all that is needed is to flash on the signal and the officer is on the private exchange and in direct conversation with the head office. The system has been demonstrated in the city during the past few months and it is likely that some method will be utilized for the placing of the system into operation within the not distant future.*

The first Police Cruiser acquired by the Wheeling Police Department was in approximately 1925. It was an Overland, having been confiscated by court order from a Warwood "Bootlegger." Normally, confiscated cars were sold at Public Auction. Prior to 1925, the Police Department had a horse-drawn Ambulance and Patrol Wagon.



The second cruiser or "Scout Car" was a Star and was acquired in 1928 through the efforts of the Edgewood Community Association for service in the Pike area.

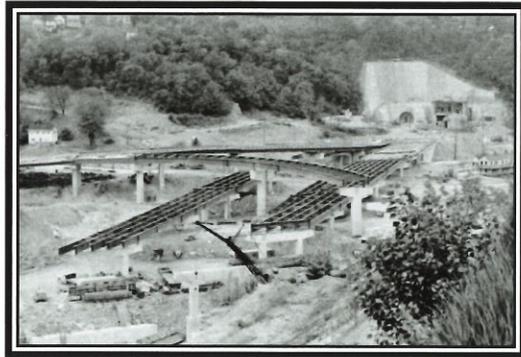
The first Police Motorcycles were acquired about this same time but the date is unknown.

Ex-Mayor Schuck was at that time the president of the Association and, as we understand, Mayor Schuck through his tireless efforts was in great part responsible for it being purchased.

The Fraternal Order of Police, Lodge #38, was formed, secured its Charter and became affiliated with the National Order on February 21, 1926, with Robert Shane being elected the first President of Lodge #38.

In 1936, the Wheeling Police Department received their first radio cars, donated by the Live Wire Group of Wheeling. The radio cars proved their importance during the 1936 flood.

The Wheeling Police Department came under State Civil Service Law of 1937, with the first examination and appointments made in 1938.



In 1955, the Interstate 70 Project began construction in the City of Wheeling and Ohio County.

In 1966, the Interstate 70 Project completed the construction of the Fort Henry Bridge and Wheeling Tunnels. The only section of Interstate 70 not completed and open to traffic was through Elm Grove.

In the early 1970's, the Interstate 70 Project was completed through all of Wheeling and Ohio County. It is a major east – west highway for travelers and commercial carriers.

Over the two hundred year history of the Wheeling Police Department, there have only been two department uniform shoulder patches known to have been displayed by officers of the Wheeling Police Department. It is not known what date the first patch was placed in service. Around 1970, Wheeling Police Chief Arthur McKenzie instructed Officer James Wright to design a new Wheeling Police Department uniform shoulder patch. Sergeant Didion spoke with retired Lieutenant James Wright about his design. He told the Sergeant that he did design the uniform shoulder patch, but when he completed the design he did not like it, but Chief McKenzie did, and the new uniform shoulder patch for the Wheeling Police Department was placed in service.



In 1982, the Interstate 470 Project was completed, connecting St. Clairsville, Ohio, to the Elm Grove section of Wheeling.

In 1988, The Wheeling Police Department's "Drug Task Force" was created.

In 1988, the first two computers were installed in the Wheeling Police Department. They were used by the office staff. One computer was installed for the Chief's secretary and the other was installed for the accident/records clerk.

In Ohio County, the "D.A.R.E. Program (Drug Abuse Resistance Education)" was started in 1990, the first Officers being Larry Manning and Steve Habursky. Both officers were required to complete extensive training to become certified instructors. The program had gained approval from the Ohio County Board of Education, teachers, principals, and the public. The program originally included four schools; but as it was accepted, the number increased to 17. All current and past D.A.R.E. officers had to go through the same training as the original two officers. In 2004, the D.A.R.E. Program had a major overhaul. The books, teaching, and participation by students were all changed. The new program has the students more involved. The books have new questions which require the student to explain how the answer was acquired.

In 1992, the Wheeling Police Department became completely computerized. Numerous computers were installed and the officers were now utilizing this technology.

In 1992, the first VHS In-Car Video Camera Systems were installed in Wheeling Police Cars.

### **COMMUNITY NEIGHBORHOOD WATCH – 1997**

The Community Neighborhood Watch program started in the community of Warwood in Wheeling, West Virginia, in 1997. Concerns were raised by residents of the neighborhood who noticed changes to their community, including an increased amount of criminal activity and a perceived lack of police visibility. The Chief of Police called for a meeting and residents took an active approach to team up with the Police. This partnership was the beginning of the first viable and positive relationship between residents and the Police. Groups in other areas of the City followed this lead and began to take an active role in their communities including: North Wheeling, East Wheeling, Wheeling Island, Elm Grove, and finally Center Wheeling. Of the original group, the current programs still exist in the original neighborhood and other communities.

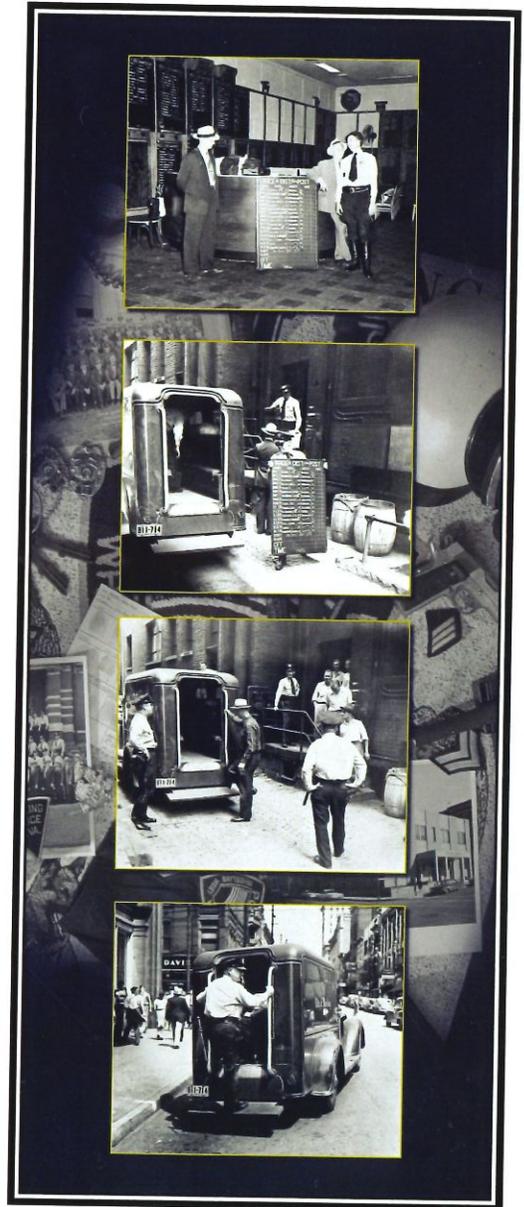
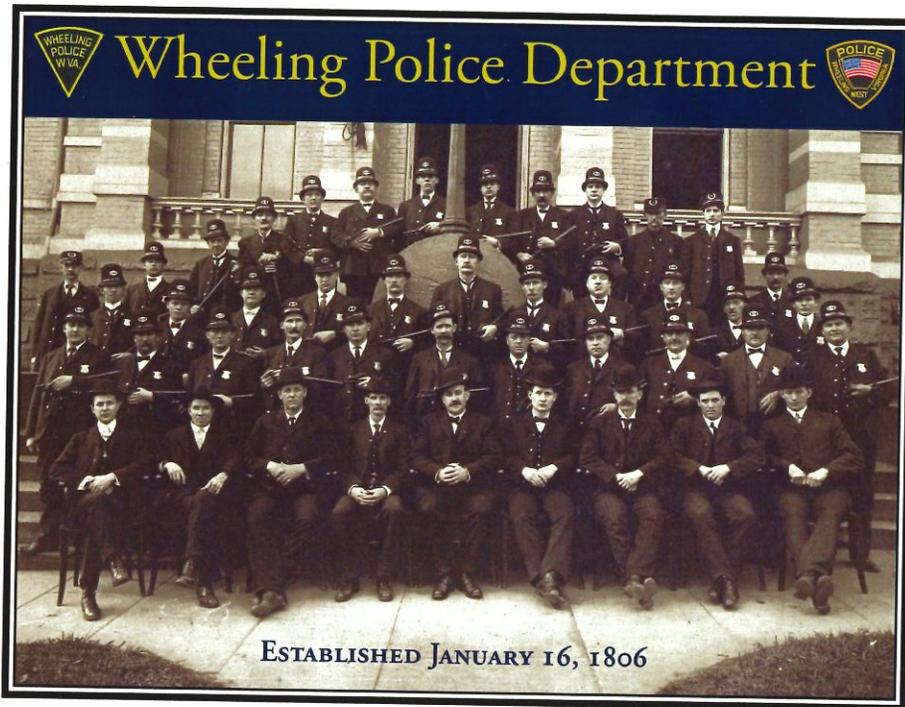
### **WHEELING POLICE FULL-TIME & PART-TIME MOUNTAIN BIKE DIVISION – 1997**

Police Mountain Bikes were implemented as a patrol method in 1997. In October of 1999, an officer of the Wheeling Police Department attended training and became certified to teach the Police Cyclist Course. Upon return this officer trained Wheeling Police Officers in the Basic Police Cyclist Course. The bicycle-trained Wheeling Police Officers began to patrol the Weed & Seed target area exclusively as part of extra duty. These officers' time was in part funded through the Weed & Seed funding. All equipment, uniforms and additional bicycles were obtained through local donations, Police budget and special projects of the Weed & Seed funding. In July of 2001 the Police Department trained Wheeling Fire Department personnel to provide EMS services on bicycle as a continuation of their community efforts. To get this project off the ground the Police Department donated two bicycles to the Fire Department. To date, the Wheeling Police Department has a fleet of 11 bicycles, utilized by three full-time bicycle officers and 50 part-time bicycle officers. The Wheeling Police Department Mountain Bike Division continues to provide bicycle safety education to the community and includes safety talks, helmet give-a-ways, bicycle rodeos, and other public events for both children and adults. Our priority mission, however, is to use extra patrols on bikes in areas that have a need for high visibility to effectively deal with street related crime problems. This effort includes interaction with residents, especially the elderly and youth. This strategy is one that has shown results and is one to which the Wheeling Police Department is committed.

### **CANINE UNIT – 2003**

All department personnel were notified of the intent of starting a K9 Unit, and duty requests were solicited from interested individuals. Two individuals were picked for this assignment. Both officers had prior K9 training and experience as handlers. All operational issues such as work assignments, hours of duty, compensation for care and maintenance of the animal, on-call situations, and strict adherence to department policy were discussed with the two candidates. The two officers selected were dedicated to their assignment. The Police K9's were delivered via air from Czechoslovakia to the Pittsburgh International Airport. Both animals were purchased as dual-purpose animals and had basic training in odor detection and patrol. In early 2003 each handler attended a two-week training session with the animal. The K9 Unit started its assignment in January 2003 under the leadership of Lt. William H. Catlett, Jr. Until permanently assigned, both officers continued to work within the patrol division; but they worked tirelessly to research laws of arrest, search and seizure, and other criteria that would be included in policy development. Many hours were spent in discussions to work out details, some of which were done on the officers' own time. The families of Police Officers endure so much by having their spouse, parent, or sibling in an environment that is unknown. The families of Police Officers without question accept and are accustomed to the uncertainties associated with the law enforcement profession. The families of these K9 officers would make an additional commitment. The K9 officers would literally bring their job home with them. The K9 Unit began under Chief Kevin M. Gessler, Sr. Currently assigned are Sgt. Russell Fehr and Officer M. Rick Roxby.

- In 2005, the "Wheeling Police Department Marine Unit" was established. The Ohio River was now being patrolled by the Police Department. The first boat was a 25 foot Sea-Ark, with a 225 hp Honda outboard engine.
- In 2006, the Wheeling Police Department installed their first "Mobile Data Terminals" in their police cars.
- In 2006, the first "Prevention Resource Officers" were established at Wheeling Park High School and Triadelphia Middle School.
- In 2007, the first Digital In-Car Video Camera Systems were installed in Wheeling Police Cars.



This information is a "time-line" documenting the many interesting and significant events over our 200 year history. These events have helped to shape the Wheeling Police Department into what it is today. The Police Department and the City of Wheeling have been recognized as "firsts" in many events, statewide and nationally.

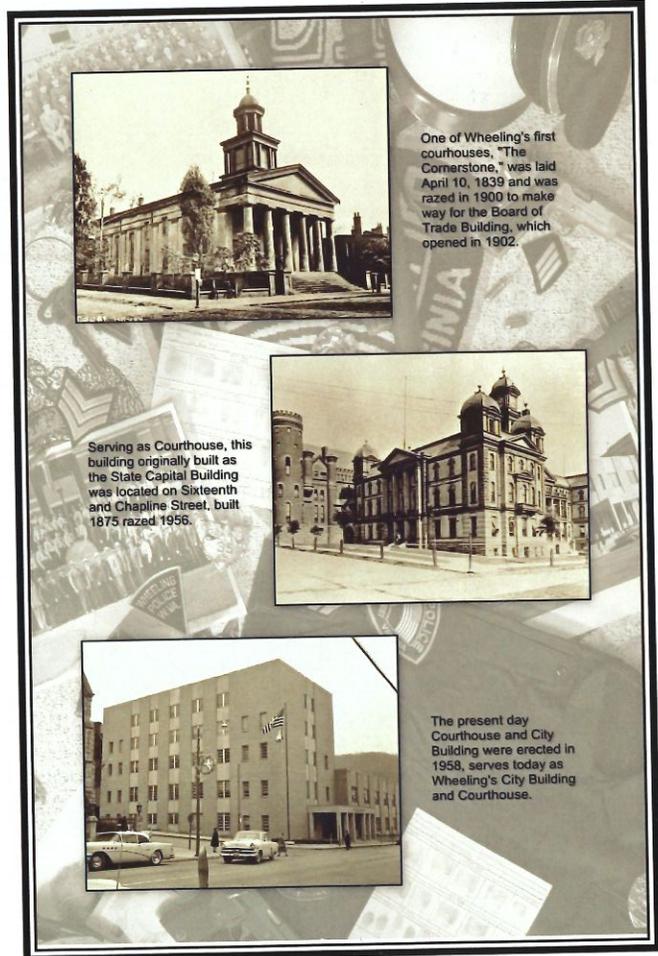
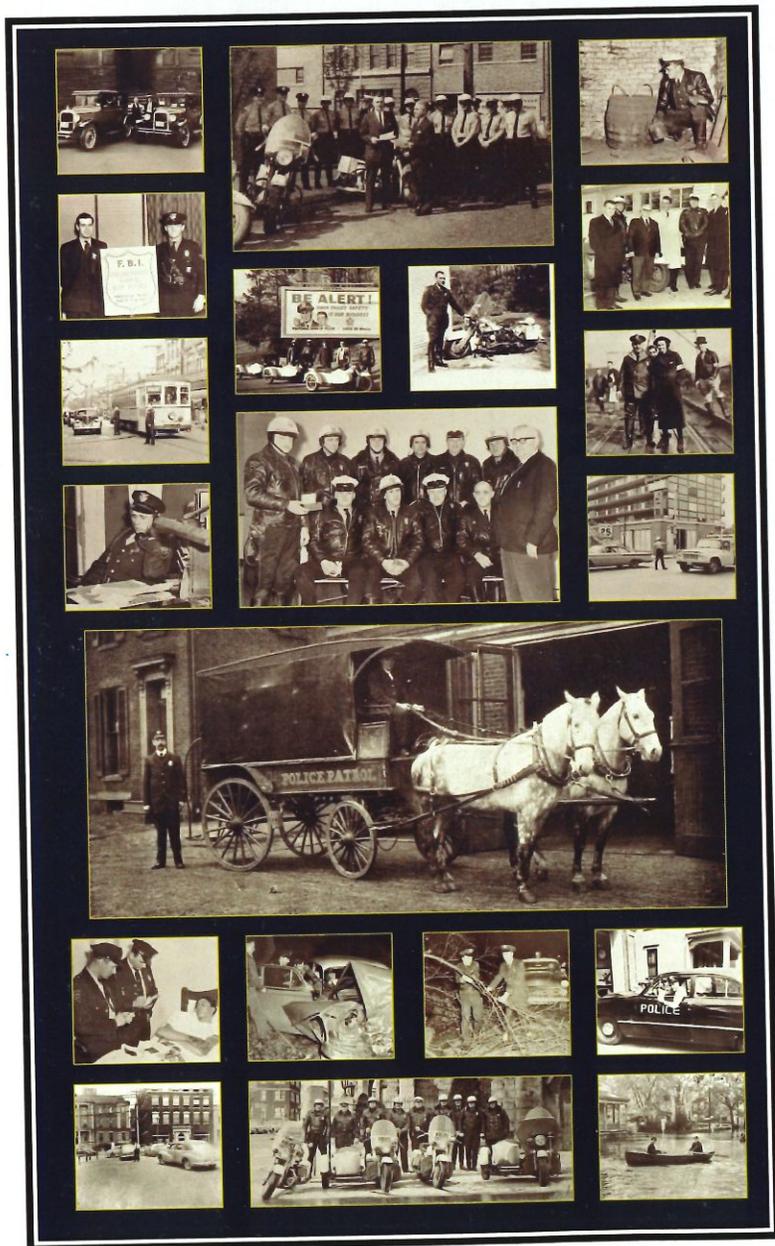


Ohio County Jail built 1839, east of the County Court House, once known as Feltz and Morrow Street.

Known as the "Ark," this city building was located on Eleventh and Market Street. It served as the City Hall from 1863 to 1865.

City Jail located at the corner of Fifteenth and Eoff Streets, built 1890.

Wheeling Police Department 1937, in front of City County Building Sixteenth and Chapline Streets.



One of Wheeling's first courthouses, "The Cornerstone," was laid April 10, 1839 and was razed in 1900 to make way for the Board of Trade Building, which opened in 1902.

Serving as Courthouse, this building originally built as the State Capital Building was located on Sixteenth and Chapline Street, built 1875 razed 1956.

The present day Courthouse and City Building were erected in 1958, serves today as Wheeling's City Building and Courthouse.

# Patrolman John P. Brady

(The first Wheeling Police Officer killed in the line of duty)

(He was the first law enforcement officer killed in the newly formed State of West Virginia.)

**Born: 1836**

**Died: September 27, 1868**

**Age - 32**

**Married**

**Years of service – unknown**



He was killed when a burning wall collapsed on him during a fire at 1500 Market Street.

On Sunday morning, September 27, 1868, shortly before 1:00 a.m., a fire broke out in the Star Foundry, which was located in the alley behind what is now known as 1500 Market Street, Wheeling. An alarm was sounded, and several citizens responded to the call, in addition to policemen and firemen. There were people inside the building, and it was necessary to force an entry into an adjacent drug store in order to fight the fire. Officers Strobel and Brady had just broken open a window when the roof of the burning building collapsed, and the supporting walls fell on a total of ten citizens, killing three, including Officer Brady and two firemen. Seven others were seriously injured. In a gesture of sympathy, it was proclaimed by City Council that the Mayor and City Council members, as well as City Officers, would wear a badge of mourning for thirty days.

# Patrolman Joseph Glenn

(The second Wheeling Police Officer killed in the line of duty)

**Born: 1861**

**Died: January 17, 1888**

**Age - 26**

**Single**

**Years of service – unknown**



Shot by burglars at 22nd & Market Street.

On Sunday morning, January 15, 1888, Officer Joseph Glenn was walking the beat in the Fifth Ward (Center Wheeling). At or near 12:15 a.m. he heard a barking dog in the rear of the Hoffman residence, Lane C and Lane 19, and upon investigation, surprised two men in the act of breaking into Hoffman's stable. The two men opened fire with revolvers, one shot striking Glenn in the left leg below the knee and another shot striking him in the stomach. Glenn returned fire, firing five times. Glenn lingered with painful, bleeding wounds for over seventy hours, finally dying at 11:15 p.m. on January 17, 1888.

Investigation quickly reached a dead end, and it was in late March of 1888 that there was a breakthrough. The Sheriff of Licking County, Ohio, telegraphed wanting any information on the killing of a policeman in Wheeling. Two burglars were arrested in Newark, Ohio, carrying weapons. One had a leg wound and the other had a bullet hole in his cap. While in jail there, they made several statements to other prisoners concerning the shooting. Thomas Kelly and Harry B. Christie were taken to Wheeling for trial in May of 1888 and both were convicted and sentenced to life imprisonment for First Degree Murder.

# Patrolman Salavia C. “Lafe” Bowen



(The third Wheeling Police Officer killed in the line of duty)

**Born: June 24, 1863**

**Died: December 26, 1902**

**Age - 39**

**Married – 1 infant child**

**Years of service – unknown**

Shot in the abdomen and face by an assailant at 1033 Market Street.

Patrolman Salavia C. “Lafe” Bowen, was the Second Ward beat man at around 11:00 a.m. December 24, 1902, and was patrolling the Upper Market House. He had been watching a man, Noah Ross, for a while after telling him to go home for drinking too much. Ross, however, went to the Wheeling Scale Works, 1033 Market Street, and tried to get the proprietor to fix a pistol which he had on his person. Officer Bowen, seeing the pistol, attempted to arrest Ross and disarm him. Ross produced a second pistol and shot Officer Bowen in the face and stomach. Bowen struck Ross on the shoulder with his Billy club, and then Ross ran out of the store with Bowen in pursuit. Bowen fired once at Ross, then chased him on foot for over a block, not wishing to shoot a bystander. Bowen collapsed at Lane 7 and Main Street, and other officers were notified. Ross’s flight took him across Wheeling Island and into Bridgeport, Ohio, where he resisted officers and more shots were fired at him. As he ran up Cadiz Pike, officers yelled to a farmer to assist them, and he chased down Ross and held him at the point of a double-barreled shotgun until he could be handcuffed by the pursuing officers. He was taken back to Wheeling in a commandeered buggy and placed in jail. Officer Bowen succumbed to his wounds two days later on December 26, 1902. Ross was charged and convicted of First Degree Murder. Officer Bowen left behind a wife and infant child.

# Patrolman Henry Carl Seamon

(The fourth Wheeling Police Officer killed in the line of duty)

**Born:** June 11, 1877

**Died:** February 26, 1917

**Age -** 39

**Single**

**Years of service –** 12

**Badge #** 35



Shot during an attempt to arrest an assailant on a disorderly charge / domestic situation at 4338 Wood Street.

Patrolman Henry Seamon was summoned to 4338 Wood Street shortly before 7:00 p.m., February 26, 1917, by a small boy who told him that "Pap has a gun and he's going to shoot Mom." When Seamon arrived, he found the woman in the yard and began to talk with her. At that time, the husband, Frank Przelenski, AKA Frank Swenske, came around the corner of the house. Seamon asked Przelenski if he had a gun and he said he did. He then asked for the gun and Przelenski refused. Seamon tried to keep Przelenski from pulling out the gun from his pocket, but Przelenski pulled loose and fired one shot which hit Seamon in the neck. After being hit, Seamon was able to get his revolver out and fired one shot which missed. Przelenski then disarmed Seamon and took Seamon's police cap and put it on. Neighbors notified headquarters and several other officers arrived and captured Przelenski, still wearing Seamon's cap and carrying both revolvers, at 41st & Wood Streets. The neck wound had perforated both the windpipe and right jugular vein; and Officer Seamon died at 9:55 p.m., February 26, 1917, at the Ohio Valley General Hospital. Przelenski was tried and convicted of First Degree Murder and sentenced to life in prison. Seamon was not married.

# Patrolman Herman Henry Bartels

(The fifth Wheeling Police Officer killed in the line of duty)

**Born:** August 21, 1881

**Died:** May 3, 1922

**Age -** 40

**Married -** 3 daughters & 1 son

**Years of service -** 2

Shot by an assailant while attempting to arrest him on drunk and disorderly charges near the Elm Grove Railroad Station.

On Sunday afternoon, May 1, 1922, Officer Herman Bartels was walking the Elm Grove business district beat, near the railroad station. There was a ball field adjacent to the station and a ballgame was in progress. Seated on the tracks near the outfield was one Elmer Austin, who had been arrested six times for drunkenness in the past month and, when released from jail on Saturday, he had threatened to kill the next policeman to arrest him. Austin was drunk again and was drinking when Bartels approached. Bartels arrested him, searched him, and found a small revolver. While walking him along the tracks, Bartels was suddenly attacked by Austin, who managed to get hold of the weapon, and a struggle for the weapon ensued. The revolver discharged twice, and Bartels was hit in the chest by the second bullet. He sank to the ground, as spectators from the ballgame rushed the scene. Two men grabbed Austin and attempted to get the gun; and when Squire Charles Seibert approached with an iron bar, Austin gave up the weapon and fainted. Bartels was taken by ambulance to the North Wheeling Hospital, where he died at 2:45 p.m. on Tuesday, May 3, 1922. The bullet had perforated the liver and lodged in his back near the heart. Elmer Austin was tried and convicted of First Degree Murder. Herman Bartels was married and the father of three daughters and one son.



# Patrolman Ray Melvin Lazear

(The sixth Wheeling Police Officer killed in the line of duty)

**Born:** April 8, 1900

**Died:** January 12, 1925

**Age -** 24

**Single - Engaged to be married**

**Years of service -** 2



Shot by a resident while standing in a lighted hallway after being mistaken for a burglar at # 3 Pike Street, in North Wheeling.

Motorcycle Officer Ray Lazear was on standby at Police Headquarters on the mid-night shift, January 12, 1925, when a call came in about an attempted armed robbery at gun point at # 3 Pike Street, North Wheeling. Officer Lazear and Officer James Stanley responded together in a patrol car and arrived around 11:30 p.m. Lazear exited the car first and ran up the steps to the porch. As he reached the door, he could see a man with his back toward him standing in the hallway, holding a pistol at his side. Lazear threw open the door and called out, "Stick 'em up." The man swung the gun around and fired three times. Lazear fired twice and slumped down on the porch. Officer Stanley had neighbors call for help and several officers responded. Stanley and Detective George Buchwald entered and arrested the gunman, Culbertson Crouch, the victim of the attempted armed robbery.

Crouch had been at his mother's home, # 3 Pike Street, because someone had attempted to break in the previous weekend, and she was afraid to stay there alone. His mother was asleep and he was sitting in the living room when a small foreign-looking man entered by the kitchen door and said, "Stick 'em up." Crouch tried to tell him there was nothing of value in the house, and his mother heard the voices and awakened. She was able to persuade the man to leave without taking anything. Crouch then called to report the incident. While awaiting the arrival of the officers, he got out his mother's .32 calibre revolver and was standing in the hallway when Lazear told him, "Stick 'em up." Thinking the robber had returned, he fired at the voice without making sure of his target. Officer Lazear died during transportation to the Ohio Valley General Hospital. It was thought the single bullet which struck him had entered the mouth, but an autopsy revealed that the bullet struck him in the back and to the left of the spine just underneath the shoulder blade. It took a slightly upward course and punctured the Aorta, causing massive bleeding and a quick death.

Culbertson Crouch was charged with Manslaughter after this tragic accident, and the would-be robber was never found. Lazear was engaged to be married at the time of his death.

# Patrolman Charles Ulrich “Bud” Brunhaus

(The seventh Wheeling Police Officer killed in the line of duty)

**Born:** April 26, 1890

**Died:** January 20, 1926

**Age -** 35

**Single**

**Years of service – unknown**



Fatally injured – fractured skull – motorcycle crashed into a parked automobile – sidecar caught the fender of the automobile at Lane G and 16th Street.

Motorcycle Officer Charles U. “Bud” Brunhaus died in the afternoon of January 20, 1926, from injuries sustained at 5:30 a.m. the same day. He was returning to Headquarters from the Woodsdale patrol area after working the midnight shift and was headed west on 16th Street when his motorcycle struck a parked car at the corner of Lane G and 16th Street. Brunhaus was thrown from the motorcycle and struck his head on the nearby railroad tracks. Death was from massive head and neck injuries. He was not married.

# Patrolman James Robert Wolfe

(The eighth Wheeling Police Officer killed in the line of duty)

**Born: July 18, 1902**

**Died: January 31, 1931**

**Age - 29**

**Widower - 3 small sons under the age of 6**

**Years of service - unknown**



Fatally injured, pulmonary embolism after crashing his motorcycle during a high speed pursuit - His motorcycle skidded on the road and crashed, throwing the officer into the waiting station of the Wheeling Traction Company (Trolley Car) Building, at Stop # 1, on WV Rt. 2, in the Warwood section of Wheeling.

Motorcycle Officer James Wolfe was assigned to the Warwood beat on the midnight shift. On Friday, January 31, 1931, he was headed north on WV Rt. 2 near First Street, in North Wheeling, when he began pursuing a speeding automobile at around 12:30 a.m. The chase resulted in high speeds on roads made wet by a light rainfall. As he was nearing the Top Mill in Warwood, the front wheel of the motorcycle skidded on a wet streetcar rail, and Wolfe lost control momentarily. The motorcycle had a sidecar and when its wheel caught the streetcar track, Wolfe was unable to recover control. The motorcycle crashed into the passenger waiting station for the Wheeling Traction Company (Trolley Car) at Stop # 1. The handlebars were snapped off at impact, and Wolfe was thrown into the waiting room of the structure. He was taken to North Wheeling Hospital with a severely gashed and fractured left leg. Emergency surgery was attempted, but he died in the operating room from a pulmonary embolism. Wolfe lost his wife four months prior to his death and left behind three small boys, ages six and under.

# Patrolman James Reiter Bailey

(The ninth Wheeling Police Officer killed in the line of duty)

**Born:** April 15, 1935

**Died:** October 11, 1971

**Age -** 36

**Married -** 2 sons

**Years of service -** 7

**Badge #**66



He was struck by a tractor-trailer while directing traffic during the I-70 / Fort Henry Bridge construction project. The driver was charged with negligent homicide.

Officer James R. Bailey was one of several officers hired by the Sofis Company, Inc. to direct traffic in uniform while surface repairs were being made to the deck of the Fort Henry Bridge on Interstate 70. Officer Bailey was stationed west of the tunnel; and at 9:44 p.m., October 11, 1971, he had signaled for a line of traffic to stop. A vehicle stopped on his signal, but a tractor-trailer loaded with flat steel could not stop in time. To avoid striking the stopped vehicle, the driver swerved around it and went into the safety zone where Officer Bailey was standing. Bailey was struck and knocked seventy feet, sustaining massive injuries. He was transported to the Ohio Valley General Hospital, where he died at 11:05 p.m. while undergoing emergency surgery. The driver of the truck, William E. Lackey, of Middleton, Ohio, driving for the Jacob O. Motley Company of Cincinnati, Ohio, was charged with Negligent Homicide and Hazardous Driving. Bailey was married with two children.

# City of Wheeling Police Department

## Chiefs of Police

1836 –

	<b>Name</b>	<b>Years of Service</b>
1.	Peter W. Kennedy	1836 – 1837
2.	George Carrothers	1837 – 1840
3.	Jefferson L. Sangston	1840 – 1845
4.	John Murry	1845 – 1846
5.	Thomas P. Shallcross	1846 – 1850
6.	James H. Roberts	1850 – 1851
7.	Jefferson L. Sangston	1851 – 1854
8.	Henry P. Chapline	1854 – 1855
9.	Jefferson L. Sangston	1855 – 1856
10.	Henry Conant	1856 – 1858
11.	Smith McDonald	1858 – 1864
12.	Andrew J. Britt	1864 – 1865
13.	Smith McDonald	1865 – 1867
14.	John Scarbrough	1867 – 1868
15.	Frank Shanley	1868 – 1869
16.	Henry Conant	1869 – 1873
17.	Ed M. Davis	1873 – 1877
18.	Stephen Ripley	1877 resigned
19.	Porter Smith	1877 – 1877
20.	James W. Sweeney	1877 – 1881
21.	Thomas D. Bennett	1881 – 1885
22.	Porter Smith	1885 – 1889
23.	Louis Delbrugge	1889 – 1893
24.	Robert T. McNichol	1893 – 1895
25.	Thomas D. Bennett	1895 – 1899
26.	William M. Clemans	1899 – 1901
27.	John S. Ritz	1901 – 1905
28.	William M. Clemans	1905 – 1908
29.	Howard H. Hastings	1908 – 1913
30.	Thomas LeLand	1913 – 1917
31.	James Seels	1917 removed
32.	C. H. Henderson	1917 – 1921
33.	Fred H. Frazier	1921 – 1925
34.	George Buchawald	1925 – 1929
35.	Fred H. Frazier	1929 – 1935
36.	Joseph C. Burkhardt	1935 – 1947
37.	Albert Megale	1947 – 1949
38.	Alanzo Hixenbaugh	1949 – 1951
39.	James Stanley	1951 – 1952
40.	Nick Baumann	1952 – 1956
41.	Harry M. Wolfe	1956 – 1957
42.	Nick Baumann	1957 – 1959
43.	William Thomas	1959 – 1961
44.	Louis Kulpa	1961 – 1966
45.	Joseph Noll	1967 – 1969
46.	Arthur McKenzie	1969 – 1971
47.	Edward Weith, Jr.	1971 – 1973

48.	Harry Bruno	1973 – 1976
49.	Edward Weith, Jr.	1976 - 1992
50.	Edward D. Long	1992 – 1997
51.	Joseph L. Petri, Jr.	1997 – 2001
52.	Kevin M. Gessler, Sr.	2001 - 2009
53.	Robert G. Matheny	2009 - 2012
54.	R. Shawn Schwertfeger	2012 -

## Town of Wheeling Police Department

### Town Sergeants

1806 – 1836

	<b>Name</b>	<b>Years of Service</b>
1.	George Pannell	1806 - ????

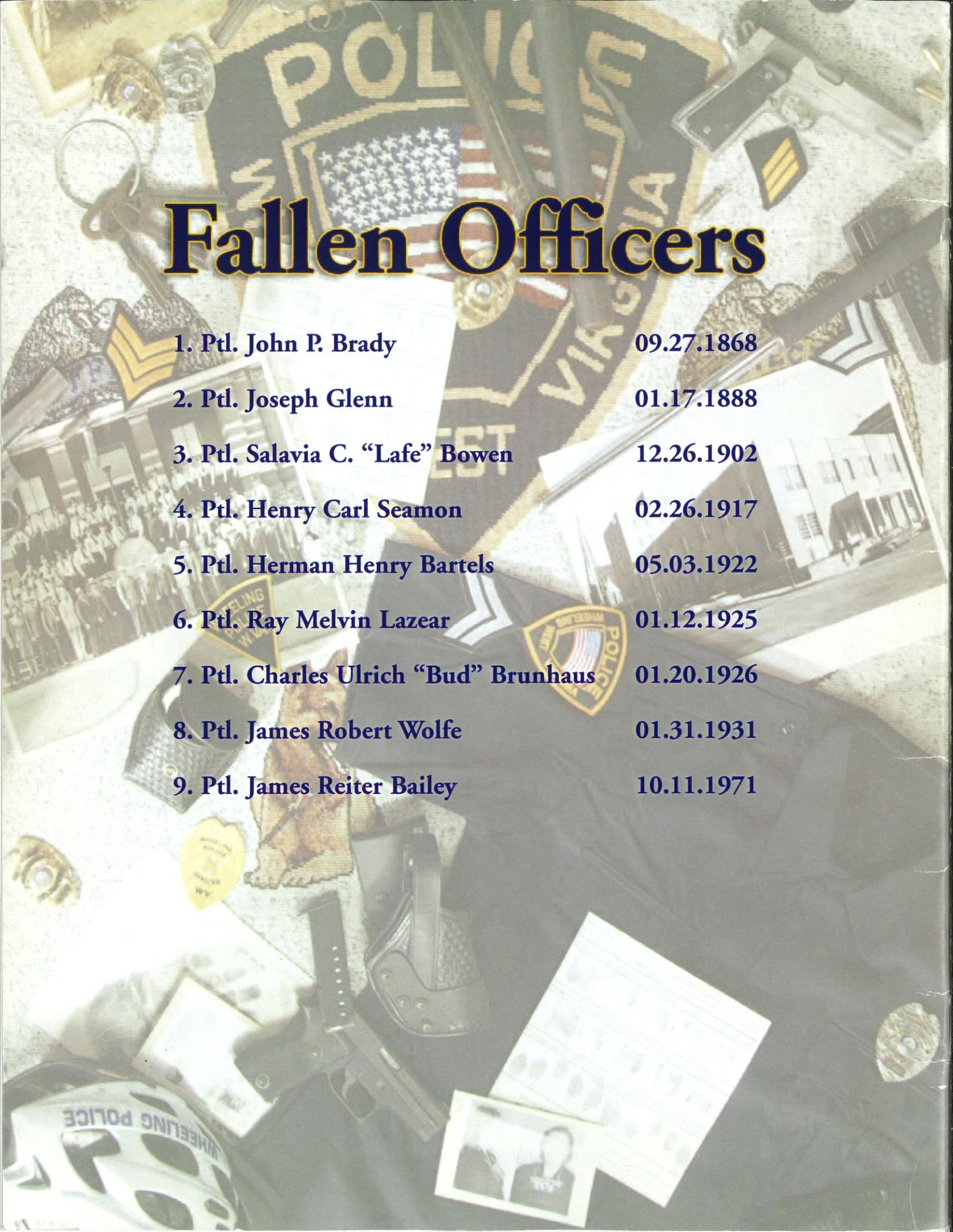
Successors are unknown - ??? - 1836

## Town of South Wheeling Police

### Department Chiefs of Police

1851 – 1871

	<b>Name</b>	<b>Years of Service</b>
1.	Joseph Pierce	1851 – 1854
2.	William Montgomery	1854 – 1856
3.	Henry Schultze	1856 – 1857
4.	William Jung	1857 – 1858
5.	J. W. Schultze	1858 – 1861
6.	Joseph Humes	1861 – 1862
7.	J. W. Schultze	1862 – 1863
8.	Joseph Humes	1863 – 1864
9.	Robert Rose	1864 – 1865
10.	Hy. Landkrohn	1865 – 1867
11.	Jacob Honecker	1867 – 1871



# Fallen Officers

1. Ptl. John P. Brady 09.27.1868
2. Ptl. Joseph Glenn 01.17.1888
3. Ptl. Salavia C. "Lafe" Bowen 12.26.1902
4. Ptl. Henry Carl Seamon 02.26.1917
5. Ptl. Herman Henry Bartels 05.03.1922
6. Ptl. Ray Melvin Lazear 01.12.1925
7. Ptl. Charles Ulrich "Bud" Brunhaus 01.20.1926
8. Ptl. James Robert Wolfe 01.31.1931
9. Ptl. James Reiter Bailey 10.11.1971